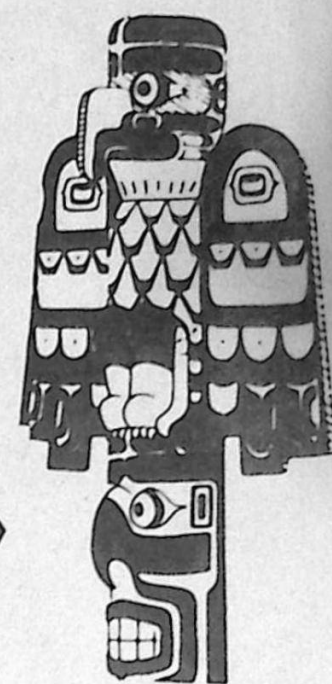




TOTEM TIMES



HOW ABOUT AN ORANGUTAN FOR A PET?

VOL. 13

CFB COMOX TOTEM TIMES

Thurs., Jan. 21, 1971

No. 2

FOR WHOM THE CUDGEL CAPERS

Despite the dismal performance of the weather lately, residents of CFB Comox are about to receive a severe attack of a harbinger of spring. Every year, without fail, these signs occur and this year the first such sign is scheduled for next week when the first Cudgel Caper of 1971 will scatter roentgens, decufs - which are relations of roentgens and not operations performed on pants - and Cudgel ew all over the base.

Many of the people currently serving here remember these tourist attractions from other years, such as 1970, 1969 and so on. There are others though, who figure that a Cudgel Caper is what Tom Terrific pulled when he bought all those cudgels for the Vancouver police force and they wonder how this could possibly be a harbinger of spring.

It's this way. A Cudgel Caper is a harbinger of spring because it means that the Tac-Eval team is not too far behind. Tac-Eval, as everyone knows, is a showbiz gala staged at CFB Comox annually by several thousand inspectors from CFHQ and ADCHQ who have grown tired and moldy contemplating snow and below-freezing temperatures for 10 these past six or so months. Shortly after tac-eval, spring is officially declared here, and the summer doldrums of course follow in no time at all.

And so we have a Cudgel Caper. But what is it supposed to prove? Cudgel Caper is an exercise in which the base and 47 Squadron evaluate their ability to fulfill their air defence role in peace and in war. During the exercise, which normally covers two days, the base demonstrates to a squint-eyed group of inspectors the way in which it would do its job in wartime, and the way it does its job in peacetime.

CFB Comox has a nuclear capability, which means that it is capable of storing, safeguarding, handling and if necessary using nuclear weapons should such weapons ever be received.

As one might expect, the regulations governing all this are rather stringent. But are these instructions always complied with? The inspectors watch all the procedures which might reasonably be undertaken and ensure that they are. Any deviation from approved procedures is sufficient to call down a bolt of lightning from the chief inspector, who is given special lightning-producing powers for the day.

Thus the first day is spent with the base carrying on its peacetime operations and the inspectors monitoring, observing and writing nasty notes on their clipboards.

On the second day of the Cudgel Caper, the scenario is a bit different. Wartime conditions

prevail. To a point, that is. Airplanes do not go scorching through the sky with live weapons on board. Instead, they carry the weapons simulators which tell whether or not Captain Roger Ramjet actually got the kill he is claiming, or whether he was just parked behind the alert hangars for an hour and a half with the engines running. Again, the inspectors simulate quaint bits and pieces to add variety and spice to the lives of the interceptor crews, and the crews are compelled to show how cunningly they would cope with a degraded control environment, even though it is sometimes difficult to tell what a degraded control environment is.

Cudgel Capers always require a great deal of flying in a short space of time. Many sorties launch on the war day. Many of the airplanes return in varying states of serviceability. Such an exercise throws a tremendous load on base maintenance. They must provide more airplanes than usual, and they must turn them around faster. They must straighten out the bent ones and have them available for the next target wave. Over the past years, they have always excelled in all of these pursuits.

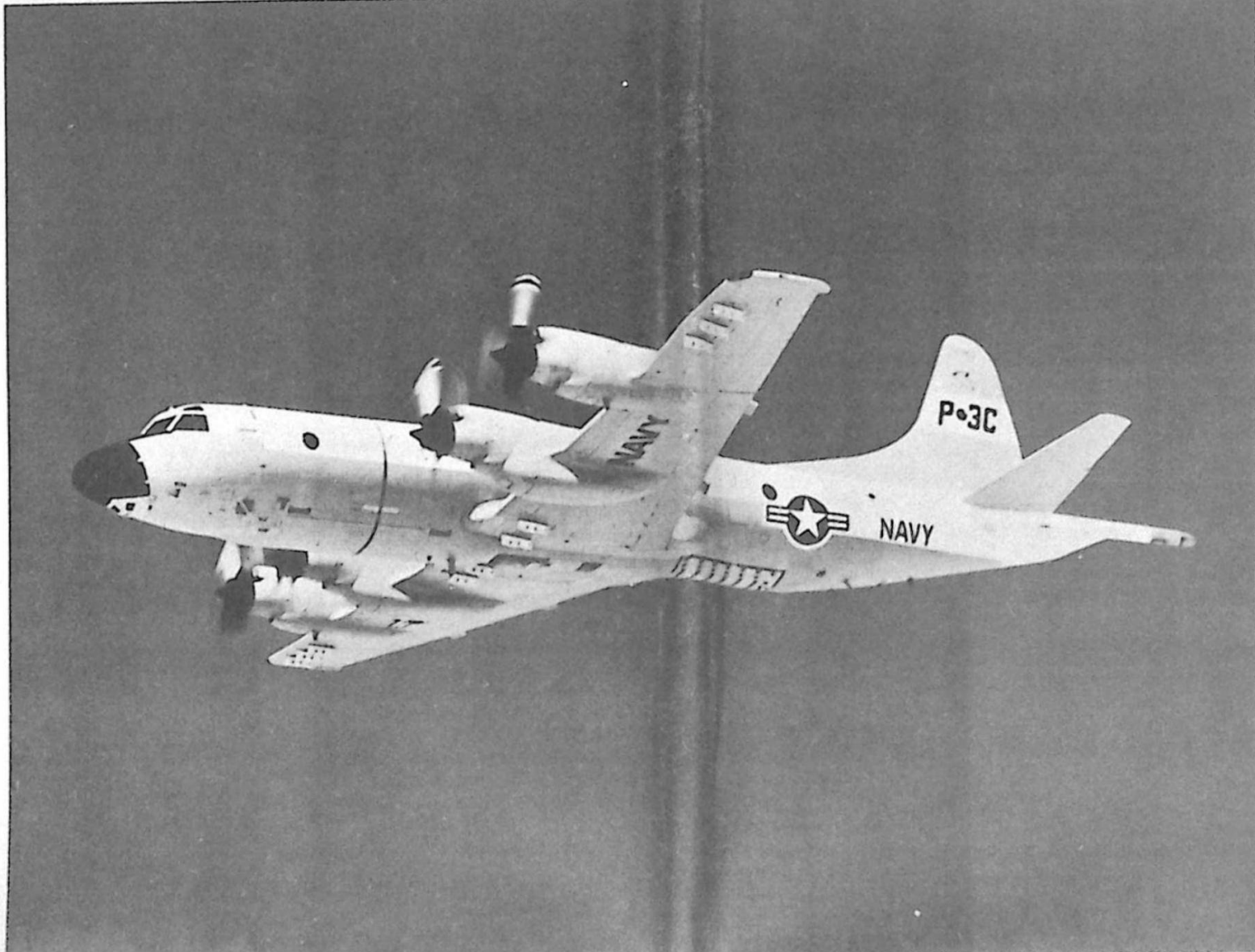
Eventually, the inspectors grow tired of having their eyes spring-loaded to the squint position. Eventually too, the target crews grow tired of doing loops, rolls, spins and all the other forms of permissible mild evasive, and peace returns to the Comox Valley. The last fighters return. The last crews retire to the club. Some hours later, the last groundcrew leave the darkened hangar.

Darkened, that is, except for the inspectors' office. There they sit, compiling their report. This might have been done faster. A breakdown was evident here. Over there was a first-class operation. And so on, into the night.

Soon their report is in the hands of the responsible commanders. From the report comes changes. Weak areas are bolstered. Strong areas are perhaps improved upon.

After that comes tac-eval. And what could be easier than tac-eval after a good Cudgel Caper or two? Every year, the tac-eval goes swimmingly, a fact that is not wholly attributable to sheer skill and cunning. Some of the credit must go to those who dream up the evaluations.

But passing tac-eval is not the primary purpose of Cudgel Capers. A quarter century of peacetime operations tends to obscure the fact that while peace might be our profession, war is our business. Cudgel Capers are designed to assure our commanders that we know that business.



Will the Argus Succumb to the Orion?

On Wednesday, the 20th of January, a team from Lockheed Aircraft briefed members of 407 Squadron on the P3 Orion aircraft. (Orion is the Greek mythological handsome hunter). The P3 Orion series of aircraft have been designed to detect, locate, and destroy enemy submarines. The aircraft are manufactured for the United States Navy by Lockheed of California. The P3 is a four engine, low wing craft of approximately 127,000 pounds gross weight. It is powered by four turbo-prop T-56 engines giving it dash speeds in excess of 400 knots or about 460 miles per hour. Unlike the Argus, the P3 is air conditioned and pressurized enabling it to operate at altitudes up to 30,000 feet. Though the Orion cannot remain airborne as long as the Argus, whose endurance under normal circumstances gives her the capability of patrolling for periods of 18 to 20 hours, the P3 makes up in speed what she lacks in long wind. That is, the P3 uses the time she saves due to her faster transiting speeds to conduct a patrol whose duration equals that of the Argus. Once on

station in her patrol area, the turboprop aircraft can loiter at speeds between 180 and 200 knots (approximately 210 mph). Her endurance on station is further increased since she is capable of shutting down two engines and extending the mission times to patrols in excess of 17 hours.

The P3 was designed to carry out Anti-Submarine Warfare patrols similar to the ASW role of 407 Squadron's Argus fleet. Being a newer aircraft she incorporates some of the advances that man has made in the technical field. For example, the latest Orion, the P3C, incorporates a digital computer in the aircraft system. This computer handles the many problems associated with navigation and tactical situations that arise during an ASW patrol. The new systems give the crew more time to assess tactical problems and arrive at solutions to these, since the computer system handles computations that were previously tedious and time consuming during a tight tactical situation.

The armament of the P3 can be carried in the bomb bay and wing pylons. They can carry an assortment of mines, torpedoes,

rockets, missiles, and flares. She can carry air to surface missiles on the outboard wing stations, giving her a powerful punch indeed. The bomb bay is configured to release ASW stores including torpedoes, mines, and conventional and nuclear depth bombs.

The normal crew of the Orion consists of a pilot, co-pilot, flight engineer, navigator (normally the third pilot on the crew), plus about five sensor operators. With air conditioning and aircraft pressurization in the P3, the crew comfort factor is greatly increased over that of the noisy, sometimes freezing, sometimes boiling, rarely comfortable interior of the Argus.

The aging Argus fleet is due to be replaced in the "near" future. The Canadian Government has been looking at the P3 aircraft along with the British ASW vehicle, the Nimrod. The Nimrod is a pure jet craft using the airframe of the possibly familiar Comet aircraft.

Both aircraft have desirable characteristics for an ASW aircraft to suit Canada's needs but the choice has yet to be made.

Will the "one hundred eyed bird" fall to the "Handsome Hunter"???

Priority Fours Restricted

OTTAWA (CFP) - Priority four passengers stationed in North America travelling by service aircraft during March, 1971, require at least 25 points according to Canforgen 002, Jan. 5.

Westbound passengers stationed outside North America flying trans-Atlantic flights need only 15 points.

Service flights involved are: 1, 2, 3, 4, 30, 32, 33, 34, 35, 705, 706, 707, 708, 753, 754, 758, 761, 762, 307, 308.

Voodoo Wheel Breaks Off On Landing

No one was injured when a disabled CF 101B Voodoo made an emergency landing at CFB Comox at 11:30 this morning. The aircraft, flown by Captain Don Elphick and Captain Karl Hammerschmidt, had taken off on a routine training trip, and after take-off the pilot could not get the nose gear to retract. Airborne inspection by another Voodoo, flown by Captain Doug Stuart and Captain Pete Dunda, revealed that one of the dual nose wheels was cocked about 30 degrees from centre.

Capt. Elphick declared an emergency and then radioed 409 Operations for advice on how best to land in this peculiar configuration. While he burned off fuel, to get down to his landing weight, Major Gord Morrison, the 409 Operations Officer, deliberated on whether to advise an approach end barrier engagement, to call out the fire trucks to foam the runway, or to advise a normal landing, depending on main wheel brakes to keep the aircraft straight on

the runway. He elected a normal landing.

On touchdown, Capt. Elphick lowered the nose gear; on contact with the runway, the canted nose wheel sheared off and rolled on ahead of the aircraft. The remaining nose wheel withstood the load; the aircraft was kept straight on the runway, and came to a stop, still standing on all its wheels, save one.

The Totem Times joins with the rest of the base in extending congratulations to Capt. Elphick for a job well done.



Picture (not the body) by Fisher

Land Element to be Frozen

Troops to Norway

The 3rd Battalion Royal Canadian Regiment supported by elements of 2nd Battalion Royal Canadian Horse Artillery and 2 Service Battalion, all from CFB Petawawa, will undergo winter operational training in northern Norway Jan. 19 - Feb. 18.

Approximately 700 troops and their equipment will be air-lifted to Norway by Air Transport Command Yukon and Hercules aircraft over a five-day period beginning Jan. 18. The airlift will originate from CFB Uplands near Ottawa.

Defence Minister Donald Macdonald and General F. R. Sharp, chief of defence staff, are scheduled to visit the Canadian troops on Feb. 11 while in Nor-

way (Feb. 8 - 12) for discussions with government and defence officials.

The 3rd Battalion, RCR, commanded by Lt. Col. G. R. Cheriton, is Canada's standby battalion for Allied Command Europe's mobile force designated for northern Norway.

The Allied Command Europe mobile force, established in 1961, is a multi-nation force designed to react to threats on the flanks of the NATO alliance. ACE mobile forces assigned to the northern flank exercise in Norway on a periodic basis.

Canadian Forces CF-5 aircraft will operate with the troops in the exercise area. The CF-5s recently completed operational trials in Germany.

McKEE NOMINATIONS SOUGHT

Nominations for the McKee Trophy, the most coveted prize in Canadian aviation, are open for the year 1970.

The 45-year-old trophy is awarded for outstanding contributions to the progress of Canadian aviation. The award committee looks particularly towards special achievement or pioneering in the field of air operations.

Candidates may represent any area of Canadian aviation -

commercial, government or military.

The first McKee Trophy was presented by the late James Dalzell McKee in September, 1926, as a memorial to the first trans-atlantic seaplane flight.

Nominations should be forwarded to the Chairman, The McKee Trophy Award Committee, Canadian Forces Headquarters, Department of National Defence, Ottawa 4, Ont., attn. DGOPSA by March 15.

CFB Comox Bowlers and Curlers Sweep Zone Finals



THE BASES ACE BOWLERS cheerfully accept the Zone One Bowling Trophy from L. Col. SV Lloyd, the Bases 'Ace' trophy presenter. Left to right are: Cpl. Vic Makowichuk, MWO Gord Jackson, Sgt. Harvey Smith, Cpl. Dave Harrison, Cpl. Brian Oster, Col. SV Lloyd and Cpl. Al Hughes. (Base photo)

Last week our bowling and curling teams returned from Chilliwack victorious in both sports for the second year in a row. Once again great individual effort and good team work proved to be the decisive factors. Representing the base in the bowling competition were Cpl. Al Hughes, MWO Gord Jackson, Cpl. Dave Harrison, Cpl. Brian Oster, Sgt. Huey Smith and Cpl. Vic Makowichuk.

Following are the results of the total pin fall competition:

1. CFB Comox	28,548
2. CFB Chilliwack	27,731
3. CFB Esquimalt	27,457
4. HMC Ships	27,301
5. CFS Baldy Hughes	26,648
6. CFS Holberg	25,730
7. CFS Kamloops	24,244
8. CFS Beaverlodge	23,352

The top six bowlers were picked from the competition by their individual scores to represent Zone I in the National Championships held in Chilliwack and once again CFB Comox dominated the team by placing three members on the squad. So good luck to Al Hughes, Gord Jackson and Dave

Harrison, also thanks to all the members of the Comox team that represented us all so well.

While our bowlers were dominating the alleys our curlers took control of the rink, moving through the playdowns suffering only one loss. With strong skipping from Cpl. Dennis Vicklund combined with excellent shooting and sweeping from Capt. John Byrne, Sgt. Jack Price and Sgt. Wally Kruschel our curlers seemed earmarked from the start to take it all.

Following are the results of the round robin competition:

Place	W	L	NG	Pts
CFB Comox	6	1	0	12
CFB Chilliwack	5	2	0	10
HMC Ships	5	2	0	10
CFS Kamloops	4	3	0	8
CFS Baldy Hughes	2	4	1	4
CFB Esquimalt	2	4	1	4
CFS Bldge	1	5	1	2
CFS Holberg	1	5	1	2

With the victory gained in the zone our curlers move into the Nationals being held in Chilliwack with all the best wishes for another successful tournament.



CPL. DENNIS VICKLUND balances the Zone One Curling Trophy with one hand and puts a vice like grip on Col. SV Lloyd as he accepts the trophy on behalf of his smiling teammates. Left to right are: Sgt. Wally Kruschel, Cpl. Dennis Vicklund, Capt. John Byrne, Sgt. Jack Price and L/Col. SV Lloyd. (Base photo)

UNISKINS by mac



Nighthawks Nest

Preparations for the annual tac-eval are continuing at a satisfactory rate. One notes an almost endless succession of defec exercises which this year are using white roentgens and clattering up the runways beyond belief. One notes too a sudden increase in the number of red book exams, which brought a bit of a tear to the already weakened eye of Doug Munro, who was compelled to mark them. Doug wouldn't say how poorly the squadron did on the exam, but he was last seen at the doorway of the Russian embassy, offering to switch sides.

Next week will see the first in the annual series of Cudgel Capers, which will undoubtedly enable the combined mess to offload a winter's accumulation of whatever it is they throw into the Cudgel Stew. Anyone who has lost a cat lately is urged to examine his stew closely to see if it is familiar.

Major Mo and Lyn Wagar ferried an aircraft to Beyondville last weekend, or at least the

squadron thought that that was where they were headed. But, a phone call half way through the weekend showed that they were in fact in Fargo, N. Dak., claiming to be unserviceable. As Fargo happens to be the home of the Happy Hooligans of William Tell fame, one has to accept that story with more than just a grain of salt. Perhaps one of the Guard troops is a used car dealer; one of the few that Major Mo hasn't hit on his ceaseless quest for a new set of wheels.

For a trouble-free vacation, don't go by car. Kenny Carr, that is, Ken and his brood started out for Disneyland, but abandoned the journey when it was discovered that the pedals wouldn't stay on his car. Neither would much else. He finally succeeded in pushing the vehicle back home, where the starter expired. Since then he has taken up skiing, which, considering the weather lately, is probably an excellent alternative method of transportation.

Grant Clements' special abilities have not escaped the attention of the NHL's board of governors, and Grant will be performing in the NHL in the near future. A tape of Grant snoring has been sent to the Montreal Forum, and it will be used to end the periods, as it will attract a lot more attention than the siren currently in use.

Tom Murray built what everyone thought was a giant mapboard to cover up the slot from which used to emerge all the spies that rode the freight elevator up to the squadron. It turns out though, that it really wasn't a mapboard. Tom just wanted the space to hang a family portrait.

Recent visitors to the squadron were Karl Hammerschmidt and Barry Watkin, who dropped in long enough to complain about the schedule and then departed crying about the injustice of it all.

Career Opportunities

For those who are tired of the humdrum routine of their day-to-day existence, a thriving, aggressive and amazingly versatile fish-wrapper offers an unheard of opportunity to get to know the streets of Courtenay, meet friendly merchants, and contribute to the success of a new and fascinating breed of modern literature. The TOTEM TIMES, the space age newspaper which specializes in rocket collection, has an opening for an obsequious little sniveller who can browbeat as many local merchants as possible into buying as much space as possible in each issue of the newspaper.

The successful applicant will have a distinguished record of working for lost causes, and will undoubtedly have been connected with Colliers, the Saturday Evening Post and the Edsel. He will have failed the Dale Carnegie course at least three times and will be contemplating suicide. For these qualifications, the TOTEM TIMES is willing to offer the same remuneration it gives

the editor, along with other untold employee benefits, such as explaining to the base commander why the last issue was so horrible.

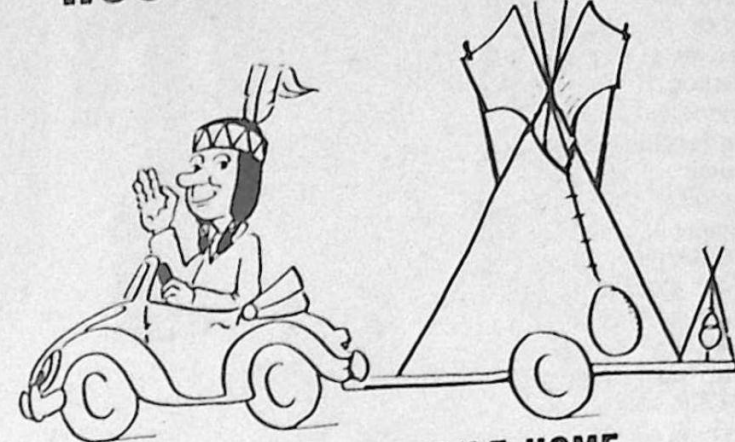
Staff School Starts

TORONTO, Ont. (CFP) — The Canadian Forces Staff School earlier this month began the first of four junior staff courses to be held in 1971.

Ninety-six junior officers from throughout the Canadian Armed Forces sea, land and air elements will spend 10 weeks at Toronto taking such courses as service knowledge, military executive skills and professional studies.

Since the school, an outgrowth of the former RCAF Staff School, began in September 1966, more than 1,200 students have attended. Upon completion of the course the students normally return to their respective units.

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Voodoo Nuts, Bolts and Volts

By Paul Klem

Our new work shift system is now in full swing. It seems to be working pretty well, but there are still a few wrinkles to be ironed out. It's never easy to arrange a shift that can satisfy every aspect of work with limited manpower. We may have enough manpower, but when you spread them out 24 hours a day seven days a week, it gets pretty thin in places. I don't mean we all work seven days a week, but when you consider the manpower loss to courses, sick parade, annual leave, secondary duties, duty crew and of course our beloved "Q", everybody has a fair share of the work load. Spreading it out evenly, that's the big job, but no matter how you cut it, somebody always thinks his being shifted whether he is or not is questionable, but there's always the dissatisfied lot.

I wonder if they ever think of the good aspects of the service and how everybody pulls together to get the job done. The times when you're all caught up with your work and the boss lets you pack it up early, so you can catch up on some jobs at home, work in the garden, go fishing, or just spend a few hours in the "Club" relaxing and talking over old times. Or when your wife or child has a medical appointment and you've got the car, a few hours off sure makes life more pleasant knowing you're not going to be docked half a day's pay because you had to take them to the doctor or dentist.

Not so on civvy street. The boss expects a full day's work for a full day's pay you've got to produce for him to stay in business. If things are slack he lays off men rather than pay them for doing nothing. If work picks up he hires only enough to handle the job. The most experienced and valuable men of course are last to go and first to be rehired. It's true they have unions in civvy street but unions don't make jobs, employers do.

There are times when you're so busy that you haven't even got the time for lunch or a coffee break but there are also times when it seems like one big coffee break and you're glad when a job comes up just to break the monotony. It doesn't happen very

often but it does happen, particularly when the weather bogs down and you don't turn a wheel all day. I'm sure that if everyone of us did a little soul searching we'd find lots to be thankful for.

Now back to that big fat pay cheque you got deposited at the bank every two weeks or so. After you've paid your rent and all your bills and drawn out enough for groceries, gas, tobacco, and a few beers, plus an allowance for the wife and kids, you find you still have some left over. (sometimes). Over a period of time it adds up, provided you don't splurge on a new car, a boat or a new color TV, or your wife and kids don't need extensive dental work or medical care. What do you do? You can leave it in the bank in a savings account and let it draw 5 per cent - 6 per cent or 7½ per cent interest, or you can put it in the credit union and maybe get 8 per cent. You can buy Canada Savings Bonds and get 8½ per cent or even 9 per cent or you can buy corporate bonds and stocks and hope to get a bigger return on your money, maybe even a capital gain. To do this you have to know what to buy to give you that bigger return. It's not an easy decision to make. You have to do a lot of research and study. This is where the professionals come in, the stock broker or investment dealer.

An "Investment Dealer" is a firm which deals in bonds and shares of investment quality. The investment dealer usually carries on business as a principal selling what he owns and buying for his own account. He is also involved with the creation and sale of new issues of stocks and bonds.

A "Stock Broker" business consists chiefly of buying and selling shares on an agency basis, that is buying and selling shares for others for a commission. He is usually a member of one or more stock exchanges. To be a member he has to conform to stock exchange regulations and ethics. How do you select a competent and ethical dealer or broker? Your banker will be glad to recommend one. To get the best from your dealer or broker you should give him a goal and a complete

account of your financial situation. He can work towards that goal with the resources you give him. Everybody's financial situation is different and must be treated independently. Because investing is of a personal and confidential nature, you can rest assured that a competent and ethical dealer will treat his clients affairs as confidentially as would a lawyer. The dealer or broker will try to do his best for you. He needs you to stay in business. He will recommend

what to buy, what to hold and what to sell, and will execute the transactions on your instructions. The final decision is yours.

I must congratulate the "Heavy Equipment Section" on the marvelous job they did on snow removal. It was indeed a pleasure to come in to work and find the roads relatively clear and the parking lots open. There is nothing more frustrating than coming to work and having to park your car in a snowdrift.

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407 TECH RAMBLINGS

REPAIR
With the advent of the new year, we are happy to report that another successful OJT assignment has been completed. Our fearless leader, Lt. Chura, sometimes known as Old Salty, has completed his tour of training in Repair and has moved on to Servicing for furtherance of his air element indoctrination. It would appear that we may yet make a good light blue type of him, particularly since the PACER already so states. Bon Voyage, Bud. Our new ARO, Capt. Matthews, having done his OJT in Servicing, now comes to us for his Repair OJT. Welcome, Doug, and be sure to keep your sense of humor at the ready: it may come in very handy around here.

It would appear that the squadron has finally settled on an emblem for the fins of our aircraft - a very attractive winged trident of an appropriate size replaces the prototype "Fabulous Flying Fork". Now, the only thing missing is a suitable motto. We think it should read "CENSORED".

This famous squadron boasts the best hockey team in the inter-section league but they are in dire need of a coach. Our nomination would be Sgt. Hanishevski. How about it, Hank?

Welcome to Ross Munro and Gord Whelan who join us from the tire bay and servicing respectively and adieu to Bob Jenkinson who has departed for servicing.

Congratulations to Denny Viklund and his curling crew on their successful elimination of the Pongos and Fishheads at the recent Services Bouspiel at Chilliwack. We hear they are setting up shop in town - how much for a perm, Denny?

Doug Howk says his career in the air works is fast drawing to a close. He has made coffee for the last time and now has just one more tour of Orderly Cpl. left to go.

Our intrepid MWO MacLeod says that if he takes up selling cars on city street, the only Volvo he will sell will be his own. It must be a very temperamental machine, judging from the time he has made it to work these mornings. Popular theory has it that the reason they advertise that these cars last forever is that weather and was forced to land on a nearby lake. 442 Squadron was alerted late Saturday evening and by early Sunday morning there were two Buffalos, two Labradors as well as two Dakotas from Winnipeg ready to go. As it turned out, these aircraft were unnecessary in this case as the downed aircraft was found on Sunday morning by a light aircraft passing by.

There was a short respite of three days then on the 14th, Captain Durrant went to Cranbrook to pick up two men who were injured in a furnace explosion. Unfortunately both men were very seriously injured and one man died in the ambulance while enroute to the airport and although the second man was airlifted to the Vancouver General Hospital, he died shortly afterwards. The next incident was also tragic. This was the airvac of a baby from Taru to Vancouver. Trans Provincial Airlines picked up the baby in Taru with a Grumman Goose and took it to Port Hardy where it was met by a speedier Buffalo, piloted by Captain Davidson who took the baby from Port Hardy to Vancouver. Regrettably the trip was in vain as the baby died shortly after arrival in Vancouver.

On January 18, Captain Adams went to Kelowna to pick up an elderly lady who had been severely injured in a car accident.

On the 19th, Captain Gesner and his crew took a Labrador to Woodena, which is about 60 miles Wood at the reins and Cpl. McVey banished to the land of the hug and slug.

Is this the only section employing owners of fair weather cars? Ed's Note: No, see Repair column above.

How come Repair is running a help wanted ad when coach Kellett says that the Demons hockey team is shaping up so well that we can expect more victories in '71? More fan support could provide all the lift needed to take the marbles.

TORP TOPICS
The biggest and best bit of news in recent weeks pertains to a tentative prospect for the Common Market. Wilf Whalen has received word of a tentative overseas posting, however, nothing is finalized with respect to date or unit. A good tech with a friendly disposition and a co-operative approach to his work, Wilf will be missed by his associates.

WO Hansen, affectionately

known as "The Boss", is presently having a bout of the sickies but latest word has it that he is on the mend and can be expected back in his accustomed place of duty in the near future.

With "Operation Coverall Exchange" currently in progress, your author finds the steady stream of passing troops as somewhat of a distraction to his literary attempts; however, the pace must be slackening since Cpl. Lanouette has emerged from the mele.

Overheard the other day was an interesting European song which sounded like an ode to a heavy female horse. The title, we believe, was "A-ONE-TON-A-MARE".

If you would like to witness some humorous amateur schmocky, be sure to be at the arena at 09:00 hrs. January 28.

Repair's statement in their January 7th column that all good Maritimers should know the meaning of "ABYCKFCH? DMRNTFCH.OYSDMR, CMD?" grieves this Maritimer in that he does not get the message - and he has company.

Rumor Of The Week: Resdan smugglers are being apprehended at the U.S. border. A happy holiday to all you dandruff infested vacationers who intend going south of the border.

AIR PHOTO NEWS

The current topics of conversation in the Camera Basher Section deal with postings and releases. Bob Maier and family are looking forward with eager anticipation to their move to Baden in April. Rumor has it that the German brewmasters are considering the use of chemicals in their product and Bob feels that this is worthy of a personal check-out. When Jim Webber heard of Bob's good fortune, he applied for an early release and intends rushing over to Europe for the purpose of taking over where Kinsey left off with respect to a single man's survey of the situation there. He states that this task will last for as long as the money holds out, and should he become desperate, he might even consider working for a while. Upon his return to Canada, it's back to the sunny Okanagan where his nice acreage awaits development.

We take this opportunity to welcome Jim Webber's replacement in the person of Pte. back to that week you will remember the weather we had and you will see that the Met Section did their share to make this operation a startling success.)

The first day they cruised for five hours down a travelled road then turned north up an unused and unplowed road. This road was covered with 4 to 6 feet of B.C.'s finest snow. They found that the machines travelled much better on this surface but encountered much fun crossing unbridged streams that crossed the road and undermined the snow.

Making camp the first night the boys discovered the loss of two jerry cans of fuel. The next morning, with 2 inches of fresh snow, they retraced their trail on one machine but to no avail. They then proceeded to the nearest source of fuel, Oyster River to replenish their supply. Then they travelled up the Iron River road for about five miles before making camp for the night.

The following day, the 14th, they proceeded towards Wowo Lake. At 10:15 the helicopter

west of Lilloett, to pick up a premature baby. This baby was born, three pounds, four ounces and had to be kept in an incubator. The infant and incubator were airlifted to Vancouver General Hospital on Tuesday afternoon, where, at the time of writing, she is reported to be doing well. An earlier attempt to reach the baby had failed due to extremely bad weather conditions.

The conventional engine starts with up-and-down motion (pistons) which then has to be converted (clankshaft) into rotary power (wheels). Inefficient, to say the least. And noisy, full of vibration.

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HIS HONOUR, MAYOR DANIEL Stan Hagen, presents a black and white portable television set to Mr. Stan Hagen. Mr. Hagen is the winner of the Community Council's Christmas draw, and while this picture and presentation may seem a little late, it is because Mr. Hagen was enjoying a Christmas holiday.

Medals????

Many Comox-based servicemen were recently given an opportunity to express their opinions on honours and awards in the Canadian Armed Forces. This chance was given them by Commander R.D. Yanon, a student at the Canadian Forces Staff College who is doing a survey on the topic and wanted to base his arguments on information collected from servicemen themselves.

Five hundred copies of his questionnaire were distributed on the base. Approximately 300 were returned. The questionnaire had five questions, plus space for interested servicemen to fill in their own remarks. A great many of them took advantage of this and appended many thoughtful points on the questions of honours and awards in the Canadian Armed Forces.

Without going into detail, most

of those who answered felt that the British system of awards could gradually be done away with, and a Canadian system substituted. Only a few wanted to see cash awards in lieu of medals, and most felt that more medals and ribbons of various types be awarded. The most common comment was that any new system should fall somewhere between our current system, which is limited largely to the CD, and the American system, which seemingly hands out ribbons on the slightest provocation.

It will be some time before the information that Commander Yanon has gleaned service-wide will be tabulated. Hopefully, he will be able to release some of it. In the meantime, thanks to all those who took the time to fill in the form, and those who took an even greater amount of time to present their ideas.

Winters Tragedy

the winter," she said. "I use two rings at night for heat when the temperature drops below zero. I must have caught the switch in my cardigan, because when I went for something to eat in the other room I turned and saw the flames." Mrs. Titmus said she took Queenie in about two years ago. She said she kept the dog tied up, and it was sleeping when the fire broke out.

"YOUR XBCYKL . . ."

What does it mean? Frankly, nothing . . . but it got you to read this ad didn't it? We need an agent on this base to handle enquiries about our products. This is a part-time job for a serviceman. Interested? You will never know unless you at least enquire. Good money available for little but some time and effort. Write to K. Ord, Grolier Ltd., 200 University Ave., Toronto, Ontario.

P.S. No stamp? Well call me collect at area code 416-366-9993. If I'm asleep, I'll call you back later.

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BACKWARD GLANCES

A Centennial '71 Feature
The gold miners who scrambled along the river banks of British Columbia 100 years ago show their hardships never overcame their sense of humour. The Cariboo Sentinel of August 9, 1866 brought chuckles in this list of Miners' Ten Commandments, which was said to have come over the trails from California, with the Forty-niners. It is published here in abbreviated form:

1. Thou shalt have no other claim but one.

(II) Thou shalt not make thyself any false claim - by jumping one.

(III) Thou shalt not go prospecting before thy claim gives out. Thou shalt not take thy money nor thy gold dust, nor thy good name to the gambling table . . . for . . . poker will prove to thee that the more thou puttest down, the less thou shalt pick up.

(IV) Thou shalt not remember what thy friends do at home on the Sabbath . . . six days thou mayest dig . . . but the other day is Sunday, when thou shalt wash all thy dirty shirts, darn all thy stockings, tap all thy boots, mend all thy clothing, chop thy whole week's firewood . . . bake thy bread . . .

(V) Think more of the gold and how thy claim can make it fastest.

(VI) Thou shalt not kill thine own body by working in the rain neither shalt thou kill thy neighbour's body by shooting him, except he give thee offence.

(VII) Thou shalt not grow discouraged.

(VIII) Thou shalt not pick out specimens from the company pan and put them into thy mouth or in thy purse. Neither shalt thou take from your cabin mate his gold dust to add to thine, lest he find you out, and straightaway call his fellow miners together, and they hang thee - and if thou steal a shovel, or a pick, or a pan, hanging would be too good for thee . . .

(IX) Thou shalt not tell any false tales about gold digging in the mountains - lest in deceiving thy neighbour, when he returneth through the snow, with naught save his rifle, he present thee with the contents thereof . . .

(X) Thou shalt not covet thy neighbour's gold, nor his claim, nor undermine his bank - nor move his stake - and if thy neighbour have his family here and thou love and covet his

daughter's hand - thou shalt lose no time in seeking her affection - lest another more manly than thou should step in before thee . . .

Greens Growing Gradually

OTTAWA (CFP) -- Fifty thousand green uniforms have now been issued to Canadian service men. Supply services report conversion from old to new is ahead of schedule and should be completed by early 1972.

Spring of '71 will see the outfitting of personnel at bases North Bay, Val d'Or, Falconbridge, Lowther, Moosonee, Senneterre, Rockcliffe, (includes CFHQ), Sioux Lookout, and Uplands. Other eastern bases will get uniforms this summer.

The program has faced some problems, including a scarcity of overcoats and a shortage of uniform jackets. Both items are now in good supply.

User trials for a new set of tropical wear will be conducted on exercise Maple Spring in the early part of 1971. Approximately 3,000 personnel will wear green short sleeved shirts with convertible collars, and shorts with knee length socks. The rank badges for other ranks will be worn on the collar.

NOTIONS 'N' THINGS

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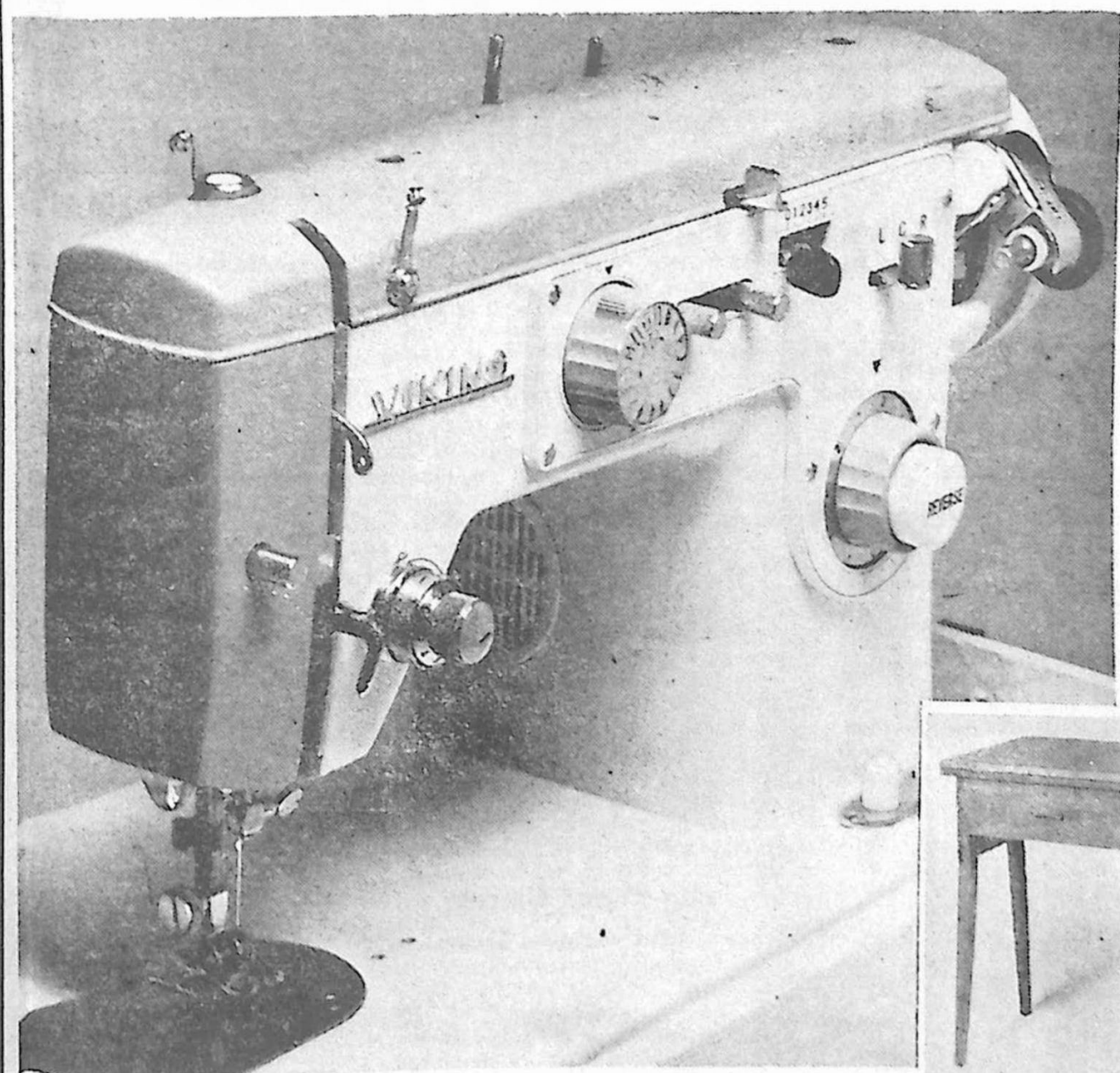
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EDITORIAL

Command Support

Service newspapers are not really in the news business. Generally they appear once a week, or twice a month, or on some other schedule that pretty well puts them out of the hard news business unless they should be fortunate enough to have a major story break on the day they go to press.

Because of this, there is a lot of space available for comment of one sort or another. In some papers, the editor and his henchmen take advantage of this space and attempt to make impressive noises about things in the news. In other papers, the comment is largely left to those who take great joy in writing letters to the editor. In still other papers, there is little news and no comment at all.

But there is one segment of the service population which rarely avails itself of the opportunity to comment on what is going on, and that is the segment composed of commanders at all levels.

A study of service newspapers reveals that very few base commanders, for example, feel the need to use their base newspaper to express their opinions, explain their reasons for particular policies, or just generally raise hell with the troops.

Nor do commanders of commands ever, apart from composing traditional messages of Christmas goodwill, see fit to use the service newspaper as a means of getting an informal and unofficial message across to people who might benefit from it. The TOTEM TIMES, whose on-base readership is drawn from Air Defence, Maritime, Transport and Training Commands, seldom if ever receives for publication anything but routine congratulatory or goodwill messages from the commanders of these commands. Perusal of other service newspapers shows that either they get nothing from their command commanders, or they choose not to print what they do get, which would probably be living dangerously.

This is not to say that every issue of every base newspaper should have a corner reserved for the base commander, the commander of the command, and the CDS. Far from it. But it is to say that service newspapers would benefit from getting material from these commanders. And it is also to say that the readers and hence the service would also benefit, and that is the object of the exercise.

One of the purposes of service newspapers is to provide commanders at all levels with a quick and reliable method of communicating with those in the field on a slightly less formal basis than is possible

through normal channels, and this particular purpose is not being fulfilled as well as it might be.

Admittedly, Canadian Forces Press sends out much of value from CFHQ, but it largely confines itself to reporting what is happening, and seldom delves into the reasons for it.

And it is the reasons for it which provide such great conversational material wherever servicemen gather. Servicemen, like everyone else, tend to speculate on the reasons for the changes which affect them. Often, that speculation is wildly off-base and often, that speculation is a word from a commander, conveyed in the unofficial surroundings of a base newspaper, could well dispel the speculation, or at least guide it along the proper path.

In misty days of yore, a service might well have travelled on its stomach. Today though, it travels on information and a sense of participation. Occasional articles in service newspapers by commanders at all levels will provide more information and a greater sense of participation than currently exists.

Service newspapers currently play several important roles in the service community. They keep their readers posted on what is happening locally, they report, through Canadian Forces Press, on what is (or was) happening nationally, and those which bother to have editorial pages offer a form of feedback that local and higher commanders can use to determine how their policies are being received on the hangar floor, so to speak.

So the papers do produce some results for the efforts expended on them. But they would achieve even better results if their command support were more active. An occasional article contributed by a commander can clear the air more effectively than the fulminations of even the most splenetic editor.

It is impossible for every commander to talk personally to everyone who works for him. Shift work, leave, sickness and other considerations preclude it. But service newspapers do reach an astonishing number of servicemen. When they pick up their papers, they are generally in a relaxed and reflective mood. What better time for a commander to sneak up and talk with them?

A service newspaper can be a valuable means of enabling a commander to talk to his people. But only if he uses it. Hopefully, more commanders will in time take advantage of service newspapers to get the word down.

Whose Thing?

In the last number of years our society has experienced a trend toward freer expression and greater individualism. Certainly it was a long time coming, and perhaps because of this there have been excesses. A "Do your own thing" attitude has developed and become pervasive. We often hear expressions like, "I'm just doing my thing," and, "Just do whatever turns you on." But what does it all mean? Usually it is just an excuse for doing something which is entirely unworthy of the doer.

In old fashioned days a youngster was prepared for his place in society while he was still at home. His parents raised him strictly and imposed a rigid discipline. He had few rights, but many chores and more responsibilities. He became used to conducting his life within certain limits and he learned to obey the rules and follow the guidelines. It was an easy transition to move away from home and into society where he became a fine upstanding citizen. He might even be thankful for the way he had been raised, though he would shudder at the memory of his unhappy childhood.

But society has become more permissive and its entrance requirements are no longer so stringent. The emphasis, during the formative years, is no longer on learning how to live with restrictions and rules; it is now on freedom, freedom of and for the individual, complete and utter, boundless, non-directional, and perhaps even wanton, freedom. It is characterized by such expressions as, "Do it," and, "Let it all hang out."

Some school children now attend freedom classes, classes where they are encouraged to do whatever they feel like doing. Self expression is the big thing. Express yourself now and be fulfilled. But what if one has nothing to express? Or what if he has something to express but is not yet ready to express it? Does he "do it"? Should he settle for baby talk now when, with a little more time, he might be capable of rhetoric?

It seems that there is far more emphasis now on the activity than on the quality of the activity. It doesn't seem to matter much how well one does something as long as he does it. But a person enjoys doing most what he does best, and if the standards are removed, how can he do best? Also, if the rules and guidelines and limiters no longer exist, an individual cannot improve even should he still want to.

Many of our youth today have never experienced anything but permissiveness, on the part of both their parents and society. Permissiveness has no direction; it fosters no ambition; and its victims tend to become a homogeneous mass, tepid, with no flavour, no character, and without a single spark of ascendancy. Victims of permissiveness can find nothing to fight against, nothing to hone their judgement on, nothing to test their

mettle. So they become freedom children, and they look for causes. Almost any cause will do, and the easiest to attack, and the most worthy of attack, is the society that made no demands on them, hence made them what they are.

But our youngsters and our youth, are more capable than anyone else of living with permissiveness, for it is all they've ever known. Those least capable of adjusting to the "do your own thing" attitude are the relics from the old fashioned days. They don't quite know how to manage their own thing, and their attempts are mostly ludicrous. They have always conducted themselves fairly objectively, but doing their thing is entirely subjective. To demand instant gratification is as subjective as it is to do what you please when you please and to hell with what other people think or what the consequences will be. And for an old fashioned person who has developed the objectivity that is a large part of maturity, this would be complete regression to the pure subjectivity of babyhood. It entails complete disregard for the rights, and the feelings, and the welfare of others. In fact, it is a sort of anarchy of the self.

Some apparent adults can certainly reach that state. The late Adlai Stevenson was visiting the city of Dallas a few weeks before President Kennedy was assassinated. The crowds were not particularly friendly and picketers were scattered among them. As Mr. Stevenson passed, a woman spit on him. The security guards immediately restrained the woman, but Mr. Stevenson asked them to unhand her and let him speak to her. He then asked her what the problem was and what it was she wanted. She spluttered, "Well, You should know. You should know... And if you don't know, I can't tell you." Perhaps that woman was doing her thing, but such a thing could never be worthy of a mature person.

The cubicle walls in the washrooms on the bottom floor of No. 7 hangar sport some interesting graffiti. Some bits are artistic, and some are rather clever, but few of the artists and writers responsible would admit that it was they who had just been doing their thing.

Whatever a person's thing is, it should be worthy of him. And perhaps the criterion should be not what other people think, but what he himself thinks, and whether his opinion of himself as a worthwhile human being is enhanced or lowered when he does his thing.

Each of us has knowledge, a will, a mind, and we can think and make decisions. In the end it is only we who win or lose. Certainly each of us can do our own thing. Society permits it. But it is up to us alone to decide whether the thing that we do is worthy of us.



Well these new green uniforms look just great, I wonder when we'll be getting the winter issue.

Letters to the Editor

De devil made him write dat

Sir:
In reference to an entry in your last edition entitled "Voodoo Nuts, Bolts and Volts" by Paul Klem, I would like to clarify a few facts regarding the Supply organization.

Although Mr. Klem knows the full title of the DEVIL program, he does not realize what this program entails. I hope this entry will enlighten him.

First, there are many part numbers which will be rejected as they can only be purchased in the USA. Second, even though the computer handles a tremendous workload, it "does not" handle packaging. Consequently, there has been a human error made somewhere along the way which is excusable. Third, if Mr. Klem had an E-200 returned to him, that was his error as the CF77, Base Station Unit Supply Voucher, replaced the E-200 in June 1969.

The rivalry amongst the different environments of the CAF is traditional and unavoidable, but rivalry amongst different trades in one environment is very detrimental to what little morale we have.

The Base Supply Section

P.S. I hope WO Klem is satisfied with his new uniform.

Freedom of editorial without prejudice

Sir:
Why, when a Cpl. has the guts to state facts in reference to the Auto Outlet, and sign his name should be made to apologize publicly through the media of your paper? I feel I know the reason as many do, but all may not be aware of the circumstances.

Attempts to rectify the situations this Cpl. mentioned, is in my estimation not justification of having a man retract facts, as it is the time for action.

I do see an apology in order, and which I understand was made when a responsible person has the audacity to tell an airman, if you don't like our service go somewhere else (these are polite words I've used) because a job advertised could not be completed. Will this apology appear in your paper?

When things are not going as they should, then there is a shake up in order for example the Detroit hockey team and the B.C. Lions football club who have made no attempts but positive changes, as I can assure there are many dissatisfied servicemen in respect to the garage.

I would suggest as other units I've been at, an NCO has been appointed as manager of the Auto Club then any complaints could be aired through him with positive results and not violent arguments.

As a severe and rightful critic of this outlet, why haven't I been asked to get down on bended knees and plead for mercy?

I would ask the editor, that all, and not part of my write up be printed, as anything I state I would be willing and able to back up. To whom it may concern my effective date of release is April 8, 1971.

KL Siddons, Sgt. 360

The outside world

HALIFAX (CFP) - I would prefer not to have my name used, as it could very well give the

impression that I am a confirmed writer of letters to the editor.

However, I have been interested in reading your advice to those who are about to retire, and who are, or will be job hunting.

I am now into my second successful position since retirement and in both instances I know that what tipped the scales in my favour was doing my homework.

Before my interview I had made it my business to learn as much about the job as possible. I delved into the working of the firm and formulated ideas. In brief, I was in a position not only to answer questions with background knowledge, but I could throw in a few ideas of what appeared to be original thought.

In this present position, youth and a university education were very much a factor, yet I won over 89 other candidates.

I pass this on as most valuable piece of advice.

Name withheld

The Comox Commandos?

Sir:
Would you please include this in this week's issue of the Totem Times.

All bike riders interested in seeing a motorcycle club formed at CFB Comox are asked to come out to a meeting in the Social Centre on the 27th of January at 19:30 hours. This meeting is to see if there are enough interested personnel to warrant starting a club so please attend.

Thank you.

Cpl. Bryson
Local 461

From the Editor

We would like to publicly thank Dr. Bob Thatcher and Dr. Bruce Lowden for the recent series on the non-therapeutic use of drugs, which appeared in the last number of issues of the Totem Times. Doctors Thatcher and Lowden collaborated on conducting the research and compiling the data which were the basis for the articles, and then Dr. Lowden prepared the three part presentation which appeared in the Totem Times. Once again, thank you doctors.

Ed.

Bare Cupboards

Dear Sir:

A couple of weeks ago, Canex, in a fit of merchandising madness, closed for stock-taking. Prior to the stock-taking, the depredations of Christmas shoppers and some clever inventory control assured that there would not be too much stock left to count.

The stock-taking has now been over for two weeks, and there is still very little stock to count, or, more importantly, buy. The stuff that is still there is the stuff that was deemed not good enough by the Christmas shoppers.

Why should this be? Most entrepreneurs do not find it necessary to shut down for a week while they sort out what is on hand. Fewer still face the customer with bare shelves two weeks after the count. Those who make a habit of it soon acquire first-hand experience in breadlines, soup-kitchens and Canada Manpower offices.

Why is the Canex cupboard still virtually bare so long after the stock check?

Yours truly,
C.U. Stomer.

Relatives Wanted

Dear Sir:
A friend of mine sent me your

address in hopes you could help me on my family tracing. I am trying to locate my Grandfathers' records - Lyman and Hannah born about 1780 - 90. May have been in Scotland. I have no maiden name on Hannah or how many brothers and sisters but one son, Zenas Andrews born 1814, Ontario, Canada. Wife Hilda M. born 1821, Canada. Onsen Z. Andrews born 1840, Sherbrook, Quebec. Titus Z. Andrews born 1844, Lowell Vt. U.S.A. Clara M. Andrews born 1850, Canada West, Ont. Justin F. Andrews born 1854 Wisconsin U.S.A. Possibly on the death of Zena in 1874 in Michigan that Justin F. and mother Hilda M. went back to Canada.

Any information would be welcome or pass this letter on to someone that is doing family tracing that could help.

Thank you.

Marie Britson
6635 So Junett,
Tacoma Wash., USA
98409

Ode by Jim

-Sent to us by the OBODO ORACLE

ODE BY JIM
We've learned it from the Blue Jobs
We learned with hat in hand
The truth about the military
And how to become a man.

We cut down on the marching
And slouched around the town
We looked just like the Blue Jobs
But we're still the boys in brown.

The brown may not be gaudy
But its smart as can be seen
It made the others envious
And we all finished up in green.

So now we're men in harmony
And the brotherhood has joys
But if the going should get rough
They'll call once more for the "boys."

Who Are You Fooling

WHO YOU FOOLING
"Oh brown jobbie please tell me of how you marched the "hump" or across the sea.

Or in what mysterious way enemy installations in ruin did lay
and who turned the tide that September day.

But now these feats are past and done
they would mould us into one.

To lend a hand, we did not ask but forth you came, to take the rank
and we still carry out the task
Our goals and aims, we've never failed
now confusion does prevail.

To like it here, HELL, yes you should
to better one self is understood
To work With you, is not painful
to work FOR you is disdainful.

In open vulnerability high in the sky
"We" carry Our Traditions with deepened pride.
as for in the trenches, you cannot fly.

To remain anonymous is not new to us
you take the "sked", we take the bus
So b.j. it's plain to see
you cannot rebuttal me.

The Phantom Nighthawk
Jan. 71

OTTAWA (CFP) - New Year's Day is the traditional time to take stock by looking backward over the past year, assessing our mistakes and making New Year's resolutions. The serviceman approaching retirement will find a quotation by Charles Kettering also appropriate. He said, "We ought to be interested in the future; for that is where we are going to spend the rest of our lives."

The future can be pretty bleak for the serviceman who finds himself unprepared especially during the present downturn in the economy. In thinking about the future one thing we must do is carry out a determined self analysis. Try asking yourself six simple questions:

1. What things have I done with any degree of success?
2. What things have I done that others have commended me for doing in an exceptional manner?
3. What jobs have I held? (Describe each job in detail working backward in time.)
4. What kind of equipment can I operate?

5. What are the things that I really like to do?

6. What are the things that I do not like to do?

Why not use one sheet of paper for each question? You must be honest with yourself and when you have finished sit back and examine all six answers side by side, surely a picture will build up in your mind as to your future in the outside world; a plan forming an occupational goal. The fact you have a clear cut occupational goal means you have taken the first and most important step in looking after your own future in the outside world. The rest will fall into place with a lot of determination and hard work.

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

Dapper Dan Says

Just Keep Hanging in There

OTTAWA (CFP) - Find your home too cramped for comfort?

There was a time in the housing booms a few years ago when it was fairly easy to sell the one you had and buy a bigger one. There was even a chance the landscaping and garage you'd put on the first house attracted a good enough price that you broke better than even. The profit, however small, was sure handy for the bigger place for the growing family.

That was when mortgages had reasonable interest rates.

People now, faced by mortgage rates darned near double what they were a little over a decade ago, have been taking another tack if they are having big families.

Just like the old country farmer replaced his old time Bob May house with a new one, the new house immediately leads to the growing family.

How hard it is to get rid of a big older house they seldom realize. And if they've done the obvious thing - refinanced the original mortgage - they're into high interest rates.

Enlarging an older house rather than buying a new one isn't all wine and roses if you're expecting to make any money out of the deal when your kids are grown up away at college, working in other cities or with that independent streak that makes them convince you they'd be happier in their own apartment, shared by friends.

It may be wiser to tough it out in the old house. It won't be forever. Think twice about enlarging or buying bigger homes. By the time you can do it, the new house may be a thing of the past.

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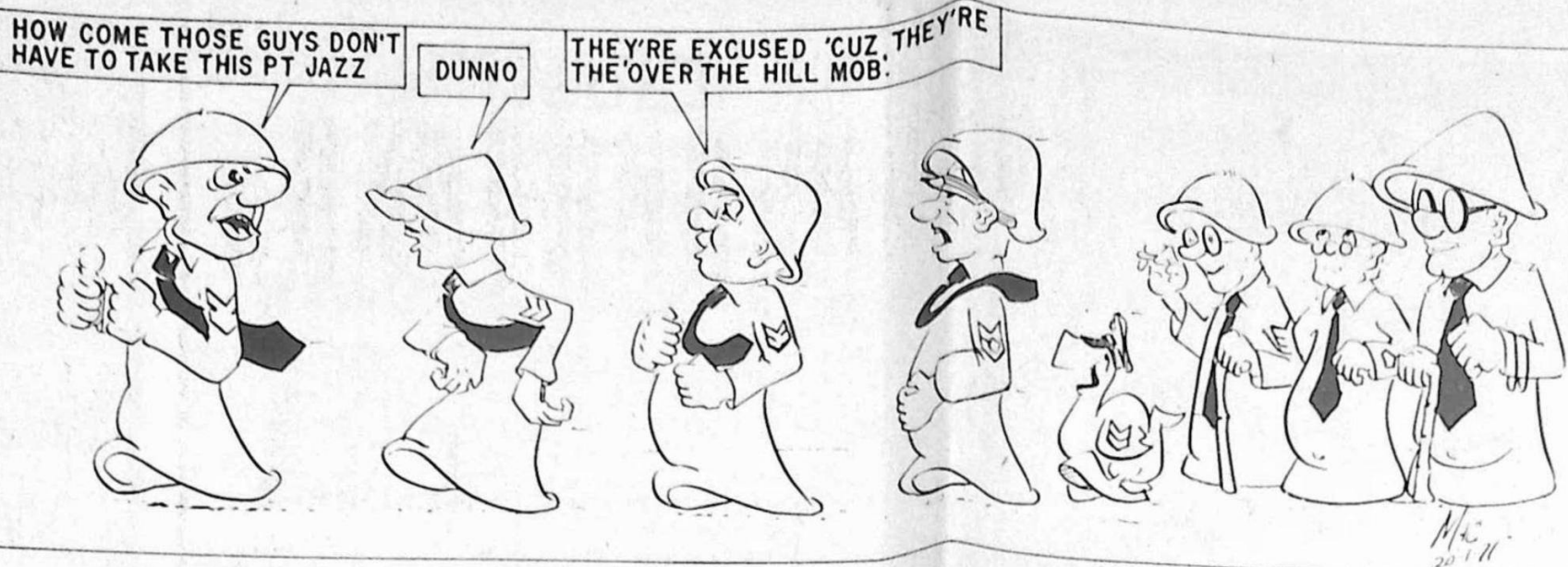
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FUNGUS FEATURES

by Mac



The Flying Fungus

It looks as if 1971 may be a record year for 442 Squadron in its airvac role. Since the last issue there have been eight airvacacs and two searches.

On January 5th, Captain Foster and crew picked up WO CS Campbell in Prince George and took him to Victoria in a Buffalo. Then on Jan. 6th Captain Adams and his crew airlifted Mr. Puglas from Comox to Vancouver. Mr. Puglas, a native of Campbell River was suffering from gunshot wounds and required immediate attention. Due to very bad weather the Buffalo was unable to get into Campbell River so Mr. Puglas was taken to Comox by ambulance and then by air to Vancouver.

On the same morning, Captain Charland and his crew picked up a baby at St. Joseph's Hospital and took her directly to the Vancouver General Hospital.

The 7th of January was the occasion of our first search in 1971. This was for a Norwegian sailor, Mr. A. Johansen who had fallen overboard while on a trip from Nanaimo to Pt. Roberts. Unfortunately he was not found.

On the 9th, Captain Spurgeon took a Buffalo to Williams Lake to pick up a seven-month old baby girl, Deborah Graham, who had been badly burned with oil.

Sunday, the 10th was the beginning of another search, this time for a Cessna 172, piloted by a Mr. Ray MacDonald. He was on a flight from Fort St. John to Fort Nelson when he ran into bad weather and was forced to land on a nearby lake. 442 Squadron was alerted late Saturday evening and by early Sunday morning there were two Buffalos, two Labradors as well as two Dakotas from Winnipeg ready to go. As it turned out, these aircraft were unnecessary in this case as the downed aircraft was found on Sunday morning by a light aircraft passing by.

There was a short respite of three days then on the 14th, Captain Durrant went to Cranbrook to pick up two men who were injured in a furnace explosion. Unfortunately both men were very seriously injured and one man died in the ambulance while enroute to the airport and although the second man was airlifted to the Vancouver General Hospital, he died shortly afterwards. The next incident was also tragic. This was the airvac of a baby from Taru to Vancouver. Trans Provincial Airlines picked up the baby in Taru with a Grumman Goose and took it to Port Hardy where it was met by a speedier Buffalo, piloted by Captain Davidson who took the baby from Port Hardy to Vancouver. Regrettably the trip was in vain as the baby died shortly after arrival in Vancouver.

On January 18, Captain Adams went to Kelowna to pick up an elderly lady who had been severely injured in a car accident.

On the 19th, Captain Gesner and his crew took a Labrador to Kelowna which is about 60 miles Wood at the reins and Cpl. McVey banished to the land of the hug and slug.

Is this the only section employing owners of fair weather cars? Ed's Note: No, see Repair column above.

How come Repair is running a help wanted ad when coach Kellett says that the Demons hockey team is shaping up so well that we can expect more victories in '71? More fan support could provide all the lift needed to take the marbles.

TORP TOPICS

The biggest and best bit of news in recent weeks pertains to a tentative prospect for the Common Market. Wilf Whalen has received word of a tentative overseas posting, however, nothing is finalized with respect to date or unit. A good tech with a friendly disposition and a co-operative approach to his work, Wilf will be missed by his associates.

WO Hansen, affectionately



"IT SURE BEATS SNOWSHOES" said Sgt. McMullen and Cpl. Fullbrook as they posed aboard their 'Snowball Six'. After a four-day romp in the snow they reported no problems at all with Para Rescue's latest addition to its inventory. (A MacPhoto)

Snowmobiling for Fun and Profit

Sgt. Joe McMullen and Cpl. Sonny Fullbrook made plans for a cross country trip between Williams Lake and Prince George via snowmobile. The purpose of this pleasure trip was to evaluate the machines and their performance under extended use in the B. C. scenery. Unfortunately, a chronic lack of aircraft to take them to their starting point zapped their well laid plans and they had to reroute their exercise to the local area.

Therefore, on Tuesday the 12th, they unloaded their two machines and toboggans full of goodies from an MT truck at the Wolf Lake Gate. (If you think back to that week you will remember the weather we had and you will see that the Met Section did their share to make this operation a startling success.)

The first day they cruised for five hours down a travelled road then turned north up an unused and unplowed road. This road was covered with 4 to 6 feet of B. C.'s finest snow. They found that the machines travelled much better on this surface but encountered much fun crossing unbridged streams that crossed the road and undermined the snow.

Making camp the first night the boys discovered the loss of two jerry cans of fuel. The next morning, with 2 inches of fresh snow, they retraced their trail on one machine but to no avail. They then proceeded to the nearest source of fuel, Oyster River to replenish their supply. Then they travelled up the Iron River road for about five miles before making camp for the night.

The following day, the 14th, they proceeded towards Wowo Lake. At 10:15 the helicopter west of Lilloett, to pick up a premature baby. This baby was born, three pounds, four ounces and had to be kept in an incubator. The infant and incubator were airlifted to Vancouver General Hospital on Tuesday afternoon, where, at the time of writing, she is reported to be doing well. An earlier attempt to reach the baby had failed due to extremely bad weather conditions.

The conventional engine's up-and-down motion (piston) then has to be converted (or into rotary power (wheels). Inefficient, to say the least. And noisy, full of vibration. That's why we spent so much perfecting the amazing new engine - the one that's rated a actual displacement (even has only half the moving parts), and still won many international competitions.

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The incredible Mazda R10

arrived overhead and Cpls. Ron O'Neill and Ted Miller joined them via the sky genie descent system. Taking the hitch hikers aboard, they reached the lake to find it covered with 10 feet of snow and several hundred feet of cloud. They decided to return to a lower level to make camp for the night.

The two new arrivals were testing their 'chopper packs' and spent the night under a sheet of plastic. That night they had a foot of snow followed by a heavy rain. As the weather showed no signs of improving they made their way to a pre-set helicopter point and returned to the hangar, just in time for the P. T. exercises.

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A Run For Your Money

There are many new residents in the Comox Valley that are unaware of the fact that there is a Sports Car Club locally. Many mention that they would be interested in joining a car club and participating in the events, but they don't know who to get in touch with. Others think that it sounds like fun, but are somewhat dubious about making the initial effort to get out and see what it's all about.

Sunday, January 24th could be your day of reckoning. For those of you who have been waiting for an "easy", "fun" event to enter as your initial step into the world of autosport, this is the day you've been waiting for.

The event is called "Regularity Run". It is a fun rally that you can enter in the old family bus if you wish, let the wife navigate (even she won't be able to get you

lost on this one) and tie the kids in the back seat and you're off.

Don't worry about ruining the old bucket of bolts on the rough roads for the rally won't go along Ryan Rd.

For further information contact President, Bill Munden at 339-3491.

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SUNDAY MASSES: 9:30 a.m. and 11:00 a.m. in the Chapel
WEEKDAY MASSES:

Tuesday - 7:30 p.m.
Wednesday - 4:30 p.m.
Thursday - 4:30 p.m.
Friday - 7:30 p.m.
Saturday - 7:00 p.m.

CONFESSION: After Mass on Saturday at 7:00 p.m. and before weekday Masses.

BAPTISM: By appointment.
CATECHISM CLASSES FOR PRE-SCHOOL AND KINDERGARTEN CHILDREN:

Classes for all children 4 years of age and not yet in Grade 1 are held on Sundays in the Parish Hall at 11 o'clock.
CATECHISM CLASSES: Are held each Wednesday evening from 6:30 to 7:30 p.m. in the PMQ School. This is for Grade 1 to VIII inclusively.

CWL: The regular CWL meeting is held the first Tuesday of the month at 8 o'clock in the Parish Hall.

CHAPEL COMMITTEE AND PARISH COUNCIL:
Meets the second Wednesday of the month at 1:30 in the Parish Hall.

PROTESTANT CHAPEL

SUNDAY, JANUARY 24 - Morning Worship at 11 a.m.
The Sacrament of Holy Baptism will be conducted during this Service.

SUNDAY, JANUARY 31 - Morning Worship at 11 a.m.

This will be "Favourite Hymn" Sunday with hymns chosen by the congregation being sung and the Sermon preached on the subject of the hymn most commonly picked as a favourite. Come and worship in the friendly atmosphere of your Base Chapel each Sunday morning. If your children are not able to attend Sunday School they are most welcome to come with you to the Worship Service.

RELIGION AND LIFE CLASSES - BROWNIES, CUBS AND SCOUTS

A class for all Cubs and Scouts wishing to earn their Religion and Life Award will be held in the Protestant Chapel office on Monday, January 25th at 3:30 p.m. A class for Brownies wishing to qualify for their Award will be held in the Chapel office on Wednesday, January 27th at 3:30 p.m. The main requirement for this Religion and Life Award for both boys and girls is that they are regular attenders at either Church or Sunday School.

CONFIRMATION CLASSES:
Confirmation Classes for Anglican, United, and Presbyterian young people or adults will begin shortly. Candidates interested in being Confirmed are asked to contact Padre Archer at home or at the office in the near future.

CHAPLAIN: Major Wm. Archer, PMQ 87, Phone 339-3931

That's Show Biz

By Nola Wells

After seeing the much publicized film "Woodstock" this week, I find it hard to describe my reaction to it, and yet it would be literally impossible for me to not say something about it.

Surely it's a film for young people, because it's about young people and their music, and yet as an adult watching this three hour documentary I came to realize that it's a film for everyone... young and old, who still cares enough about his world to ask questions and seek answers, no matter how 'far out' they are presented. For answers could be found at 'Woodstock' if one wanted to find them. Answers to why some people can't communicate with each other, and why fear of being oneself still exists. There was such a vast difference in the caring among the kids who gathered at this three day festival, compared to the sad indifference, that was so evident just a few years before in the city of New York, when a young girl was stabbed in full view of unconcerned citizens. These were probably the same citizens who shook their heads with horror during World War 2, when they heard about the German people continuing on with their lives next door to concentration camps.

Yes, there were drugs at 'Woodstock' much to the dismay of neighboring townspeople, who never fail to pass that bottle of booze among their friends at each and every local sports event. And there was sex, but not between consenting participants, and after seeing 'Beyond the Valley of the Dolls' (which by the way was made for adults by adults) the scenes appeared most mild indeed. And let's face it, all you mature and responsible grown ups... you know it's never been as good as that day you rolled around in that field next to your farm, when your mother wasn't looking.

It's true many people took off their clothes in the film and bathed in a cool river, but it was as natural to these kids, as it was for you and I 30 years ago when we stripped on our front lawn and waddled through the sprinkler. Food was shared, as only somehow it is in a disaster area, and nobody went hungry. A baby was even born, and to the applause of 500,000 people yet. The music was really too loud for me, but then amplifiers have changed some what since my old Elvis Presley days. However when I really listened to it, I could see why the kids love it so. For it says what they need to say, and why not? Didn't I once go mad over a group called 'The Crew Cuts'?

In one scene was a man carrying a baby in a sling over his back. He was a man who would probably frighten me on a dark night along a dead end street, and yet the baby wasn't frightened. The crowds were packed together like sardines in a can, similar to what people involved in a riot would look like... and yet the babies, so plentiful throughout the area, weren't frightened from any tension and fear. They were too busy touching and exploring the very joys around them, to cry from what only babies can cry from. I gathered from this, that there was simply too much love present at 'Woodstock' to create fear.

A poem found in a book somewhere, describes perfectly what I hope every one who saw this film will feel about it...

Instead of anger... let me feel compassion. Instead of rage... let me show concern. Instead of hate... let me seek change. For if to a warring and wondering world, each of us will bring Compassion... Concern... and Change, then perhaps there will be LOVE.

CWL

The Catholic Women's League at CFB Comox held their January meeting on Tuesday, Jan. 5.

Plans for the bazaar were discussed and Mrs. Lillian Watkins volunteered to convene the Bazaar which will be held on March 16th in the PMQ School. Father Campbell spoke to the members on Baptism and some changes that have been made by the Church concerning mixed marriages. This was followed by an open discussion.



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FOR RENT: 3 bedroom mobile home in PMQ area, in Greenwood, N. S. Suitable for small family, fully furnished for \$100 a month. From Feb. 1 to June 1. Write Mrs. D. Burkowsky, 3145 Kilmer St., Port Coquitlam, B. C.

FOR SALE: 1963 Rambler Station wagon, 770, 1 Grundig Stereo with two external speakers. 1 17 ft. Clinker built boat, half cabin, 51/4 hp inboard engine. Ideal for fishing. May be seen at the Comox wharf. 1 baby carriage, 1 child stroller. Phone 339-2960.

WANTED: Ark, must be 300 cubits long, 50 cubits wide and 30 cubits high. Must be well constructed with large boarding ramp and substantial roof to withstand B. C. rain. Would like to complete purchase before B. C. Centennial Flood begins. Apply Cpl. Noah, Box 1301 Totem Times.

FOR SALE: 4-8 ply 7 x 14.5 tires and two axles equipped with electric brakes. From mobile home. Phone 335-2439 after 6:00 p.m.

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Are you aware that the coming again of The Lord Jesus (in person) to rule the world from Jerusalem is declared, promised and referred to in 300 places in the N. T.?

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ANTI LITTER

The publication of a second pamphlet dealing with British Columbia's Litter Act is announced by the Hon. W.K. Kiernan, Minister of Recreation and Conservation and Minister of Travel Industry.

Like the first pamphlet, printed last spring shortly after the Litter Act was passed by the Provincial Legislature, the new publication includes a reproduction of the act which spells out the required disposal methods for litter as well as sewage and waste from trailers, campers, portable housing units, boats, and house-boats. It also specifies that containers for soft drinks, beer and ale are refundable in British Columbia. In addition, the new pamphlet includes a list of sewage-dumping stations in Provincial Parks in British Columbia.

In a message in the pamphlet,

which is titled "Look At It This Way," Mr. Kiernan says: "British Columbia is beautiful, but, though the beauty of our province seems both rugged and vast, there is increasing evidence that it is endangered from many sides, including careless attitudes, and even deliberate acts that spoil the very things we have set out to enjoy. That is why we must take firm steps to keep our landscape free of litter."

As well as appealing to the conscience of British Columbians and visitors to the province, the pamphlet also points out that violations to the provisions of the Litter Act can result in fines of up to \$500.

Copies of the pamphlet are available from the Department of Recreation and Conservation and the Department of Travel Industry in Victoria.

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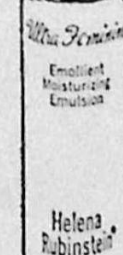
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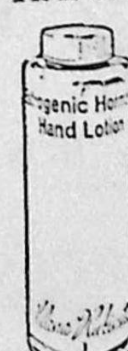
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SPORTS AROUND THE BASE

By GORD "SCOOP" PALMER

Totems Hockey Club

The Totems have now only got two remaining games left in the regular schedule, they will play the league leading Port Alberni Labatts at Glacier Gardens this Saturday night at 8:30 p.m. and then a week from Sunday, Jan. 31, they will play their final game in Port Alberni.

The Totems played the CNR Believers in Nanaimo last Wednesday night but of course the results weren't available in time for this issue, this was a very important game to both teams as it would in all probability decide third place in the league standings. The lucky team that finishes in third place will get to take on the Labatts in the first round of the playoffs, the team finishing fourth will take on the Powell River Regals. It is my personal opinion that the Port Alberni Labatts are going to be tougher to beat in the playoffs than they were in the regular season, they have only lost three games all season.

Last Saturday night the Totems were handed a 9 to 3 at by the Powell River Regals here at Glacier Gardens. Totems were playing without the services of Jack Russell who is away on course and Butch Bujold who is out of action with a hand injury. The loss of these two players has broken up the "Kid Line" so Coach Gerry Murray has had to come up with a new combination.

The new wing men for Paddy Keefe are Doug Hanna and Jack Hamilton, last Saturday night each one of these men scored a goal, they also picked up assists on each other goals.

League Standings

	W	L	T	Pts
P. Alberni	21	3	3	45
P. River	18	6	1	37
Comox	5	21	1	11
Nanaimo	4	18	3	11

Intersection Volleyball
It is hoped that the two leagues will be back in operation approximately the 17th February, the work in the Rec Centre should be finished by then. In the "A" League it is still the Firehall and 442 Squadron leading the way, in "B" League it is 442 Squadron and USAF battling it out at each other with Tel Air not too far behind.

"A" League

	P	W	L	Pts
Firehall	30	26	4	26
442 Sqn.	30	25	5	25
BMT	30	15	15	15
BAMEO	30	7	23	7
CE	30	5	25	5

"B" League

	P	W	L	Pts
442 Sqn.	33	28	5	28
USAF	33	27	6	27
Tel Air	33	21	12	21
Firehall	33	11	22	11
Torp Shop	29	6	23	6
Supply	29	3	26	3

Intersection Broomball
It looks as though the Supply Section is well on its way to winning another Base Broomball Championship, they are currently holding an 18 point lead over the second place 407 Ground team. They have played 18 games so far and they have won 16 of them while tying two. They don't seem to have that many players but the ones they do have are used to each other as they have been playing together for a couple of years.

League Standings

	P	W	L	T	Pts
Sup. Sec.	18	16	0	2	52
407 Gnd.	20	7	12	1	34
407 Air	20	7	12	1	30
442 Sqn.	18	6	12	0	29

Intersection Hockey
By the looks of things those Administration trades have got some pretty good hockey players in their ranks, their teams are currently leading the league in both divisions, in the "B" League Tel Air is in there for a tie for first place.

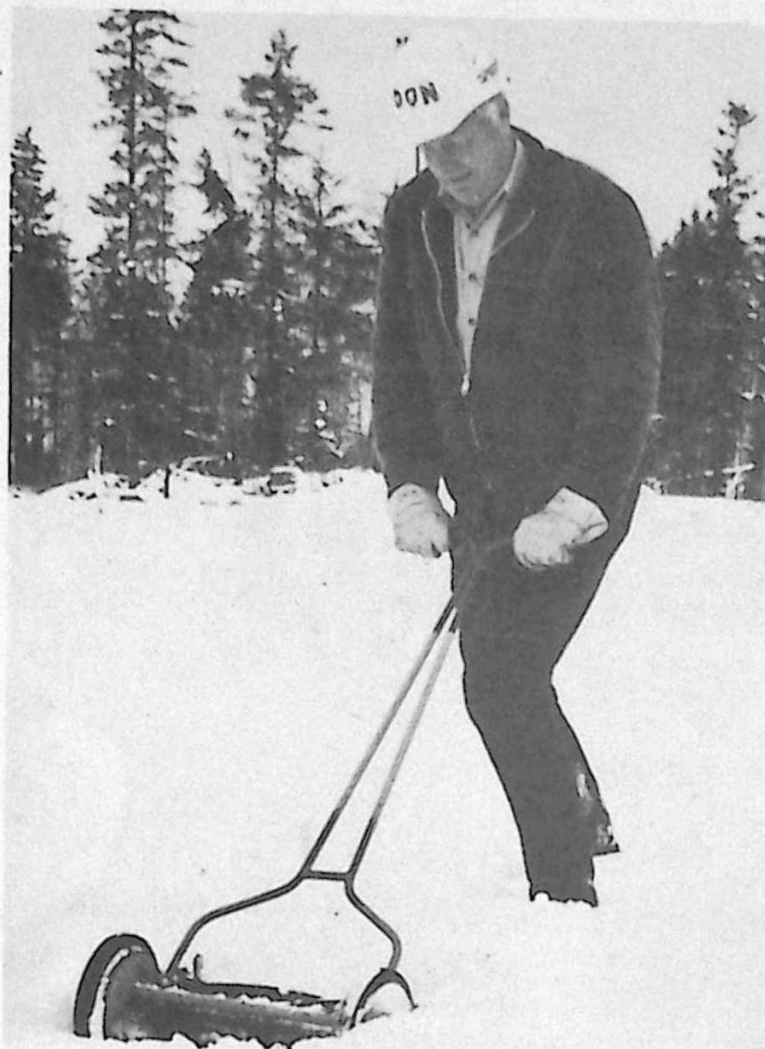
"A" League

	P	W	L	T	Pts
Admin.	21	17	4	0	54
442 Sqn.	20	13	5	2	47
407 Sqn.	22	5	16	1	33
Voodoos	21	5	15	1	32

"B" League

	P	W	L	T	Pts
Admin	17	11	4	2	41
Tel Air	18	10	5	3	41
407 Sqn.	16	6	7	3	31
Raiders	17	6	10	1	30
442 Sqn.	16	4	11	1	25

Zone I Hockey Finals
The zones this year will be held at CFB Esquimalt from the 1st to 5th of March. The National Finals will be held at CFB Camp Borden from 29th March to 2nd April. I will try to have more information for the next issue as to when the practise sessions for our zone team will start.



UNDAUNTED by a freak snow storm, Mr. Don Palmer continues mowing the new golf courses number five green. A phenomenal feature of the native British Columbian grass is that it is unaware of the existence of snow, therefore it continues to grow even during the rare occasions when the ground is covered with the white stuff. (A MacPhoto)

WIN \$25.00 — WIN \$25.00 ★ NAME THE GOLF COURSE CONTEST ★

Date _____
My suggestion for the name of the new CFB Comox golf course is: _____

I think this would be a suitable name because _____

Contest is open to service personnel, their dependents and civilians employed at CFB Comox. Contest closes 18 Mar. ch '71.

My name is: _____

Address: _____
Phone _____
Mail to: THE EDITOR, TOTEM TIMES, CFB COMOX
The \$25.00 winner will be selected by the Golf Course Board of Directors.

★ NAME THE GOLF COURSE CONTEST ★ WIN \$25.00 — WIN \$25.00

MINOR HOCKEY WEEK

The week of Monday January 25th will see the start of Minor Hockey Week here in the Comox Valley. This special week is now firmly established as one of the main features of Canadian winter sports activities. It has taken its position in our Canadian way of life because of the keen desire of people in all walks of life to support participation in Canada's National Sport by the youth of our nation.

The objectives of Minor Hockey Week are many, but here are just a few of them: To direct public attention to the character-building, physical and other benefits of participation in Canada's National Sport, and to encourage the further promotion of minor hockey in every community in Canada; to encourage parents to take an interest in their boys' activities; to encourage parents to participate as sponsors, managers, coaches,

league officials, referees, etc.; to honour those who serve as volunteer workers for minor hockey, and to honor the service clubs and other public spirited organizations and individuals who support the efforts of these people. One of the most important slogans of Minor Hockey Week is - Don't Send - Take your boy to the arena - and stay to see him play, we should all try to remember this, minor hockey is a family affair.

There are approximately 410 boys registered with the Comox Valley Minor Hockey Association this season, they are spread over 27 different hockey teams. This year 26 of these teams are sponsored, this is quite an achievement when you remember that only 7 teams were sponsored last year. A great deal of thanks belongs to the many service clubs and public spirited organizations who have thrown their support behind

the CVMHA. The head of our association this year is Captain Grant Clements, he is very ably assisted by approximately 100 volunteer workers, a hearty vote of thanks should be passed on to all of these people.

Our Minor Hockey Week Jamboree will commence on Monday January 25th and terminate with the finals on Sunday January 31st, the tournament will be a modified double-knockout type. There will be games played commencing on Monday at 4:00 p.m. and then continuing every day except Tuesday; on Saturday and Sunday games will get underway at 6:00 a.m. The official opening ceremonies for Minor Hockey Week will be held on Friday January 29 commencing at 5:45 p.m., it is hoped that all of the sponsors will be able to be in attendance along with four players from each of the teams.

Throughout the Jamboree there will be some figure skaters putting on a show at different times. On Saturday and Sunday at 11:45 a.m. our local radio station CFCP will be broadcasting live the first and third period of two Rep games that will be played. In addition, there will be a special feature on the air each day at 4:00 p.m.

There is just one more thing that I would like to say - Keep in step with Canada and the 250,000 minor hockey league players - Observe Minor Hockey Week!

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SERGEANT'S MESS

Entertainment for January

- January 23 — Dance
Music by The Augmented Third
Dancing 9:00 p.m. to 1:00 a.m.
Short order cook 10:30 to 12:30
- January 27 — Cribbage Tournament
This is the night we meet B.P.O.E. No. 1
- January 29 — Mess Dinner
Cocktails 19:30 — Dinner 20:00 hrs.
Uniform — White shirt, black bow tie.
Evening of Games following dinner.
- January 30 — Dance
Music by The Cameos
Dancing 9:00 p.m. to 1:00 a.m.
Short order cook 10:30 to 12:30
- Movies on Monday nights at 8 p.m.
January 25 — Split

Jr. Ranks Club

JANUARY ENTERTAINMENT

- Friday 22 — TGIF
Sat. 23 — FLOOR SHOW - Alf Carter - Show Boat Five Fish and Chips
Sunday — RECORD HOP - Casual - Open Lounge
Monday 25 — DART LEAGUE - Annex
Tues. 26 — MOVIE - The Split
Wed. 27 — BINGO
Thurs. 28 — SPORT NITE - Euchre
Friday 29 — TGIF
Sat. 30 — DANCE - Golden Knights
Hamburger Plate

BASE THEATRE JANUARY, 1971

- Fri. 22 Jan. SLEEPING BEAUTY
Walt Disney Family Show
Two Showings: 1830 hrs. 2100 hrs.
- Sat. 23 Jan. DOCTOR IN LOVE Comedy
James Robertson Justice
- Sun. 24 Jan. FRUSTRATION Drama
Claudine Anger, Pauline Hubschmid
- Fri. 29 Jan. THEATRE OF DEATH Horror
Christopher Lee, Lelia Goldoni, Julian Glover
- Sat. 30 Jan., Sun. 31 Jan. MAYERLING Drama
Omar Sharif, Ava Gardner, James Mason

SATURDAY MATINEES

- Sat. 23 Jan. EAST OF KILIMANJARO
Marshall Thompson, Gaby Andre
- Sat. 30 Jan. 30' BRIDE OF CANDY ROCK
Loue Costello, Dorothy Provine

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DEADLINE
MONDAY
FEBRUARY 1

OFFICER'S MESS ENTERTAINMENT JANUARY, 1971

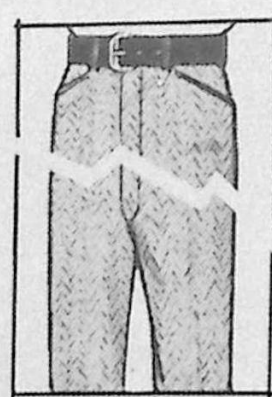
- Fri. 22 — Mess Dinner
Sat. 23 — Wine and Cheese Party and Dance
Fri. 29 — Monster TGIF
Sun. 31 — Candlelight Dinner and Movie
Dinner 1830 Movie 2100

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