



TOTEM TIMES



If Women Ran The World, There'd Be No More Wars. Isn't That Right, Indira & Golda?

VOL. 13 NO. 26

CFB COMOX TOTEM TIMES

Thurs., Dec. 30, 1971

17

Dreams Of White Christmas Are Nightmares



ONE WAY OF MAKING SURE that you don't have to plow the air-patch is to park an Argus overtop of it. The Argus shields the tarmac from the snow, and the snow which falls on the Argus is converted to

coffee by the crews who are inside participating in another one of those jolly two-hour run-up exercises that so delight Argus crews and local noise abatement proponents. (AMCBizzard Photo)

Closing Out

447 Reunion 18-19 Feb.

The world's only self-contained Bomarc unit, CFS LaMacaza, will soon be nothing more than a host of happy memories, and an entry in Canada's aviation history. In accordance with the policies expressed in the recent White Paper, the station will be closing down.

But it will be closing down with a bang, and not a whimper. The base is planning a reunion and closure party that will coincide with the last two days of its annual Winter Carnival, which has always been such a highlight of the Laurentian social season. All former members of the unit are invited to attend the closing ceremonies, scheduled for 18-19 Feb. 1972.

Inquiries and request for accommodation are to be directed to Captain Courchesne or Lieutenant Collier, who can be reached at 7-269-2011 on the autovon, or 819, 275-2363 on the commercial net. Locals 217 or 344 are the locals you want on the base.

La Macaza asks that requests for accommodation reach them prior to January 14, 1972 so that arrangements can be made to enable them to handle the crowd without having people sleeping out in tents, which is not a great thing to do in La Mac in mid-February.

Besides, they want to know how many seats to put in the grandstand they are building so that all in attendance will be able to watch the smash finale of the evening when all 28 Bomarcs will be fired off in one of the most dramatic feux de joie of all time.

Any former Ala Cazamers among our readers are requested to keep 18 and 19 February, 1972, free of other engagements so that they might attend this gala closing-out.

50 - Inch Snowfall Is Big Bad Dream

The concentrated efforts of thousands of little ankle-biters who consistently prayed for a white Christmas paid off for them during the month of December. Up to the 27th, 50.7 inches of snow had deluged the Comox valley, and more was expected. On the 27th, the forecaster said that a storm moving in that day was expected to dump between six and eight inches on the Comox Valley.

Of the 50-inch total, 27 inches fell from the 22nd to the 25th. Air traffic into and out of the airport fell off to a trickle, as hard-pressed crews attempted to clear the runways for normal operation. The main runway was kept open for all but brief periods, but the other runways and taxiways were closed for longer periods as the snow accumulated faster than it could be cleared away.

Throughout the period, the big snow plow that rises in the east was considerably hampered by extensive decks of clouds, which prevented it from attacking the snow on the airport. On the days when the big snowplow was visible on its journey round the universe, temperatures which averaged some 13 degrees colder than normal kept it from doing much in the way of melting.

On December 26, the mercury plunged to 13 degrees, setting a new low for the day. The old low of 14 was set in 1948, a year when the sun was on strike for extended periods. The giddy heights of 29 degrees and 26 degrees which the mercury struggled to on the 24th and 25th respectively were also record low daily highs.

Canadian Christmas Everywhere

OTTAWA — At home and abroad, Christmas for Canadian servicemen traditionally sees the usual turkey and trimmings served up to all ranks by the officers.

But for 206 men at 11 remote spots around the world from Islamabad to Kuala Lumpur, it was two 40-pound cardboard boxes packed with 35 sealed items from cocoa to gherkins.

Although it lacked the bright lights and warm fireside of a Canadian Christmas, it beat the spam, ham and jam bundles that once were the fare on far-away postings.

The boxes, said officials, were eagerly received by Canadians on international sites and proved to be something of a flag waver. In fact, there was a miniature Canadian flag for members to display while sharing the treats with their foreign colleagues.

Along with teamsite members, other Canadian recipients included advisers and observers in India, Malaysia, Egypt, Israel and Pakistan. There was also the lone Canadian student at the Quetta staff college in Pakistan, as well as the military adviser and his staff in Dar Es Salaam, Tanzania, and the Canadian training team in Ghana.

A list of the Christmas goodies included turkey, cranberry sauce, mixed nuts, plum pudding, shortbread, olives and candy.

Other items were coffee, crackers, corn, fruit cocktail, green beans, ham, instant potatoes, jams, ketchup, mustard, pepper, powdered cream, pure maple syrup, salt, sugar, soups, salmon and tea bags.

There was also a Christmas card from the directorate of personnel support operations in Ottawa.

The project, began about seven years ago, was the work of the armed forces' directorate of clothing and general engineering in Ottawa, with the packaging done by No. 25 Canadian Forces Supply Depot in Montreal. Air Transport Command aircraft from Trenton lifted the goodies to the 11 scattered locations.

MODERATING

According to the weather office, some moderation is in sight. The storm that should bring 6-8 inches of snow on the 28th will also bring with it somewhat more moderate temperatures and the thermometer should climb from its current position about thirteen degrees below normal averages, to somewhere about five degrees below normal averages, a leap which is relatively small consolation.

ACCIDENTS

The heavy snowfall, coupled with the general inadequacy of the snow removal equipment for so gargantuan a task has made driving conditions somewhat chaotic. Despite this, few major accidents have been recorded, although there have been many of the fender-bending variety.

Another hazard of heavy snowfalls, heart attacks caused by over-exertion on snow shovels, has not taken any toll on the base. This is attributable not only to the base's physical fitness program, but also to an over-reliance on the big snow plow that rises in the east. Most residents have been content to pack the snow down, rather than shovel it any distance.

INJURIES

While the slippery conditions have been relatively kind to motorists, they have taken a heavy toll of pedestrians. The base hospital has reported a regular epidemic of broken legs caused by falls on slippery surfaces, along with some maimings caused by over-indulgences in winter sports such as tobogganing.

REPUTATION SHOT

But the biggest casualty of the month has been the Evergreen Playground's reputation as a place where a leading form of recreation is not shovelling snow. Lately, almost every day has brought an avalanche of soft goosy snowflakes, and a host of imprecations from the crews who must keep the airport and its environs open for business.

Although no one is admitting it, it is rumored that the base is watching closely the practice adopted in downtown Courtenay of piling all the snow in the middle of the road. Some one has figured that if such a thing were to be done with the main runway, Comox would then have two runways, and clearing them would only be half as urgent as clearing the one runway we now have.

But the best way of combatting all this nonsense is to have the climate return to normal. That's Normal, Saskatchewan, where they are used to all this snow. What we need is sun, son.

Kiowa Choppers

Air Jeeps Help Army Mobility

OTTAWA — Defence Minister Donald Macdonald accepted the first of 74 new "air jeeps" for the armed forces in a ceremony at CFB Uplands on December 16.

The new jeep is the Kiowa helicopter, a military version of the Bell Jet Ranger, ordered for the armed forces land element to enhance operational mobility and flexibility.

The capabilities of the Kiowa include observation, armed reconnaissance, medical evacuation, command and control, and target acquisition and adjustment of fire.

To be delivered over the next 10 months, the 74 Kiowas will replace an obsolete fleet of 44 small helicopters and fixed-wing aircraft. They include the CH-112 Nomad helicopter, and the L-19 and L-182 light observation aircraft.

The total cost of the 74 machines, including ground support equipment, training courses, publications, spare engines and mission kits, is \$23.7 million.

The contract also includes spare parts, which can be supplied from U.S. military logistics sources in both North America and Europe. The U.S. Army has ordered 2,200 Kiowas on a multi-year procurement basis.

Fourteen of the Kiowas will go to Canadian NATO elements in Europe, 18 will be used to train

helicopter pilots at CFB Portage la Prairie, Man., and the remainder will go to five Mobile Command squadrons and detachments across the country, as well as on reserve.

The delivery schedule will see seven of the helicopters arrive in December, 18 more during the first three months of 1972, and the remainder at the rate of seven each month until October.

The Kiowa is powered by a single turbine engine, has a three-hour endurance capability, a cruise speed of 110 knots and a range of 270 nautical miles. It's payload is 727 pounds, excluding crew and fuel.

White Paper, Pay Changes Among Year's Highlights

The Canadian Armed Forces reached the 100-year milestone in 1971, facing a succession of challenges from the mudslide disaster of Saint-Jean Vianney, Que., to air evacuation of refugees from the Indo-Pakistani war.

While continuing to refine its operational efficiency in Canada's northland and on both sides of the Atlantic, the force took on a host of supporting chores, from combatting an

School Rooms Finished

E. J. Hunter and Sons Ltd., a Victoria-based construction firm, has completed, on-time, a \$90,000 contract to enlarge the PMQ school. Major Jim Daniel, base CEO, paid tribute to the performance of the contractor in completing the job within the specified time, despite the obstructions which the weather had placed in his path.

Under the direction of Hunter's contract supervisor, Paul Svendsen, the builders built two new classrooms, a staff room, and enlarged the library, all with minimal disruption of the school's daily routine.

More Duals For CAF

Venezuelan Sale Changes CF-5 Fleet

OTTAWA — The sale to Venezuela of 20 CF-5 aircraft, together with associated program support in equipment and training, has been confirmed by Industry, Trade and Commerce Minister Jean-Luc Pepin, and Defence Minister Donald S. Macdonald.

Eighteen of the aircraft will come from current stocks in the arms forces inventory and will include 16 CF-5A single-seaters, and two CF-5D dual models to facilitate early training in Venezuela. They will be replaced in the Canadian Forces by 18 new CF-5D models to be produced by Canadair in Montreal. The company will also produce two new CF-5D's for Venezuela.

The project will result in substantially increased employment for Canadair and other Canadian aviation suppliers.

Because of a new advanced training role assigned to the CF-5's, as announced in the recent defence White Paper, more of the dual models are required. The CF-5's replace aging T-33 Silver Star jets in this role.

Earlier, the defence department had planned to convert

single-seat CF-5's to dual status, at a cost of approximately \$10,000,000. The new arrangement will still require a defence expenditure of this amount, but will result in significantly greater production for the Canadian aerospace industry, and corresponding new employment.

Production is expected to begin in the near future, and will go on for three years. Delivery of the new dual-seat CF-5D aircraft to the Canadian armed forces will begin toward the end of 1973.

A total of 115 CF-5 aircraft were brought for the defence department in 1968. They included 89 CF-5A's and 26 CF-5D models.

Two squadrons recently were committed, on a standby basis, to NATO's northern flank in Norway. An additional role recently assigned is the provision of quick-response photographic reconnaissance over Canada and its off-shore waters.

The aircraft also continues in its original role of providing non-nuclear, tactical support for Canada's ground forces.

For Orphans

Pearson's Party

Lahr, West Germany (CFP) — Santa Claus lives, and he goes under the name of Corporal Cliff Pearson.

The Corporal was the driving force behind a huge party thrown at the Centennial Club of the Canadian Forces Base here over the weekend for 500 German children from five orphanages in the Lahr area.

The supply technician for No. 4 Service Battalion cajoled almost 4,000 Deutschmarks (about \$1,200) from the habits of the Jagerzimmers Corporals Club, frequented mainly by living-in bachelors.

At noon Saturday the buses started disgorging their subdued cargo, but it didn't take long for the ice to break, and soon the orphans were lost in the fantasy world of balloons, noise-makers and paper hats.

The main event on the program was the traditional turkey dinner, presided over by the commander of the 4th Canadian Mechanized Battle Group, Brig.

Gen. Jacques Chouinard, and the Oberburgermeister, Mr. Trucker. It was served up by a squad of club volunteers.

Following the food came the entertainment, with the ever popular magicians, shows and movies.

And then Santa, in the person of Sergeant Siegfried Koschek of 4 Service Battalion, made his grand entrance. Thick fog blanketing the area forced him to leave his motorized reindeer behind and use a more pedestrian mode of transportation, but he arrived on time, stayed to the end, and spoke to every child.

He reported afterward that he had three requests for trips to Canada.

Cpl. Pearson is no newcomer to this sort of thing. He has been doing it for 13 years in such diverse parts as Hong Kong, Calgary, Ottawa-Hull, and now the Black Forest. As he puts it, "Some people collect stamps, I like children".

New Stickers

Same Plates

British Columbia's motor-vehicle licences for 1972 will go on sale at 102 issuing offices across the province on January 3, 1972.

Close to 1.4 million renewal applications for 1972 motor-vehicle and trailer licences have been prepared by the Motor-Vehicle Branch and mailed to owners of passenger and commercial vehicles, motor-cycles and trailers.

Motor-vehicle owners are urged to retain these applications and have them filled out when presenting them for renewal of licences. In doing this motorists can save time and trouble for themselves at the issuing wickets.

Licence fees remain the same as 1971 and owners of private passenger vehicles will receive two yellow reflective decals with green lettering. These will be attached to the current licence plate now in use. The 1972 validating decals extend the use of licence plates another year in the Provincial Government's programme of multi-year passenger car plates. The last complete issue of this new type of plate was 1970.

Heah Come De Judges' Party

Local Magistrates across Canada will be hosting a number of "Get-togethers" during the festive seasons following celebrations by local citizens.

Price of admission is a minimum \$250 in addition to a New Year's resolution (compulsory) not to drive a car for an extended period, usually for six months or more.

Personnel who consider that

the price for attendance at these formal gatherings is excessive are cautioned to take the obvious steps to avoid being invited.

Under current service regulations, all convictions for impaired driving are reported to CFHQ, entered on personal records, and could well have an adverse effect on service careers.



THE NOISE ABATEMENT Council beams with approval as this latest addition to the CFB Comox airworks takes to the sky for its inaugural glide. Experts are currently working on adapting this system to the Argus.

but have met with little success because the tow-vehicle required is even noisier than the Argus, if such a thing is possible.

(A McQuet Photo)

Gliding Club Takes To The Air

The Comox Gliding Club literally got off the ground on December 18, when Danny Webber soared into the air at the controls of the club's Schweizer 2-22E tandem dual basic training glider. The glider was hoisted aloft by a tow-car driven by Al Waites, who had Steve Cheverie acting as a spotter. Although several launches were made during the weekend, the program was somewhat shortened by a

failure of the tow-car which prevented subsequent launches. The inaugural flight of the glider was the result of more than one year's planning and organization on the part of local power-flying devotees. L. Col. Sam Telford, Capt. Ted Johnson, W.O. Ivan Cheverie and Sgt. Joe Wittington were among those who began the preparations for the club, sought the Base Commander's approval, char-

med the money from Base Fund, negotiated with the Air Cadet League for the glider, and laid the foundation for a strong and vibrant club.

The Schweizer glider which the club has acquired is ideally suited for its planned role as a trainer. It is easy to fly, very stable, and has great structural strength.

A general meeting of the Glider

Club will be held at the Totem Lounge at 8 p.m. on Thursday, January 27. All servicemen and their dependents are eligible to attend. Gliding is a safe and exciting sport that takes a firm grip on its practitioners. Plan now to attend this meeting so that you may become part of this dynamic sport.

A great many people have done a lot of work to make this sport a reality at CFB Comox.

Voodoo Nuts, Bolts

BY PAUL KLEM

Looking back at 1971, I have seen new faces, old friends come and go, to far away places or the great beyond.

I have seen environmental changes in places of work, and equipment. Most of the changes come and go almost unnoticed but at the end of the year you realize that the changes have in effect been quite drastic.

Early in the year we had an unusual engine problem. We were told the task would be hard and challenging but it must be resolved. It was; through the combined efforts of all with a seemingly minimum disruption in our daily operations. We were told we will be getting newer aircraft but it won't be like buying a new car, if you find something wrong you can't take it back to the dealer. No, you will fix it yourself. Every aircraft that comes in will go through a thorough inspection. Almost equivalent to a major overhaul, to bring it to a peak of perfection, higher than it was when it came out of the factory. This challenge has also been met.

I have seen the new technical Control Centre, with its new offices, and control board with a battery of multicolored lights, from which operations and aircraft serviceability is controlled, being built, re-built, and modified until it was ready for occupancy, and the old Servicing shack abandoned.

I have had the Editor tell me, "Paul you write a good column, but you're a hell of a reporter!" others have told me things that I'd rather not repeat.

I have seen our uniforms change color. Everyone on the base has been to our friendly Supply Section and come back with a green plastic bag full of green goodies, until everyone looks alike except for the hat badge.

I have seen the whole base anxiously awaiting the announcement of the Master Corporal list, and the anticipated pay raise, with silent jubilation or heart felt disappointment.

I have looked at the Canadian Forces Supplementary Orders and seen Miracles. Promotions from Corporal to Master Warrant officers in approximately six years, while others in the same trade and rank, also Sergeants and Min Warrants with eight to 10 years or more also in the same trade and rank. It makes me wonder why and how this happens when these same people are never told their work is not up to par, in fact

they're given a pat on the back which in all probability is all that has kept them going for so long.

I have joined in the grand opening of the New Base Exchange or CANEX, but found relatively few bargains to go with it. I have watched the price of gasoline go up to where it is comparable to the prices downtown and my suggestion to purchase home heating fuel oil from a base facility shot down in flames. As I gaze in my Crystal ball, (our friendly Supply Section never did action my voucher), I see many changes in 1972. It would be presumptuous of me to state them openly since in all probability they may come to pass, so I'll just keep them to myself and hope the New Year will be just as interesting, challenging, and rewarding as did the fading 71.

I would particularly like to thank Cpl. Gaby Paradis of the BAMEOOR for all the typing she has done, so I could meet my deadlines.

Writing these articles for the Totem Times has been an interesting challenge in itself. I have tried to keep them interesting, informative, and hopefully enjoyable. If the Editor doesn't fire me after this one, I'll see you next year.

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NIGHTHAWKS NEST

This past year has been a period of trial and tribulation for the Nighthawk Squadron. As 1971 dawned, the squadron busied itself for the onslaught of the Tac Eval Team, due to arrive by the airplane load in February. Many hours were spent in ground school boning up on the Red Book and deciding whether or not to leave the tail-hook pin in for the mass load.

Then Doug Stuart and Lynn Wagar abandoned 440 after a very short flight. And Tac Eval came and went. Things got back to normal, whatever that is. For a little while at least. For the next couple of months, the squadron operated virtually without aircraft as the engines underwent modifications to correct their fatigue problem.

While this was happening, aircrew and groundcrew worked long hours, seven days a week, to get the maximum of flying time from the few birds with serviceable engines. The BAMEO organization did an excellent job and before too long we were back to a more humane schedule with most of the fleet back in service.

In the summer months, our old aircraft began feeding into the Peace Wings Program and before we realized it, we were back again to the same old situation as before - very few fighters. But one by one, the new aircraft were accepted to take their places in the flight line, or more frequently in the hangar.

Morton Lake was again the site of the annual squadron survival refresher course. Those who survived the course found it a little less than refreshing, if they could remember what went on at all.

Then in June, a special ground school production laying bare the wonders of the new improved radar and IRST kept everyone enthralled for a week or so. And when the new simulator cranked up in August, each had his chance to puzzle out the intricacies of the new features again.

Some of the summer formation load was taken up by the T-bird flight as the chance of getting more than one Voodoo up in the air at the same time was next to nil. One Voodoo flypast at Powell River was memorable as it was done mostly on instruments. Another first was an attempted touch and go at Cassidy. It wowed the crowd. At Abbotsford, one practice was livened up a bit with the arrival of CF-5s and 104s in the same airspace at the same time as our flight of 101s. Oh, for the joys of the summer flypasts! Barry Watkin's encounter with lightning in 442 left that aircraft

magnetized forever. It never was the same afterwards.

The movie of the nosewheel departing Don Elphick's landing 101 somehow didn't get a nomination for the Academy Awards. Perhaps it was because the cameraman forgot to wind the camera.

This year saw many squadron members acquire new cars. Most noteworthy, of course, was Major Moe's purchase of a second car. He would have traded in his old one, but he couldn't bear to part with such an old and faithful friend. Besides the dealer wouldn't take it. And then there were many who bought old cars.

Fewer postings out occurred this year than was expected. Many long in the tooth Nighthawks expect to be spending next winter elsewhere. Perhaps somewhere with a little less snow.

Most of the naves are pleased with the new radar system, except perhaps Pete Dundas who debriefs for at least eighty-five minutes after each trip. Major Conn is especially thrilled as he can now hack the super-snaps with fifteen mile lock-ons. Heavy breathing is usually heard from the back seats now when twenty-five miles goes by without a contact.

Rumour has it that next year Don Kinney will be instructing at the IWS; that Don Elphick is going to Cold Lake; Bob Merrick on the staff of the Sentinel; Steve Bunyan to St. Maggots; and Maj Moe will be the Director of French Studies at St. Jean.

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Continuing Education

By VIC CAMILLERI

Here is a summarized report on the Fall Program. The program offered a total of ninety courses in a wide variety of topics and interest. A small number of these courses, mainly in the language and some recreational, had to be cancelled because of insufficient enrolment. However, the large majority of the courses attracted enough interest to continue. The popularity of these courses varied from a bare minimum to overflowing numbers. A few courses topped thirty enrolments, one topped sixty, while another topped seventy. A grand total of a little over one thousand enrolments were registered for the Fall Program.

As you know classes were offered in a number of localities in the area. Included are two academic courses that are still in session at the Base Firehall. These classes, Math 11 and History 12, are intended to assist people who are unable to attend similar classes at Vanier because of shift work. Unfortunately there does not seem to be sufficient interest for additional courses during the Spring Semester and none is planned at present. However, classes will be organized if interest were to be indicated.

In addition to the courses continuing on from the fall, a complete new list of courses will be starting during early February and later. All information on these courses will be shown on our Spring Supplement brochure which will be in the mail to your homes late in January. We are still looking for more instructors, particularly in such topics as upholstery, arts, and commercial subjects. As I have often said however, if you have anything to offer to the

community that could be included in our program, do not hesitate, give me a call and let's do something about it.

A reminder to those interested in the Malaspina Management Courses. The course for the next semester has been finalized. Commercial Law (Administration 150G) is being offered at G. P. Vanier starting on Wednesday January 12 at 7:00 p.m. Classes are held every Wednesday from 7:00 to 10:00 p.m. The fee is \$80.00 including texts.

I have had considerable response to these articles, your suggestions and your comments have been most helpful and a big asset to the success of these programs. I look forward to your continued interest and assistance with more comments and suggestions. Your requests dictate the content of these programs so be sure that you make your needs known to us and help us to serve you better.

I wish to thank the editor of this newspaper for making this space available and I look forward to continuing this channel of information to you on matters relating to Continuing Education. The best of wishes to you and yours for Seventy-Two.

TOWN OF COMOX

FIRE CHIEF

Applications are invited from qualified and experienced persons for the position of Fire Chief for the Town of Comox.

Applicants should be familiar with all phases of a Fire Department and duties will include the planning and organizing of the department, supervision of a 25 man Volunteer Force, enforcement of all fire by-laws and regulations, to act as Local Assistant Fire Marshall within the Municipal Boundaries and to act as Fire Chief in the Comox Fire Protection District plus other related duties.

The successful applicant will be required to live within the municipal boundaries.

Duties to commence February 1st, 1972 or as soon after as possible.
Salary scale: \$7,800.00 to \$9,400.00 per annum plus fringe benefits

Applications in applicants' own handwriting stating age, education, experience, salary expected, date available and including two references should be submitted to the undersigned at 1809 Beaufort Avenue, Comox, B.C. not later than January 7th, 1972.

-R. M. Conlin,
Administrator

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DEMON DOINS

Well we've done it again. We have gleaned for our faithful readers another exciting episode from the pen of our intrepid "soon to be jet fighter" and ex-R.O. James Percy. While reading this tender account of a day in the life of a Training Command under-trainee, please bear in mind that our fine friend and boon companion swims like the proverbial lead ball and has developed a great, if not tremendous, aversion to immersing his body in swimming pools. Without further ado let us be off to pool-side at CFB Winnipeg:

There I am at the pool in Winnipeg taking the High Altitude course. I sit on the side of the pool in a parachute harness suspended from a pulley on the ceiling (laugh).

Under the parachute harness is a Mae West. This may not sound funny but it is. With a great heave the guys start pulling my pink body towards the ceiling. Naturally they can't pull fast enough so I am in water up to my neck and thank the Lord - rising. Anyway I survive and sit suspended in my parachute harness. I know they are going to drop me from my position (6 to 10 feet above the water - who looks down at a time like this?) into the water. Freezing I might add, since they had just changed the water.

But before they drop me I have to call all my checks to simulate a real parachute descent.

"What are you doing first?" the instructor asks.

"Praying," think I. "Taking off my oxygen mask," says brave Jim.

"And then?" he asks cunningly.

"Checking my chute condition," says the kid knowing he's about to die.

"Okay, inflate your mae west," says the sadistic monster.

"Next I'm going to get down out of here and thump you in the nose you smart-ass instructor," I think quietly to myself.

"Speak up, speak up!" he yells. Speak up? I can't even breathe.

Having successfully decreased the size of my mae west, I can now talk. But I can also think and with every check I know they're going to drop me sooner.

"What now?" he calls impatiently.

"Grab my quick release," says I. "Here it comes," I say (to myself).

"What about your seat pack?"

"My seat pack?" I think.

"They're going to drop me in the deep end of the Winnipeg pool from 31' and this guy's worried about a seat pack?"

"Right, I drop my seat pack,"

brave Jim says forcefully.

"Okay visor down, grab your quick release box - are you ready?"

"Am I ready?" I think. "Am I ready? Am I ready to die? You've got to be kidding, Mac."

"Yes, ready," says Jim (because let's face it, in that situation what else can you say? I mean I know he's not going to let me down. I've got to do it, don't I?). "Yes, ready," says James P.

KERSPLAT! I'm in the water!

They're pulling me slowly with a rope tied to the parachute harness (excitement). Push the quick release box. Try to get my arms out. They won't come. I knew it. I'm caught in this thing and everyone has left the pool. I try again. Get my arm out, then get my other arm out. Pull my dinghy towards me. Even remember to reinflate my mae west. Try to board the dinghy. On the third try my feet touch bottom.

"Thank God" I think "I landed right beside a beach."

End of story. The kid survived to fight another day.

THE YEAR IN REVIEW

At this time of year, it is sometimes a good idea to look back and see what we accomplished in 1971, and see if any conclusions can be drawn from it. In some ways 1971 was a year of frustration. It was expected that by this time the Argus replacement would be announced, but that was not to be. Now there seems to be even more indecision than before and some people clearly see an Argus in their future.

It was a busy year, too, with Argus visiting Australia, Japan, New Zealand, Tahiti, Fiji, Midway, Adak, Kodiak, Hawaii and Elmendorf, not to mention such mundane places as Moffett, Norfolk, Crescent City and numerous points north of 49.

There was also the normal operational patrol as well, the daily ASW grind, flying hour after hour over the sometimes not-so-empty sea, the exercises with our own and allied forces, and of course the great training opportunities provided by the Soviet Fleet in September for which the Squadron received a commendation.

There were the Northern patrols, assuming a new significance as a result of the White Paper on Defence. Is there anyone on the squadron who has not experienced the joys of Canada's Arctic in January, with nothing between your pink bod and refrigeration but the venerable Argus cabin heater?

During 1971, three of the Squadron's aircraft exceeded 10,000 hours total flight time, the last two doing so a few weeks apart. We also were able to have six Argus flying at one time, thanks to the work of the ASO, for the handover ceremonies with L. Col. Haire taking the reins from L. Col. Middleton. There were other comings and goings, too, but they are too numerous to mention. Briefly, the Observers are replacing the RO's, who in turn are replacing the Pilots and Navigators. There seems to be an abundance of Navs on the squadron as a result of the increase in Navigator crew complement, since they now operate the prime sensor. Power to the Navs!

The base hosted Fincastr in 1971, with Captain Dennis Boychuk acting as co-ordinator. It was largely through his efforts that the competition was the success that it was. Well Done.

In short, 1971 was a pretty good year for VP 407, and if we start right now, we can make 1972 even better. Good Hunting!



LIEUTENANT Bud Chura, a 407 Technical wizard, steps away from Argus 721 after performing intricate repairs to the big beast. 721 had just exceeded 10,000 hours flying time, and Bud had to replace the stove, fridge and all the cutlery, including the flying pickle fork on the tail. (Canadian Forces Photo)

On CBC-TV

Northward Ho

Seal fights, reindeer calving, smoking volcanoes and whales battling, Eskimo games and even can-can dancers kicking up their heels in an old-fashioned saloon: life in the Canadian Arctic, yet somewhat a primeval "back garden", is nevertheless full of action.

One Northern Summer, the brilliantly filmed new CBC series on life in our great northern frontiers, will make its debut Wednesday, Dec. 29 at 4:30 p.m. (in color) in 13 parts on CBC television.

Last summer, CBC producer Denis Hargrave, with cameraman Curt Clausen and other personnel, roamed throughout the Arctic - from the isolated Pribilof Islands in the Bering Sea to bustling Churchill, on the shores of Hudson's Bay - to capture scenes of almost indescribable natural beauty on film.

Though often tired and hungry, the crew shot film that may soon become valuable historic material. For the ways of the white man are fast taking over in the Arctic, as fewer Eskimos bother even to hunt for a living.

On the Pribilof (telecast: Dec. 29) they found the world's largest concentration of northern fur seals: over 1.5 million! But while some 400,000 whale pups are born yearly to the herd, due to the massive number of seals crowded literally on top of each other, a newborn baby is fortunate to even survive 20 minutes.

Logically, Arctic sports tend to differ widely from those enjoyed elsewhere in Canada. At Inuvik, near the Arctic Ocean, last summer's Second Annual Northern Games (telecast: Jan. 5) moved off to an auspicious start with a CBC-inspired skydiving display! Meanwhile, Eskimos

from many miles around gathered to test their skills at harpooning, drum dancing, high kicking and ear-weight lifting. Ear-weight lifting? Well, wait and see.

Wildlife is never really safe from man anywhere in the vast Arctic. One species, however, has managed to survive and even thrive in this harsh environment: bird life. Throughout its journey across the north, the CBC crew filmed unforgettable footage (telecast: Jan. 12) of the many varieties of feathered life - from eagles to gulls and the many smaller birds as well.

To the Eskimo, the seal hunt is in much the same spirit as the prairie farmer harvesting his grain crop - a basic matter of making a living, of getting food to the table.

In early May, with the ice yet thick on the Arctic Ocean and temperatures up to about 0 degrees, the crew journeyed by dog team from Tuktoyaktuk on a traditional seal hunt (telecast: Jan. 19). Not until four days of travel had elapsed did the hunters put on white covers over their parkas, and so disguised, begin searching for seals to shoot.

Other programs in the series will include Churchill bears (Jan. 26); salmon and bears (Feb. 2); parks (Feb. 9); whale hunting (Feb. 16); reindeer (Feb. 23); the annual gala Dawson Festival (March 1); and walrus (March 8).

The Argus Replacement Is The Red Knight

RELIGION IS HUMAN GROWTH

Baha'is believe that within any human soul are enfolded those qualities the world calls 'SPIRITUAL' - love, courage, generosity, and honesty. Life, or religion, is the process of developing them. "The source of courage and power is the promotion of the Word of God, and steadfastness in His Love."

BAHA'I WORLD FAITH

For information: 339-3719

Scare Campaign Wins Prize

Two television commercials produced for the Government of British Columbia "Safe Driving" campaign have won three first place awards at the U. S. Television Commercials Festival in Chicago.

The two "Safe Driving" commercials, which were filmed in Vancouver, won three of the four Canadian first place awards among 28 presentations made by the Festival. The British Columbia Government was the only entry to walk away with three first place awards, with entries for the Festival coming from all parts of the U.S. and Canada.

"We are delighted that these awards have been won by our commercials on 'Impaired Driving' and 'Seat Belts', commented Attorney-General Leslie Peterson, on receiving the engraved golden plaques." Both commercials were co-produced by Tony Homer of my staff and J. Walter Thompson Company Limited of Vancouver, the advertising agency handling the 'Safe Driving' Campaign for the Government.

"The 'Impaired Driving' commercial is currently appearing on television stations during the Christmas Season," Mr. Peterson added. "It is a very dramatic and stark presentation and we hope it will deter people who have been drinking from driving their cars."

The 'Impaired Driving' commercial, which depicts a drinking-driver undergoing the ordeal of arrest, a breathalyzer test, fingerprinting and a night in gaol, has received wide acclaim throughout North America. The Canada Safety Council and other provincial motor-vehicle branches have requested material from the safe-driving campaign. The 'Seat Belt' commercial is set in an automotive junkyard, features a badly smashed car and shows how the unused seat belts could have prevented driver and passenger from going through the windshield of the automobile. A survey conducted by the British Columbia Research Council has revealed that motorists are more seat belt conscious since this campaign, which ran over the Labour Day Weekend.

Hot Idea (Continued from page 1) and conferring with his superiors in the defence department, in conjunction with the department of supply and services, a decision was made to deal with the new company.

An initial order of 24 heaters was made, followed by a later order of 15. Spare parts were also included in the deal.

Total cost of the 39 heaters, spare parts and delivery amounted to \$43,185.50. For new machines the price tag would have been \$218,810. Net savings amounted to \$175,624.50.

His reward was \$2,500 on the first \$100,000 savings and \$10 for each additional \$1,000 saved, for a grand total of \$3,250. After taxes he took home \$2,704 for an even merrier Christmas in the Goodjohn household.

The warrant officer served in the Canadian navy during the Second World War, but for the past 20 years has been in the air element of the Canadian Armed Forces.

Firefighters Thank You

Your Base Fire Department would like to thank the people of CFB Comox for sharing with us their gift of a Fire Free 1971. We know that a good deal of effort and care has gone into this fire free year and your efforts were rewarded with life and a future rather than death and despair.

The Fire Department highly recommends that all natural Christmas trees be removed from your homes by 2 Jan. 1972. The Base Fire Department will pick up all trees left at the roadside in PMQ's, on the afternoon of Sunday January 2 and they will be disposed of by the Fire Department.

Thank you again for your gift.

May we wish you a very Happy New Year and a Fire Safe 1972.

Your Fire Department

Hunter Survey Plans Limits

The 1971 wildlife questionnaire survey is underway for British Columbia residents who hunted sheep, elk, mountain goat, grizzly bear, black bear and moose during the past hunting season.

Hunters who receive one of the 44,349 forms that have been mailed are requested to complete the postage-paid questionnaire and return it to the Fish and Wildlife Branch promptly.

On the basis of the questionnaire the Fish and Wildlife Branch estimates the number of resident hunters in British Columbia who pursue various species of big game and from the hunters' replies an estimate of the number of animals harvested during the hunting season is attained. This information, plus road checks and aerial counts, enables regional wildlife managers to assess their hunting seasons and plan the next year's allowable harvest.

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BEST OF LUCK IN '72

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Merville, B.C.

THE END OF AN ERA

Within the next couple of days, the distinctive uniforms which marked the existence of three separate Canadian services will, but for rare exceptions, pass into history. The issue of the green uniform has now been completed, and with the new year, it will be the only authorized uniform, except for those who have but a short time to go to retirement.

As the last of the traditional uniforms recede into memory, there will be twinges of nostalgia. Those who served for so many years in, for example, an air force uniform, developed a fierce attachment to it. The uniforms reeked of, among other things, traditions such as the Battle of Britain or, for the Navy, the Battle of the Atlantic or even the tromping of the Spanish Armada, from the time of which the uniforms had changed but little.

So it is with regret that Canadian servicemen doffed their traditional uniforms and hesitantly donned the greens. But acceptance was not long in coming. The new uniform was light -- not necessarily a boon in 40-below weather -- and it held a press fairly well. With its astonishing ability to attract lint, it enabled a lot of people to pension off their vacuum cleaners. They merely had to walk through the house once in their new green uniforms, and all the lint and dust adhered to the uniform.

Once the serviceman acquired a miracle brush, the uniform looked smart. Smarter, in many cases, than some of the uniforms it replaced. The green uniform, when worn with the tunic, looks far smarter than the summer uniforms which used to convince the tax-payers that, wherever their tax dollars were going, it sure wasn't on uniforms.

But, smart and attractive though it was, the uniform stood in need of some improvements. The rank insignia for NCOs affixed in their shirt-sleeves, with its ponderous canvas what-not, was an eyesore, and it was speedily replaced with the collar dogs that have won such instant acceptance. One wonders though, why the

collar dogs cannot be extended to cover the officer ranks as well.

Hats were another contentious point. Flat hats look good on parade, but if they are worn every day, they soon lose that parade-square sharpness. A less elegant piece of headgear was needed for everyday wear, and with the land element insisting on berets, and the air element insisting on wedge caps, an ugly impasse seemed to be shaping up. This was averted when some Solomon decided that both wedge caps and berets would be authorized, and now everyone, at least everyone with a 67½ head, is happy.

But while Solomon was sorting out the wedge cap-beret tussle he was unable to do anything about the practice of festooning all officers with gold braid or piping, depending on their position in the hierarchy. Again, one is compelled to wonder why the Indians are all made to look like chiefs. It only serves to cheapen an otherwise attractive uniform.

Parade-square sharpness is a difficult thing when one's everyday uniform is also one's best uniform. To overcome this, a work dress has been designed. Unfortunately, its appearance is such as to make its acceptance among servicemen most unlikely.

Cold weather protection is another essential for the new uniform, as it does not have the armour-plate qualities of its various predecessors. In a great leap forward, a parka has been designed for wear with the green uniform, and a service-wide policy governing the occasions for its wear will soon be introduced.

But all these undoubted advantages will not suppress an audible sob as Canadian servicemen doff their traditional uniforms for the last time. Their traditions, associations and memories will continue to mean much to those who wore them with pride for so long. But so long it is, as the green uniforms take their place to help tell the world that Canada is no longer some sort of British colony.

Give your old uniforms a decent burial.

DEATH OF A MYTH

A great many servicemen have noted that some of the traditional benefits supposedly associated with service life are disappearing. Five years ago the plethora of allowances and other things that were piled on top of a low basic wage to produce a reasonable standard of living disappeared. They were replaced by standard wages which were somewhat more comprehensible to the average citizen, who often got the impression that, with all the allowances and what-not, servicemen were quite wealthy. The evolution of a simpler pay system helped to disabuse the taxpayer of this notion.

Now, it is time for another myth to die. For years, most Canadians have thought that Canadian servicemen paid no taxes. This impression has persisted despite all efforts to dispel it. Part of the reason for the longevity of this fallacy has been that servicemen did not file income tax returns on their service income. They merely filled out a form telling how many wives and children they were equipped with, and the accounts section, as the pay works was quaintly known in those days, did the appropriate axe work. The tax was paid, at minimal inconvenience to the serviceman and to the revenue service.

The system was a particular boon to the taxpayer office in the days prior to computers, because it meant that 120,000 taxpayers sent in their taxes with no accompanying blizzard of paper. It meant 120,000 fewer returns to check, which is no small consideration when one is doing them by hand. But, when one buys an electronic wizard which can digest 120,000 returns in

the merest trice, a few service tax returns is neither here nor there.

The taxation division was not the only beneficiary of this arrangement. Some servicemen also benefited from this procedure, retaining their married status even though their wives were working. On moonlighting jobs, servicemen paid a lower rate of tax than they would have had they filed a return listing all their income for the year. So, there was some benefit to some servicemen from this arrangement.

And now, this benefit will be lost. There are those who choose to view the development with doom, gloom and despair. But is this reaction justified? Those who will have to lash out with a bit more money when the tax-man comes calling will undoubtedly say that it is.

But there is another way of looking at it. In years gone by, when negotiators sat down to hammer out a new wage package for the service, they had to contend with the psychological hangovers from earlier eras when servicemen got a little of this kind of allowance, some of that kind of allowance, a touch of this, a soupçon of that, and, of course, the privilege of not filing a tax return. These alleged advantages were all taken into account when the pay package was determined, with the result that the final wage might well have suffered.

The tax-free serviceman myth will probably be with us for a while yet, but at least the bargaining will be able to proceed unimpeded by such hoary fairy tales. In the long run, we'll all be better off for it.

A Civilian Service?

Lately, there has been a trend to "civilianize" the Canadian Armed Forces. The latest pay raise was, in part, to provide parity with civilian industry. The trade structure was juggled so that service trades might be more readily, for pay purposes, equated to their civilian counterparts. Unemployment insurance, tax changes and other measures are all aimed at putting the serviceman on the same footing as a civilian.

The recent White Paper on defence forecast increasing use of the forces in a civilian context. Servicemen will be found fighting pollution, working with youth, combatting floods and carrying out other tasks formerly the exclusive preserve of civilians.

Even the recruiting campaign tends to highlight the civil operations of what is a military service. The bulk of the pictures portray servicemen in settings far

removed from the average military environment.

One of the results of all this is a gradual blurring of the fact that armed forces are maintained for some very unpleasant purposes. They are not, whatever else they might be, civilian groups, and they are not employed exclusively in good works of one form or another.

Occasionally they are called upon to do or die for Queen and country, which might come as some sort of a shock to someone who has joined the service under the impression that the only thing he'd fight would be floods and forest fires.

Servicemen are not just a group of civilians who happen to be addicted to green suits. While they can, in peacetime, be used for a host of beneficial activities, their main purpose in life is combat.

It is something we should not lose sight of.



What's New For '72?

This year, as in past years, the TOTEM TIMES has, at great expense hired a seer so that residents of CFB Comox can determine what the future has in store for them. This year, our mystic is Maharishi Kennossee Varra Farr, a renowned prophet who forecast, among other things that the Bonaventure would stay in service until 1980, that Paul Hellyer would never become more than the president of a construction company, and that Vancouver would one day have an NHL team. As the discerning reader can see, the Maharishi is batting 100 per cent, which is more than one can say for the American dollar these days. Herewith the Maharishi's forecasts for this year.

Jan. 1 - Several millions of assorted party-goers ruefully discover that, on the basis of one drink per day, they have finished their quota for the year. But it was a good party.

Jan. 5 - That funny noise you hear is the wind blowing through all the loopholes in the new tax law.

Jan. 14 - The first pay day since Christmas. Many people and involuntary fasts, and several are injured in rush to grocery store.

Jan. 20 - Three members of BCompt's staff are very nearly asphyxiated under the piles of paper that tell of tax changes, pay changes unemployment insurance.

Jan. 25 - Children set record by waiting one month before breaking the last of the Christmas toys. The last of the Christmas booze disappeared weeks ago.

Feb. 1 - A 407 Argus sets endurance record. Flies over 18 hours on only 400 pounds. That's food, not gas.

Feb. 9 - Following the success of the Master Corporal plan, a Master Captain plan is announced.

Feb. 14 - Valentine's Day. Famous for massacres, particularly of guys who think up things like Master Captains.

Feb. 24 - Sudden rise in temperature is attributed to all those who resolved to quit smoking finally falling off whatever it is that nicotine addicts fall off and simultaneously lighting up.

Feb. 29 - The usual \$5,000 bonus paid to everyone on Feb. 29 will not be paid this year due to unusual circumstances. Like, we're having a Feb. 29 this year.

Mar. 4 - Spring thaw reveals two cars that have been buried in the Canex parking lot since last September.

Mar. 10 - CFB Comox stages annual spring regatta -- on golf course.

Mar. 17 - No strife in Ireland today due to St. Patrick's Day.

Mar. 18 - Severe strife in Ireland today due to St. Patrick's Day hangovers.

Mar. 23 - Arrival of new staff car causes change in fuel contract. Goes from gas to oats.

Apr. 1 - Management commission recommends that CFHQ

become a FLU. Says it doesn't matter what language it works in.

Apr. 12 - Valuation Day. The TOTEM TIMES is listed as a dead loss.

Apr. 16 - An RMC graduate will be posted to the DEW line. Yeah, we know it's more than 2 weeks past April Fools, but with the Post Office's guaranteed mail system, these things take time.

Apr. 20 - The 28 Bomarcas were fired as part of Alacazam's closing ceremonies have now been converted to lighthouses in Hudson's Bay.

Apr. 23 - 409 is compelled to ground its infra-red-seeking Voodoos. They keep homing in on Argus stoves.

Apr. 31 - There is no April 31 this year. The Maharishi just wanted to see if you were paying attention.

May 4 - 442 gets lucrative contract to endorse Geritol ads.

May 10 - Groundcrew mistakenly pours Geritol into one of 442's choppers, and is treated to a 30-minute aerobatic sequence.

May 15 - CFHQ approves the green parka for participants in Exercise Maple Spring.

May 29 - As forecast by the Atmospheric Environmentalists, the snow finally changes to rain in the Comox Valley.

May 31 - Flood tide of leave applications overwhelms 409 orderly room. Annual phenomenon caused by onset of Tac-Eval.

Jun. 6 - Tac-Eval team arrives. Valley population doubles. Local golf courses declare divotdents.

Jun. 15 - Chartered accountants say they are starting to understand the new tax laws. Government promptly changes laws.

July - The Maharishi says that nothing will happen this month.

August - By popular request, Aug. will be a repeat of July.

Sept. 30 - Nine months after gala New Year's party. Maternity ward lays on double staff.

Oct. 1 - Government notices that it has spent all the money for the year, and cancels the rest of the year.

Over The Counter

BY LCDR I. F. MCKEE

I was shown a quote from the paper the other day which I enjoyed. J. P. Morgan is credited with saying "you can do business with anyone, but you can only sail with a gentleman". That start has nothing to do with today's column.

The lesson for today might be called "going against the herd". I seem to meet two types of brokers. There is the one that is a real trader who has a junior issue that is about to take off. He presents visions of stocks going from fifty cents to ten dollars and recommends I get in on the ground floor. His subdued colleague looks at more seasoned stocks and advises me to wait before buying into that well known manufacturing company until we are sure that its earnings are improved. The only trouble with the latter approach is that by the time we are sure that the value is there the stock has gone up fifty per cent and while my broker suggests that now he can recommend the stock I consider that it is no longer worth buying.

To make matters worse both these traits are frequently found in the same individual.

Pulp and Paper stocks and Base Metals stocks are both out of favour with my advisers. They are not out of favour with me.

Great Lakes Paper was well below fifteen dollars (12½) and is now over seventeen. That is an improvement of about 15 per cent. MacMillan Bloedel is up about twenty per cent from the fall low (19¾). Noranda, International Nickel (low 25) and a number of others have shown the same sort of performance. I agree they are well below the highs of the year but I am not after the stock that is going to a new high -- I am quite happy to accept the issue moving up from a new low.

I always try to add a word of caution. You may have to wait a year to get your profit. You must be very careful of which stock you buy. I suggest you buy the ones that are considered the leaders in the industry -- and the ones that I have mentioned qualify for that. If you are unlucky and they go down even further than I tend to say if it was worth twenty it must be worth fifteen so I will buy more and average down.

You won't get rich with this policy, you may have to settle for twenty-five per cent gain a year. You can also tell your broker "I told you so". I have no interest in his opinion that Company X has done well the last three months it is the next three months that I hope to enjoy.

A special winter employment program instituted by the federal government, and now in progress, saw military bases and stations across the country allotted almost \$20 million for a variety of tasks.

RESTRUCTURING OF FORCES

The restructuring and consolidation of resources proceeded briskly throughout the year.

The pilot training base at Gimli, Man., was closed Sept. 1, and its training role as an advanced flying school was moved to CFB Cold Lake, Alta.

Another Manitoba base, CFB Rivers was relinquished Sept. 1, and transferred to the department of Indian affairs and northern development. It is now an industrial training centre for Manitoba Indians.

Radar and related electronic training facilities at CFB Clinton, Ont., were moved to the base at Kingston, and the Clinton property was sold through Crown Assets Disposal Corporation.

Radio installations at Ladner, B. C., and Coverdale, N. B., were closed, and their functions transferred to Masset, B. C., and

to the second part is not quite so easy. The military police do what they can to prevent this dangerous form of amusement, but they cannot be everywhere at once, and they have a hard time sneaking up on anyone in their big black well-marked station wagon.

If motorists who notice that they have unauthorized passengers attached to their back bumper were to stop and belabour the little dears with snow shovels the practice might cease. However, it will probably take a funeral to bring home to some of the kids the fact that such a ride might last for the rest of his life.

How come HOW COME is so short this time? It's because the answering service was broken, and people couldn't leave messages. This has now been fixed, and HOW COME? is back in business at local 377. Call now and leave your message for our sleuths. That's 377 to find out HOW COME?

How come HOW COME is so short this time? It's because the answering service was broken, and people couldn't leave messages. This has now been fixed, and HOW COME? is back in business at local 377. Call now and leave your message for our sleuths. That's 377 to find out HOW COME?

How come HOW COME is so short this time? It's because the answering service was broken, and people couldn't leave messages. This has now been fixed, and HOW COME? is back in business at local 377. Call now and leave your message for our sleuths. That's 377 to find out HOW COME?

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Year's Highlights

(Continued from page 1)

ternational peacekeeping roles as Canada may from time to time assume.

To comply with the White Paper's first priority, Canadian territory beyond the 60th parallel received increased attention. Long-range Argus aircraft patrols over the Arctic were increased, and CF-5 aircraft were tested extensively in the region.

Meanwhile, ground forces continued with Exercise New Viking, a program designed to train troops to live, move and fight in the north under summer and winter conditions. This year, for the first time, representatives of allied forces joined Canadians in the exercise.

In activities at sea, ships probed ever deeper into Arctic waters, and successful re-supply operations for destroyers were carried out north of the Arctic Circle.

Between May and August, the Arctic coast from Coppermine, north of Yellowknife, to the Melville Peninsula, was surveyed for the production of more than 300 tactical maps.

The decision was taken to man the Melville radar station and control centre with Canadians. It is now part of the Canadian-managed Pinetree Line, which detects and identifies aircraft overflying North American air space.

CIVIL ASSISTANCE

In April, troops were called to assist authorities at Kingston Penitentiary in controlling a revolt of 500 prisoners, who were holding six hostages. Order eventually was restored and the operation ended after a two-week period.

The forces were on hand for the evacuation of the village of Saint-Jean Vianney, Que., where earthquakes took a heavy toll in lives and property. They helped move survivors, participated in searches, and assisted civilian police authorities.

In the Far East, armed forces aircraft flew emergency aid to East Pakistan refugees in India. In the closing weeks of the year, Hercules and 707 transport aircraft crews experienced some anxious moments in evacuating Canadians and other foreign nationals stranded in the India-Pakistan war zone.

A Canadian Twin Otter aircraft on UN service was strafed and destroyed on the ground, but no casualties resulted from the attack.

A threat to the crop of western Canada by an invasion of Bertha army worms was thwarted by emergency flights of insecticide from Houston, Texas, to Saskatoon. Various Prairie bases pitched in by providing 500 respirators for use in crop spraying.

In northern operations, the program of surveying and constructing air strips continued, and military engineers completed a steel bridge over the Yukon's Ogilvie River.

Mercy flights of Canadians from remote areas continued throughout 1971 at the rate of four each week. Winter storms in southern Canada brought out the forces to transport sick and isolated citizens to safety.

Search and rescue operations continued to demand a heavy expenditure of manpower, time and equipment throughout the year. One search mission in the Northwest Territories ended in disaster when a Dakota aircraft crashed while dropping supplies to a stranded civil aviator. Eight officers and men were lost in the incident.

In another area of activity, the forces coordinated a program to provide work for 11,500 students. Courses in leadership, civics and ecology lasting more than eight weeks occupied about 2,000 of this number.

A special winter employment program instituted by the federal government, and now in progress, saw military bases and stations across the country allotted almost \$20 million for a variety of tasks.

RESTRUCTURING OF FORCES

The restructuring and consolidation of resources proceeded briskly throughout the year.

The pilot training base at Gimli, Man., was closed Sept. 1, and its training role as an advanced flying school was moved to CFB Cold Lake, Alta.

Another Manitoba base, CFB Rivers was relinquished Sept. 1, and transferred to the department of Indian affairs and northern development. It is now an industrial training centre for Manitoba Indians.

Radar and related electronic training facilities at CFB Clinton, Ont., were moved to the base at Kingston, and the Clinton property was sold through Crown Assets Disposal Corporation.

Radio installations at Ladner, B. C., and Coverdale, N. B., were closed, and their functions transferred to Masset, B. C., and

Gander, Nfld., respectively.

Another relocation during the summer was the headquarters of the Aerospace Engineering Test Establishment from CFB Uplands, near Ottawa, to CFB Cold Lake, Alta., where it joined 448 Test Squadron.

Concentration of long-range transport aircraft at CFB Trenton, Ont., was completed with the move there of 436 Squadron from CFB Uplands. Also amalgamated at Trenton were 4 Operational Training Unit and 4 Mobile Technical Training Unit, which became 426 Transport Training Squadron.

Further west, 440 Transport and Rescue Squadron at Winnipeg moved to CFB Edmonton and absorbed 429 Tactical Transport Squadron.

In Toronto, the Defence Research Establishment and the Canadian Forces Institute of Environmental Medicine were amalgamated to form the Defence and Civil Institute of Environmental Medicine. The aim of the new institute is to assist in the defence and growth of Canada through scientific research in the effective integration of man and machine.

MANAGEMENT REVIEW GROUP

A study of the organization and administration of the department of national defence was ordered by the minister in June and resulted in the formation of the Management Review Group. It has since examined the inter-relationships between the military, civilian and research elements of the department, with the objective of improving planning and control. Its final report is expected in June, 1972.

Two recommendations of the Group already have been accepted in principle by the minister. They are greater administrative autonomy for unit commanding officers, and better co-ordination between the civilian and military headquarters staffs in Ottawa.

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NEW EQUIPMENT

Some new equipment was acquired by the forces in 1971. Delivery began on an order of 50 CUH-1H Iroquois helicopters, a twin-engine, multi-role, tactical transport machine, as well as the first of 74 light observation Kiowa helicopters.

Also received were 25 Musketeer light aircraft to replace the aging Chipmunk trainer for use in the selection and training of pilots.

Another acquisition involved eight DH 6 Twin Otter aircraft for search and rescue, troop and supply operations in the north. They have a short take-off and landing (STOL) capability, and may be fitted with either wheels, floats or skis.

A fifth Boeing 707 long-range transport aircraft was purchased. The five 707s replaced 12 Yukon transports which were phased out and sold during the year. Annual operating cost of the 707s is estimated at about \$5 million less than that of the Yukons.

Two of the Boeings are being fitted out to provide an aerial refuelling capability for CF-5 aircraft, in addition to their transport role. The facility will extend the long-range operational capability of the CF-5s, permitting deeper Arctic penetration and trans-Atlantic flights.

The hulls of four new DDH 280 destroyers are now afloat, and two of the ships are scheduled for completion in 1972.

The decision to suspend trials of the Bras d'Or hydrofoil for a five-year period was made late in the year, and it will be placed in storage on the east coast. Limited prospects for finding a market outside Canada was one of the reasons for the suspension.

Another announced phase-out involved the BOMARC missile sites at North Bay, Ont., and La Macaza, Que. The step is to be completed by next September.

PAY PARITY

Pay increases were announced in the fall for the forces, along with a two-year plan to establish pay parity with the public service of Canada.

The increases, averaging 11.5 per cent, resulted from a study of military compensation as compared with the public service. The study confirmed the existence of a pay lag which has existed between the two in the past few years.

At the same time, the trade structure was re-organized so that comparisons between military and civilian trades might be more readily made. The extensive three year pay and grade study was the work of the joint treasury board - defence advisory group on military compensation.

The aim of the new pay structure, said defence minister Macdonald, "is to attract and retain the high calibre of men and women required in the armed forces."

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Chapel Chimes



R. C. CHAPEL

Father Joseph A. Borg - Base Chaplain (RC) Telephone No. 339-2211 Local 274

MASSES

Friday, December 31 - 7:00 p.m.
New Year's Day - 1 January, 1972 - 11:00 a.m. and 5:00 p.m.
Sunday Masses - 2 January, 1972 - 9:30 a.m. and 11:00 a.m.
Weekday Masses - Tuesday 7:30 p.m.
Wednesday 4:30 p.m.
Thursday 4:30 p.m.
Friday 7:30 p.m.
Saturday 7:00 p.m.

CONFESSION:

Friday, December 31 - 6:30 to 7:00 p.m.
Saturday, January 1 - before 5:00 p.m. Mass and also before all other weekday Masses.

CATECHISM CLASSES:

Are held each Wednesday evening in the PMQ School from 6:30 to 7:30 p.m. for Grades I to IX inclusively. Classes for the New Year will commence on Wednesday, January 5th.

CWL:

The regular meeting of the CWL will take place on Tuesday, January 11 in the Parish Hall at 8:00 p.m. Please note the change of date for this month only.

PARISH COUNCIL MEETING+RC CHAPEL COMMITTEE

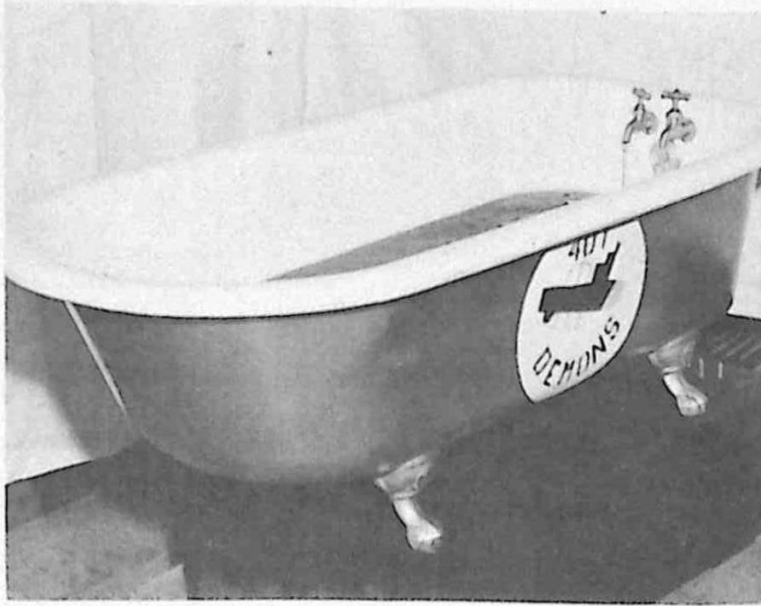
The regular meeting of the Parish Council will take place on Wednesday, January 12 at 1500 hours in the Parish Hall. All members are urged to attend.

PROTESTANT CHAPEL

R. J. Ritchie - Base Chaplain (P) Telephone No. 339-2211 Local 273

2nd January: 0930 - No Sunday School
1100 - Divine Worship - Family Service. Come and start the New Year Worshipping as a family.
9th January: 0930 - Sunday School re-commences
1100 - Divine Worship
7:30 p.m. - Young Peoples Fellowship Hour
11th January: 8:00 p.m. - Ladies Guild - You are invited to come and bring a friend.

Father Borg and Padre Ritchie would like to take this opportunity to thank the personnel and dependents of our Base for their active support and co-operation in 1971 and to wish you all a rich experience of life in 1972. We also invite you to come and worship together as families and as a community during the coming year.



CLEANLINESS is next to godliness, but on 407, where the only available bathtub is used as a punchbowl, it is also next to impossible. The punchbowl will be fitted in all Argi once the corrosion problem has been sorted out. There was no mention of any solution to the liver problems. (Canadian (hic) Forces Photo)

CWL Visits Glacier View

Monday evening, December 20, the CFB Comox Catholic Women's League held their annual Christmas party for the residents of Glacier View Home. Father Borg joined the festivities later in the evening.

Santa (Mrs. Joan Sleeman) and "Trusted Elf" Debbie Jeneau paid a visit and distributed gifts to each of the ladies and gentlemen. Each lady also received a corsage.

League women, referred to as the "Airport Ladies" by the GVH residents, served Christmas goodies and sparkling cheer, and all joined in the singing of Christmas carols.

Everyone had an opportunity to chat with Santa and recall his or her childhood Christmas in the different parts of Canada and around the world.

It was a most rewarding and enjoyable evening, and one which the League members look forward to each year.

The next regular visit to the home will be January 17. All members are reminded that for January only, the regular meeting will be held on Tuesday, January 11 which is the second Tuesday of the month.

Catechism classes will resume on Wednesday, January 5.

Classifieds

HELP WANTED MALE
GOOD MAN OVER 40 for short trips surrounding Courtenay. Contact customers. We train. Air mail S. M. Dickerson, Pres., Southwestern Petroleum Corp., Ft. Worth Tex.

NOTICE
DUPLICATE BRIDGE - Every Monday at 8 p.m. in the Elks' Hall in Courtenay. All bridge players are welcome. For a partner call 338-8237.

HELP WANTED
APPLICATIONS are now being accepted for the position of Librarian in the Base Library commencing 4 January, 1972. Applicants should have previous library experience and may submit their applications, including telephone numbers, to: Chairman, Base Library Committee, Canadian Forces Base Comox, Lazo, B.C.

LOST
ONE SMALL beagle hound dawg. Answers to name of Shandy. Shandy was residing at PMQ 91 and is sorely missed by the smallish residents there. Phone 339-2651.

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with references. Call 339-3924

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Labour Minister's New Year's Message

It is a real pleasure to extend New Year's Greetings to the people of British Columbia. Since assuming the office of Minister of Labour some eight months ago I have made every effort to become familiar with the many facets of the work of my Department. I have also met trade-union and employer representatives in order to become familiar with the numerous perplexing problems facing them. Co-operation from all concerned was good and I wish to thank them for their interest.

1971 marked the one hundredth anniversary of British Columbia's joining Confederation. It was an exciting and satisfying year during which celebrations were held in various parts of the Province to commemorate the event. It was also a year in which many collective agreements were signed without being drawn to the attention of the public or causing public inconvenience. Time loss due to industrial disputes was reduced considerably from the previous year and our record compared favourably with that of other industrial Provinces. Further, there was a substantial increase in the number of persons working and inflationary pressures were reasonably well contained. It was a fitting year in which to conclude one century and commence another.

As we enter our second century, let us re-dedicate ourselves to building an even greater and more vital Provincial economy so that all may gain by it. I am very hopeful that such a goal can be achieved by means of free collective bargaining. I wish to assure all concerned that every effort will be made to encourage labour and management to use this means of resolving their difficulties.

In order to obtain that degree

of co-operation and understanding which is so vital to greater achievements, labour, management, and government must work together to find ways to improve communication and to promote a much better appreciation of each other's problems. This action could be particularly advantageous in view of what appears to be a vast improvement in world economic relations.

On this special occasion - the beginning of a new year and a new century - I appeal to labour and management to co-operate to a greater extent than ever before in order that our Province may achieve its full potential.

Hunting Tests

Under the new licensing regulations which will come into effect April 1st, 1972, any person 19 years of age or older who has not previously held a British Columbia hunting licence will be required to pass an examination before being issued a new licence.

Dr. James Hatter, director of the Fish and Wildlife Branch, stated that a minimum of inconvenience will be experienced by present licence holders if they keep their expired licence for presentation when applying for a new licence.

A person who is unable to produce a previous licence will be required to provide proof in the form of a sworn declaration stating that he was a former licence holder.

Have A Hippy New Year, Grow A Beard!

OFFICER'S MESS ENTERTAINMENT

January 1972

1 Jan. - Levee 1300. Dress - Uniforms

7, 14, 28 Jan. - TGIF 1630. Bottle Draw

9 Jan. - Candlelight dinner 1900. Music during and after dinner. Reservations please.

15 Jan. - Dancing 2130 - 0130. \$2.00 per person. Food available.

21 Jan. - Monster TGIF Hip of Beef

Junior Ranks' Club

BINGO

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TOTEM LOUNGE

16 REGULAR GAMES
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JACKPOT
Progressive Colour TV

Or \$300⁰⁰

Cards 5' each per game

BASE THEATRE

30 Dec
2 Jan. **LAND RAIDERS**
Note: Cactus Flower, originally scheduled for 2 Jan. will be shown 21, 22, 23 Jan.

5 - 6 Jan. **ODD COUPLE**

7, 8, 9 Jan. **WATERLOO**

12 - 13 Jan. **THE LAWYER**

14, 15, 16 Jan. **MURPHY'S WAR**

MATINEE
8 - 9 Jan. **SON OF FLUBBER**

Show Times: Matinees - 1400 hours; Evenings - 2000 hours
Restricted Shows: 18 years and above - Under 18 years of age must be accompanied by a person over 18.

Adult Shows: 16 years of age and above - Under 16 must be accompanied by a person over 16.

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Canada Aids Drug Fight

OTTAWA - National Health and Welfare Minister John Munro announced that Canada will contribute \$400,000 over a two-year period to the United Nations Fund for drug abuse control, to support the United Nations' long-term program against drug abuse on an international basis.

"Canadian assistance to Secretary-General U Thant's plan for concerted action against drug abuse on an international basis is a logical extension of our national efforts to control the abuse of drugs," Mr. Munro said. "A successful program at the international level will undoubtedly assist Canada in its own programs, as the problems of drug abuse are international in nature and cannot be dealt with in isolation."

"The support we will be able to provide is not only a reflection and extension of our Canadian programs, but as well is an indication of this country's wish that such problems, of interest and concern to developed and developing countries, be dealt with by United Nations agencies."

Funds from the Department of National Health and Welfare will provide a \$150,000 grant to the UN fund for 1971-71 and a \$250,000 grant in 1972-73.

The United Nations launched its world-wide campaign against drug abuse early in April of this year. The fund for drug abuse control was established by a resolution of the Economic and Social Council, on recom-

mendation of the United Nations Commission on Narcotic Drugs. The establishment of the fund was endorsed by the United Nations General Assembly in December 1970.

The four-point fund plan is designed to:

- limit the supply of drugs to legitimate requirements by putting an end to their illegal or uncontrolled production, processing and manufacture.
- improve the administrative and technical capabilities of existing bodies concerned with the elimination of the illicit traffic in drugs.
- develop measures to prevent drug abuse through programs of education and special campaigns, including the use of mass media.
- provide facilities and develop methods for the treatment, rehabilitation, and social re-integration of drug dependent persons.

Canada has been a member of the United Nations Commission on Narcotic Drugs since its start

in 1946, and was recently re-elected for a further four-year term.



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Consumers News And Views

Have you ever laundered a garment with a wash-and-wear label and discovered to your disappointment that it does not really mean what it says?

The term wash-and-wear is apt to be confused with the more recent development of durable or permanent press. Consumers' Association of Canada has learned through a large volume of letters received on the subject.

Wash-and-wear refers to a garment made of a pre-treated fabric that may be washed, dried and used again with very little ironing. When properly laundered it will give satisfactory service but you will want to do some touch-up ironing on most garments. Statements on labels such as drip-dry, little-or-no-ironing or minimum care will usually indicate the wash-and-wear fabrics.

On the other hand, the durable or permanent press articles are mostly no-irons. They have had resin applied to the fabric and are heat-set after the garment has been made up. You should always inspect a permanently pressed garment carefully to see that the seams, facings and zippers are smooth and flat because any puckering or wrinkles in the fabric or seams will not wash or iron out. The linings, interfacings, seam tapes, collars and the like should be of a no-iron material also. Check the size carefully; fit is most important because permanently pressed garments are almost impossible to alter. They may be shortened or made slightly smaller but the material will not lie as flat as the factory finished job. Lengthening hems or letting out seams is not recommended as the pressed-in creases will remain.

Consumers' Association of Canada received many complaints when the first permanently pressed fabrics were put on the market. It was found that the heavy concentration of resins needed for the finish caused a degradation of the cotton which resulted in the fabrics breaking and tearing in washing and use. Now man-made fibres are blended with natural fibres for strength to give a fabric the best properties of each.

Easy care fabrics have eliminated some clothes care problems but have created

others. These fabrics were intended to be cared for in automatic equipment so it is important to follow the rules when you launder.

Do not let your garments become heavily soiled or stained because they are difficult to get clean. It helps to pre-treat grease stains and the collar and cuff lines before washing.

Be sure to sort the clothes. Some fabrics pick up color and lint from others. Wash white garments only with other white articles; wash similar fabrics together. Turn pleated garments and trousers inside out to give extra protection to the finish on the creased edges.

Crowding the washer causes wrinkling, so it is best to do small loads in warm or cool water.

If your machine doesn't have the special wash and wear cycles, set the machine for slow agitation, if possible. It should not be necessary to wash the clothes for more than five minutes.

Rinse in warm or cool water and if you want to use a fabric softener to reduce the static electricity, put it in during the last rinse. It is advisable to take the clothes out of the machine as soon as the cycle ends.

If you are not using an automatic machine do not wring the clothes either by machine or by hand. Hang your garments on non-rusting hangers, shape and smooth the seams, collars and cuffs and let drip-dry. Hang trousers by the cuffs.

With an automatic dryer, use medium heat or the wash-and-wear setting. Remove articles when not quite dry and place them on hangers to reduce wrinkling. The fabric softener and small loads in the dryer can cut down on needed ironing.

Those who use coin-op laundries or equipment with limited controls will need to give a little extra thought and attention to the job to ensure good results. When using a dryer without special controls, it would be better to put in the no-irons separately at the beginning of the cycle before the machine heats up and add other articles after the no-irons are removed. This may seem rather a nuisance but it is less trouble and time consuming than ironing.



"ISN'T IT NICE that we aren't hampered by those heavy parkas?," say these three 409 maintenance troops with frozen grins -- and frozen everything else -- as they contemplate the immobile, but warm Vern Evers, who didn't, unlike Command, believe all that malarkey about the balmy west coast. At last report, Cpls. Shultz, Kaleka and McMullen had frozen so solid that BAMEO was using them for goalposts during Totem workouts. (Canadian Forces Frozen Foto)

Winter Driving Tips

To get going on ice and snow, you need two things -- traction and the know-how to get the most pull out of what you have. Use the gas pedal gently -- very gently. Start in Drive, or second gear with a manual transmission. Spinning the wheels only makes things slicker, digs you in deeper. Sand, a metal mat or a piece of carpeting under the rear wheels can help. Extra weight in the trunk gains little, risks a lot in more chance of side skids. Read your owner's manual for advice on rocking your car -- shifting to forward and reverse -- to get out of snow. The transmission shops have a lot of work after a heavy snow.

Avoid abrupt changes in direction. Sudden turns and lane changing can cause a spin. Anticipate your movements and make them smoothly and gradually. If you start to skid, immediately turn the steering wheel in the direction the rear end is sliding. Don't oversteer. The instant you feel the car coming out of it, straighten the wheels. Ice is twice as slippery at 30 degrees as it is at 0 degrees, so wet ice in sunny areas is more dangerous. Due to differences in temperature, ice lasts longer on bridges and in shady spots. Don't swerve or brake when you hit an unexpected patch of ice -- let it roll through.

You can't make quick steering movements on ice, and it takes a lot longer to stop. So stretch your following distance w-a-y out in winter. Avoid a sliding crash into the vehicle ahead. On ice, even

moderate braking can lock the front wheels, and you can't steer unless the front wheels are rolling. Studded tires greatly aid steering control on glare ice. Studded tires are legal for use in British Columbia from October 1st until April 30th next year. Tire chains on all wheels are better yet. Even so, take it easy. Start stopping sooner on snow and ice. That means thinking ahead as well as looking ahead so you can anticipate slowing movements. You can't make a panic stop on ice. Tests prove that pumping the brakes gives the quickest stop that still keeps steering control. Snow often is packed and polished by sliding and spinning wheels at approaches to intersections. Look ahead and slow down in time.

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Lahr Curlers Win European Honours

LAHR, Germany -- Canadian Journalists visiting service bases overseas return home often writing that Canada's finest ambassadors are its military forces! If this is so, then curlers serving with Canada's NATO forces in Germany must rate high in the list of image builders.

Canada's 5,000-man force in Europe operates two curling clubs. The Rhine Valley in Lahr and the Schwarzwald in Baden-Soellingen, located in the heart of West Germany's Black Forest. Both clubs confidently lay claim to being not only among the most active, but certainly Canada's best internationally-known curlers.

With the season barely underway they have already won three top European curling events. The World Tournament of Champions was held to mark the opening of the Sportshallen Arlesheim near Basel, Switzerland. In this tournament a rink skipped by Corporal Russ Ward of Lower Sackville, N. S. had to beat not only most of the European champions but Danny Fink's world-beating rink from Canada. A few weeks ago Sergeant Bill Baxter of Winnipeg, Man., and his rink went on to win the Zehringen Trophy at

Berne, Switzerland. Corporal Al Greter of Regina, Sask., completed the hat trick by skipping a rink that captured the Johnnie Walker German International Gold Plate at Oberstdorf, Germany.

Other members of Greter's winning rink were MCpl Scanzell of Carleton Place, Ont., Corporals Al Law of Morden, Man., and John Inglis of Victoria, B. C.

In addition to gaining these three new trophies Canadian Forces curlers in Europe are currently holders of Europe's four most coveted curling awards. The prestigious Johnnie Walker 2,000 guinea Gold Plate won at Aviemore, Scotland; the Crystal Trophy from Zurich, Switzerland; the Paris International Trophy and West Germany's Anchorad Trophy.

To provide ice time for the 250 teams that actively play in the regular leagues and cope with a schedule of almost weekly

bonspiels, both clubs operate close to a round-the-clock operation.

"Aside from the leagues and spiels," explained RVCC President Capt. Glen Archibald of Nanaimo, B. C. "both clubs provide excellent recreation value to units and schools, who use it daily as part of their recreation programmes."

The Rhine Valley Curling Club's 1971 Men's International is scheduled for March 17-25 1972. This four day 96-rink marathon is considered to be Europe's biggest and best bonspiel outside of the World Championships, which this year will be held at Garmisch, Germany.

Curlers estimate that Canadians will host more than 200 international curling teams at Lahr and Baden before this season ends, and it is expected that an even larger number of Canadian rinks will play at curling clubs throughout Europe.

RETIREMENT OPPORTUNITIES

Retiring soon? We have a good inventory of resorts, motels, mobile home parks, and small businesses for sale in B.C. Maybe we can help you get started on a second career. Tell us what you have in mind and where. Or write for a copy of our free catalogue. Jack Brand or Jack Thompson.

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British Withdrawal
Make The
Maltese Cross?

FOR INSURANCE CALL —



COURTENAY
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YOUR PROTECTION IS OUR BUSINESS

NANAIMO REALTY (COURTENAY) LTD.

OFFERS A COMPLETE INSURANCE SERVICE . . . INCLUDING LIFE

576 England Avenue, Courtenay

Comox Shopping Plaza, 339-2228

HAPPY NEW YEAR SAVINGS from SUPER-VALU



To all our wonderful customers, we wish good luck, good cheer and a Happy New Year. Thank you for your loyal patronage.

PINEAPPLE JUICE NABOB	48 oz. tin	29¢
SOFT DRINKS CARLTON CLUB	26 oz. btl.	1.00
COFFEE NABOB	1 lb. Fine or Regular Grind	89¢
POTATO CHIPS SUPER-VALU Tri-Pak	9 oz. pkgs.	89¢
EVAPORATED MILK CARNATION	Tall	75¢
CANNED HAM BURN'S	Tasty Economical Meal	1.59
PARTY SNACKERS MCCORMICK'S	2 oz. pkgs.	69¢
GRAPEFRUIT JUICE SUPER-VALU	48 oz. tin	55¢
DILL PICKLES MCCLAREN'S	Kosher, Plain or Spiced	47¢
CRANBERRY SAUCE COLUMBIA	Whole or Jellied	45¢

TOMATO JUICE NABOB Fancy	29¢
CLAM CHOWDER Clover Leaf	66¢
CHILI CON CARNE Hot or Mild	75¢
YAM CANS Royal Prince	39¢
KERNEL CORN NABOB Fancy	89¢
SLICED PINEAPPLE NABOB Fancy	49¢
FANCY PEAS NABOB Fancy No. 1	49¢
FRUIT COCKTAIL Hunt's	59¢
CHEEZ WHIZ Kraft	93¢

TUC CRACKERS McVitie's	3.49¢
SNACKS General	89¢
NUTS & BOLTS Tuffy's	47¢
POPPING CORN Favourite	37¢
MIXED NUTS NABOB	79¢
BITS & BITES Christiani	45¢
CHEEZIES Party Favorite	49¢

ORANGE JUICE Minute Maid	53¢
COCKTAIL SAUSAGE Phoenix	85¢
SMOKED OYSTERS NABOB	49¢
BROKEN SHRIMP Astor	89¢
NORWAY SARDINES Super-Valu	49¢
STUFFED OLIVES Maresca	65¢
FRESH PACK ONIONS Rick's	57¢
SWEET MIXED PICKLES Rick's	99¢
CHEDDAR CHEESE Cheddar Barrel	85¢

1/2 PRICE Sale

Stock up NOW for next Christmas Season and Save 50% on top quality merchandise

WHILE STOCKS LAST!

- * CHRISTMAS LIGHT STRINGS and REFILLS (Indoor and Outdoor)
- * GIFT WRAP * RIBBONS and BOWS
- * TREE DECORATIONS * PARTY CRACKERS
- * CHRISTMAS NAPKINS and TABLE COVERS, etc.

RIPE OLIVES

Wholesale 14 oz. tin 39¢
Retail 2 1/2 lb. 69¢

COCKTAIL MIX

AS Variety 28 oz. 89¢

CANNED POP

AS Variety 8 1/2 oz. 99¢

PIZZAS

Pepperoni or Sausage or Mushroom 12" 2 for 1.49

DELUXE TEA BAGS

NABOB 12 1/2 pkgs. 1.49

Freshest Produce Under the Sun

Pink Grapefruit TEXAS	10 for 99¢
Tomatoes Florida Beef Steak	lb. 49¢
Green Peppers Texas Medium	3 for 39¢
Cucumbers Mexican	3 for 39¢
Lemons 6 for 39¢	
Limes 6 for 39¢	
Orange Juice 2 for 89¢	
Bean Sprouts 2 for 39¢	

TURKEYS A 49¢

* GOVT. INSPECTED
* FROZEN CRYOVAC
* "PANCO" or "SCOTT"
10 to 16 lbs. GRADE A 49¢

BARON of BEEF 1.49

* GOVT. INSPECTED "WILTSHIRE"
* GOVT. INSPECTED "METEOR MEAT"
* WHOLE OR BUTT
1 lb. 79¢

CORNED BEEF 99¢

* GOVT. INSPECTED "METEOR MEAT"
* WHOLE OR BUTT
1 lb. 99¢

LEG 'o LAMB 65¢

* GOVT. INSPECTED AUSTRALIAN
* WHOLE OR BUTT
1 lb. 65¢

PIZZAS 89¢

* "PIZZA PLUS" or "MINI DELI"
* WHOLE OR BUTT
12" each 89¢

Dairy Needs: 89¢

* "PIZZA PLUS" or "MINI DELI"
* WHOLE OR BUTT
12" each 89¢

Bakery Fancies: 29¢

* "PIZZA PLUS" or "MINI DELI"
* WHOLE OR BUTT
12" each 89¢

French Bread 29¢

* "PIZZA PLUS" or "MINI DELI"
* WHOLE OR BUTT
12" each 89¢

Cinnamon Buns 49¢

* "PIZZA PLUS" or "MINI DELI"
* WHOLE OR BUTT
12" each 89¢

Shortbread 59¢

* "PIZZA PLUS" or "MINI DELI"
* WHOLE OR BUTT
12" each 89¢

Mince Tarts 99¢

* "PIZZA PLUS" or "MINI DELI"
* WHOLE OR BUTT
12" each 89¢

Highland - Frozen Cooked Scallops 89¢

* "PIZZA PLUS" or "MINI DELI"
* WHOLE OR BUTT
12" each 89¢

Egg Rolls 65¢

* "PIZZA PLUS" or "MINI DELI"
* WHOLE OR BUTT
12" each 89¢

Sunniest Frozen Lemonade 79¢

* "PIZZA PLUS" or "MINI DELI"
* WHOLE OR BUTT
12" each 89¢

SUPER-VALU
BUY BETTER - SAVE MORE!

