



TOTEM TIMES

Where have all our Privates gone?

CFB COMOX TOTEM TIMES

THURSDAY, APR. 20, 1972

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17



USAF follows Canada's lead in retiring Bomarc



GETTING A FIRST-HAND LOOK at how a CF-101 simulator operates are Air Cadets of the 513 New Westminster Squadron, who toured the base for two days this week. The tours, which bring a dozen cadets from each of two squadrons every week,

began in March and will wind up next month. The cadets tour the three squadrons, flying with 407 and 442 when possible, and also get to see all the supporting sections of the base. This week is Air Cadet Week in Canada.

(McNair Photo)

Canadian missilemen lauded

NORTH BAY, Ont. (CFP) — Brigadier-General A.B.C. Johnson, acting commander of Air Defence Command, has issued the following message on the occasion of the "standing down" of the Canadian Forces' 446 and 447 Surface-to-Air Missile (SAM) Squadrons:

"Today is a significant milestone in the history of Canadian Air defence, marking as it does, the end of the era of the BOMARC weapons system in Air Defence Command. On this occasion of your 'standing down' from operational readiness status it is appropriate to reflect on the quiet, efficient contribution made to North American air defence by the thousands of officers and men who have served on Canada's two Bomarc squadrons in the past 10 years.

"I have consistently admired and appreciated your untiring dedication to the unglamorous but vital task of maintaining a near flawless combat-ready capability. The officers and men presently serving on your squadrons are

typical of the high calibre of personnel that have been associated with 446 and 447 SAM Squadrons since their inception.

"I believe that you can take great pride in a number of specific achievements. You have never fallen below the operational readiness posture required by NORAD; every capability inspection has been passed with flying colors and a number of them rated outstanding; your performance demonstrated in the combat evaluation launch program has been of a high order; and, not one reportable accident has marred your excellent record in the maintenance and handling of this weapons systems.

"I congratulate you and all your personnel, both service and civilian, on an enviable record and convey to you the thanks of not only all of us in Air Defence Command, but of all Canadians, for the high standard of professionalism you have exemplified in maintaining this vital link in North American air defence — Well done and bonne chance."

Realignment leaves USAF ADC with 7 F-106 squadrons

The U.S. Air Force has announced that the remaining five Bomarc squadrons will be deactivated this year. This announcement followed close on the heels of Canadian ceremonies marking the retiring of the two Canadian Bomarc squadrons on March 31.

In addition, the USAF will be closing down four ADC F-106 squadrons and transferring the aircraft to the Air National Guard. The transfer of Otis AFB, Mass., to the ANG is planned for 1973. These actions are scheduled to take place during an 18-month period.

Forces of USAF ADC have been undergoing extensive realignment and reorganization during the past several years. Today, ADC consists of about 44,000 Air Force people. In 1962, the command had approximately

100,000 people, along with 42 fighter interceptor squadrons. Realignment actions have been a part of a decision, first reported by the Air Force in 1968, to begin a phased modernization of the Air Force air defence system. The concept includes a phase-down to a smaller and less costly system, taking advantage of improved operational concepts.

The latest reduction of ADC forces includes: The 83d Fighter Interceptor Squadron, Loring AFB, Maine, to be inactivated this spring. F-106 aircraft will be transferred to the ANG at Great Falls, Mont.

Inactivation of the 95th FIS, Dover AFB, Del., is planned for the winter of 1972-73. F-106 aircraft will be transferred to the ANG at Atlantic City AFB, N.J.

Inactivation of the 2d FIS, Wurtsmith AFB, Mich., will take place during the winter of 1972-73. F-106 aircraft will be transferred to the ANG at Selfridge AFB, Mich.

The five Bomarc squadron inactivations are the 26th Air Defence Missile Squadron at Otis AFB, during the spring of 1972; 37th ADMS, Kincheloe AFB, Mich., fall of 1972; 74th ADMS, Duluth IAP, Minn., spring of 1972; 46th ADMS, McGuire AFB, N.J., fall of 1972; and the 22d ADMS, Langley AFB, Va., fall of 1972.

Otis AFB will be transferred to the Massachusetts ANG by the summer of 1973. Other associated changes at Otis AFB include relocating the 49th FIS dispersed operating base to Loring AFB, Maine, in the spring of 1972 and relocating the 4713th Defence Systems Evaluation Squadron to Westover AFB, Mass., by the summer of 1973.

These announced realignments and reorganization of defence forces will require increased reliance on the combat capabilities of the ANG units. Aircraft transferred from the active Air Force to the guard units are considered part of the total force. The ANG already provides a day-to-day defence alert capability and supports national strategy in meeting the threat.

(Continued on page 6)

Drinking drivers look out

VICTORIA — Motor-Vehicle legislation which was passed at the recent session of the legislature has been proclaimed by order-in-council to come into effect on June 1st next.

In outlining the amendments, Attorney-General Leslie Peterson said, "These important changes are all part and parcel of our continuing efforts to make our highways safer for the driving public."

The major change is the automatic suspension of a driver's licence for one month on his first offence of impaired driving. On a second or subsequent conviction the driver will automatically have his licence lifted for six months or more, as the Superintendent of Motor-Vehicles may see fit. The offence for impaired driving comes under the Criminal Code. These suspensions also apply to a driver found to have a blood alcohol level above .08 per cent, or who failed to take a breathalyzer test when required to do so by a peace officer.

Mr. Peterson stated clearly

that there would be no exceptions to the suspensions, even if the lack of a licence could cause employment problems for a driver. "There is no excuse for those who abuse the privilege of driving, it is the responsibility of every driver to bear in mind that if he chooses to drink, then he should choose some other method of transportation rather than his own car, especially if he needs his

licence for employment," he said. "I stressed in the legislature that over 50 per cent of the people killed on our highways are victims of accidents in which the driver has been consuming alcohol. When we relate this to the 1971 toll of 636 dying on our highways, we realize that at least 318 would have been in the category of being the unfortunate victims of alcohol involved in the accident."

Civilian vs. military

(The following is a reprint of an article from the Department of Labor publication "Teamwork in Industry")

OTTAWA (CFP) — "The civilian personnel in the Department of National Defence are important to our whole operation," says Lieutenant General J. A. Dextraze.

"Ships sail, aircraft fly, vehicles roll, communications move, meals are served and thousands of other vital activities continue partly because some 33,000 civilian employees are on the job." He continues, "We want these members of DND to feel they are part of the defence team."

"Our civilian employees, like workers everywhere, run into problems on the job. Now, the military management can only help work out these problems if we know about them. This is a main reason we have set up, with the enthusiastic support of the unions, labour-management committees on virtually all the bases and stations in the Canadian Armed Forces. The committees are designed to keep a relaxed dialogue going between our leaders and labour."

"At these meetings," continues General Dextraze, who takes over as Chief of Defence Staff in September, "anyone can bring up any subject they want about working conditions. It may be only a minor point, but if an employee considers it important, then it is important to him, and it should become important to the commander. The boss may not always be able to provide a solution, but

at least he can explain why things are done in a certain way, or why a proposal isn't as easy to implement as it may appear on the surface. In these frank exchanges, both commanders and employees see the other person's point of view. People like answers, deserve answers, and if the answers are reasonable and honest, they will give fair consideration to accepting a given situation unchanged."

"We have been able to make a lot of changes for the better as a result of our labour-management meetings. Many of the topics which eventually

(Continued on page 2)

Air cadets get new chief

Robert G. Dale, DSO, DFC, CD, of Toronto, was today elected President of the Air Cadet League of Canada to succeed James T. Eaton of Regina. The election was held in conjunction with the 31st Annual Meeting of the League, being held at Le Chateau Montebello, Quebec.

In business life, Mr. Dale is the President and Chief Executive Officer of Maple Leaf Mills Ltd.

A veteran of overseas service with the Royal Canadian Air Force in World War II, Mr. Dale has been associated with the Air Cadet movement since 1945, when he served as Commanding Officer of No. 180 Mosquito Squadron, Toronto. He has since held a succession of League offices, including Sponsoring Committee Chairman of 180 Squadron; Chairman of the Ontario Provincial Committee; Director of the League's National Board, Member of the National Executive Committee; and recently as a National Vice-President.

Child Safety Week, May 1-7

Children — Guard their lives

National Child Safety Week is sponsored annually by the Canada Safety Council to focus attention on the high loss of life and health of children caused by accidents.

"Nearly 2,000 children under the age of 15 die each year as a result of accidents in the streets and highways, in the home and at play," James C. Thackray, President of the Council said in his Child Safety Week message. "Thousands more are seriously injured, many of them becoming permanently disabled."

"Accidents are by far the major cause of death by children and these tragedies are accentuated by the knowledge that most of them can be prevented," Mr. Thackray said.

In 1970, the last year for which figures are available, accidental deaths of children aged one to 14 amounted to 160 percent of the total of the next three leading causes of child deaths. There were 1,597 killed in accidents, 457 by cancer, 310 by congenital anomalies or defects at birth and 177 by pneumonia.

John Munro, Minister of National Health and Welfare, asked in his campaign message whether "we do anything to stop this needless slaughter of the innocents?"

"Adults — not just parents and teachers — must assume the responsibility for the safety of our children," he said.

"We must train them from birth to avoid dangers. We are also committed to keeping dangers out of their way, to protecting them when they cannot protect themselves. Children are not naturally imbued with protective instincts but they are naturally imbued with trust in the adults who surround them."

The story told by fatality statistics, unfortunately still the only meaningful national figures gathered on child accidents, is a "jolter". Children are the main victims in pedestrian accidents. Of the 1,287 pedestrians killed in 1970, 493 or 38.3 percent were under the age of 15.

Of the 1,173 drownings, 360 or 30.7 percent were children under 15. Of the 634 fire deaths, 208 or about 33 percent were children.

The statistics point out with great clarity that more boys

live dangerously than girls. Of the 493 child pedestrian deaths, 303 of 61 percent were boys. Of the drownings, also under the age of 15, 270 out of 360 deaths of 75 percent were boys. In lesser causes of death the difference really sticks out. In the category of death by being struck by objects or striking against objects, 26 out of 31 child deaths or 84 percent were boys.

Naturally, the percentages evened out in accidents in which the child was a passive victim — in fires and automobile passenger deaths.

Council points out that these figures show children, especially boys, suffer more than their share of accidents. The figures are grisly but point out the great need to "Guard their Lives."

Spring clean up

CFB Comox Fire Department is utilizing the week of 24-28 of April as our annual Spring Clean Up Campaign. About 600 people lost their lives each year in Canada as the result of fire — most of them children.

We don't know how many fires a good Clean Up Campaign have prevented — but we do know death by fire is almost always preventable — but the prevention has to be done before the fire starts.

So let's rid our homes and work areas of any old, used, or unwanted items, that may cause or contribute to fire. I don't want to be the cause contributing to the death of my children or someone else's — DO YOU?

Fire Chief

Pilot saves Voodoo

Three minutes after takeoff Tuesday night, the left fire warning light suddenly glowed on in the cockpit of the Voodoo being piloted by Capt. Barry Watkin. Coolly, he shut down the engine, following procedures practiced so many times in the flight simulator. Only this time it was for real.

Much to his relief, and also to the relief of the navigator in the back seat, Capt. Doug Jackson, the light glowed out just as suddenly as it had come on.

For a single engine approach,

procedures call for a flapless landing, adding 15 knots to the normal final approach speed. With over 11,000 pounds of fuel aboard the aircraft, this gives a final approach speed of 220 knots, which makes for a rather long landing roll.

This was Barry's first real single engine landing and he commented how nicely the aircraft flew on the one engine despite the nearly full fuel load.

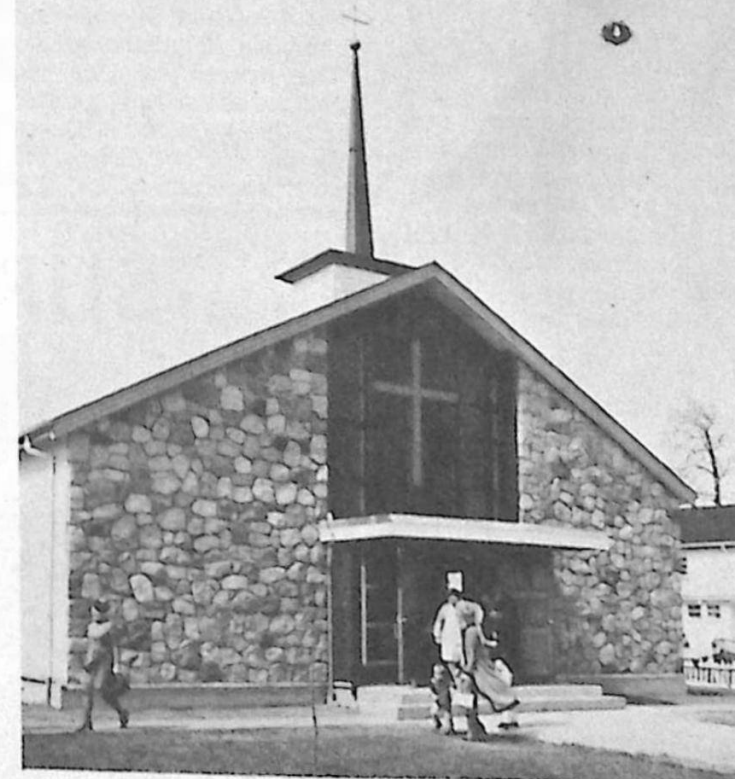
His quick reaction to the emergency saved the aircraft and a long swim home for the crew. Examination of the engine yesterday revealed that a fuel manifold inside the engine had split and within a few more seconds would have seriously compounded the critical situation. Well done, Barry.

Gamble inspects base, 409

Inspecting CFB Comox and 409 Squadron facilities tomorrow will be a group of officers led by MGen J.K. Gamble. This will be General Gamble's first visit to Comox since assuming command of the 25th NORAD Region last month.

Accompanying him will be B Gen G.F. Ockenden, Col. B.H.B. Moffit, Col. H.C. Wood, LtCol A.L. Lomax, and Maj. W.M. Osborne. The group will tour 409 Sqn., the QRA, the 409 Voodoo servicing and Maintenance, and will tour around the base.

On Saturday, they will travel to Holberg to inspect that station. A 442 Sqn Labrador helicopter will then return them to Comox on Sunday for their return to McChord AFB.



NOT QUITE READY for the Easter Crowd, work on the new look for the Protestant Chapel was completed this week. The stonework gives the chapel a face lift and gives the structure a more solid and permanent look. Unfortunately Father Borg, the R.C. Chaplain, was away on leave and was unavailable to report on his plans to revamp his chapel.

(McNair Photo)



REVIEWING HIS EVENTFUL ferry trip of a Voodoo to Phoenix, Arizona, nearly four years ago is Capt. Dan "Buzz" Baker, Awestruck are Captains Barry Watkin (left) and Ken Carr (centre). Barry safely landed a Voodoo Tuesday night after shutting down the left engine when the fire warning

light illuminated shortly after take-off, following emergency procedures which Ken Carr, 409's Deputy Unit Flight Officer, had reviewed during the evening pre-flight briefing. (Canadian Forces Photo)

Voodoo Nuts, Bolts and Volts

BY PAUL KLEM

With our SRO, Lt. Bob Atkinson away on leave, WO Frank Elvins is taking the whole load of keeping Service, Snag Recovery and the associated shop humming trying to keep our serviceability average above par. If you see him dragging his feet at the end of the day, it's not that his boots don't fit, he's just had a hard day.

Last week I attended a lecture held by a team of CFHQ promotion board members on Performance Evaluation Reporting and Promotion policy. In all fairness they should get an "E" for effort in trying to standardize the assessments, but it's still a number's game. Everybody is allotted a percentage on his performance, 85 percent of his points are taken from his on the job performance as presented on his PER. The other 15 points are made up by the promotion board members for such things as "education". You can pick up three points for education, but nobody tells you what kind of education you need to qualify for the extra three points. A man may take all kinds of self-improvement courses any of which could enhance his ability or scope to do his job, but how many of these courses actually go on record unless they are basic or academic. Does not a man's experience on the job count as education?

Age is another factor where you can add or lose three more points to your score, there again does the older man get docked because his reaching retirement age? His experience could be invaluable. A promotion could mean a few extra years of valuable service. Most people who retire, work for another 15 years or so anyway, so why not utilize all the man's knowledge, training and experience.

You can also pick up an extra three points if you can decipher a few "qu'est que c'est" or answer a question with a knowing "oui" or "ca va". However if your answer with a "Nyet" or "Jawohl, Ich Bin Gut" you don't qualify — even a friendly "chow" or "domane" or "chimo" won't get you a point.

The clincher that can really earn you extra points is "potential" or "gut feel" when the promotion board looks at your file and a well worded impressive narrative, and an inner sense tells them this is it — you're in! The opposite could also be true if they see a man with 15 years in rank — (seniority is obsolete) — does anybody say "what's holding this man back?" Has he been cancelled, or has he been stuck in the same job with the same assessor for years, or has he been shifted from job to job and nobody really knows him! If other boards have passed him up he can't be much good, let's not rock the boat.

Perhaps the computer will eliminate some of the inequities in the promotion business, or at least bring them to light. In the meantime we can all be hopeful. We know they are trying to be impartial at CFHQ and they can only work with what we give them.

The promotion list and Master Corporal appointments that were due in April were delayed because of

computer backlog. Hopefully command expects to be able to publish the list by the end of the month and get back on schedule by June, so don't give up hope if you feel you're in the running, although some chances are about as good as the Irish Sweepstakes.

WO George Allen was ecstatic about his posting to 306 CFTSD Toronto. Much as he hates to leave our beautiful Sunshine Coast, which for some unknown reason is drawing all the weather from either Siberia or the Polar ice cap.

WANTED
Volunteers (CFB) Credit Union Members to assist nominating committee for Annual Board of Directors and Credit Committee Members. Contact Paul Klem Loc 388.

RETURNS FROM DESERT

Voodoo haunts 409 pilot

As some may know, the phoenix is a mythical bird fabled to live 500 years, burn itself to death and rise from its ashes in the freshness of youth and live through another cycle. Thus the phoenix remains immortal.

Recently, 409 Squadron accepted a Voodoo which survived a phoenix-like rebirth. When Voodoo 015 arrived from Greenville, N.C., as the last of the Peace Wings program with its new coat of paint and modified innards, MWO Buzz Wray's busy crew noticed something scratched on the instrument panel. It said, "This aircraft was ferried to Davis-Montham by Buzz Baker, July 1968." Or words to that effect.

Much to Capt. Dan "Buzz" Baker's surprise, this aircraft had sought him out and followed him to Comox. Back in 1968, when the 98th FIS at

Suffolk, N.Y. was phased out, Dan Baker ferried Voodoo 299, as it was then called, to its resting place in the desert near Phoenix, Arizona.

The trip was not without event, however. About 200 miles out from Phoenix, the left engine dumped all its engine oil, forcing Dan to shut down the engine. To add to his problems, Dan was experiencing radio troubles and his radar transponder was not working. Through his skill and cunning, Dan got the aircraft down in one piece. To mark the occasion he scratched an epitaph on the instrument panel.

Two weeks ago, 015 emerged from 3 Hangar after a thorough refurbishing, and Dan, along with Hank Dielwart, had the honor of doing the test flight. Fortunately, the aircraft performed flawlessly.

Nighthawks Nest

If you're wondering why it snowed last week in Comox, worry not. It was a gesture by mother nature to welcome our new squadron members from the wastelands beyond the Rockies.

One of our new pilots, Drew Parker, felt particularly at home since he recently returned from a tour in frozen North. Drew continues his occult studies as a Voodoo One-Oh-Wonder after spending years as a Demon in Gimli. We welcome both he and his wife Bonnie to the Nest.

The single contingent of 409 had its ranks nearly doubled by the arrival of pilot Jon Pew and Navigator Tim O'Rourke. Jon is currently getting Combat-Ready so he can experience the joy of a best-of-73 ping pong tournament, nine hour card games and listening to snoring that is louder than the scramble horn in the QRA.

Tim O'Rourke is back again after serving his six month sentence at Beyondville to learn about AI Navigation. You will remember that Tim was introduced to the Squadron by being in the CAC. Even the QRA is something to look forward to with a background like that.

Both Jon and Tim are living in the CFB Comox Hilton (Barracks) until they can find a suitable ill-reputed abode. Our newest promotee has just learned that he is going to Staff College to learn how to talk like a Major. He hopes to learn important things such

as Volleyball and the Toronto Transit System, which he first encountered at Avenue Road under the guise of Staff School.

Peter Dunda packs up his accordion this week and heads back to the land of Lawrence Welk. With Pete's departure our bilingual strength drops a notch. We'll never make our 28 per cent quota if we can't find someone else who speaks Ukrainian.

Barry Watkin and Doug Jackson said they wanted a real hot bird for their trip the other night. I don't think they wanted it quite as hot as it was. Barry managed to bring the airplane back and landed with lots of extra petrol. He did a nice job and managed to confine damage to only the seat packs.

Al Schulte was seen in the Squadron this week, but it turned out to be a false alarm since he wasn't here to fly. Al is learning all about Neutron Safety this week and they were getting a tour of the Squadron and Al had to go along.

We heard news about our Northern Nighthawk, Doug Munro recently. Although we all thought that he would likely get some sort of job with the Sentinel based on his popular criticism, but this is not to be. Doug will soon be packing his snow shoes and leaving Dyer for wilds of Washington D.C. (De Capital). I hope for the Sentinel's sake that all the exchange posting hopefuls don't think Doug's method will work for them too.

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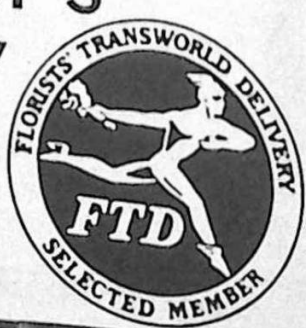
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Demon Doins

BY HAMMER

Since there were no returns from any of the Crew PIOs for this issue we have assumed that nothing of interest has happened. For that reason we are devoting the entire column to — Part 2 of "What You Always Wanted to Know About Australia, but were Afraid to Ask."

Boy, that's a pretty racy title, isn't it? I had lots of comments on it and even some suggestions for subtitles such as "The Sensual Navigator" etc. but we had to forego the subtitles, since we are trying to keep our act clean.

Last issue we were somewhere between the AJAS school in Nowra and RAAF Station Richmond.

I can't speak for all the troops but the four of us who

took a cab from Sydney to our motel in Windsor had quite an exciting ride. Our Cabby was an Israeli immigrant and I can understand why they keep winning those wars. What tremendous nerves of steel. Needless to say, we more than welcomed our safe and timely arrival at the motel.

The motel is situated in what might be described as 'Pastoral Splendor' as was evident when it took us ten minutes to go the last 100 yards while circumnavigating 49 friendly cows. You just can't get more pastoral than that. The motel housed, as might be expected, a goodly quantity of motel units. As an added attraction, it also boasted a patio, restaurant, snack bar, and two beverage bars, one of them being, naturally, "The Farmer's Bar".

The nearest town of consequence is Windsor, which is about 3 miles up the road. It's a nice town, which has, lo and behold, an RSL club with more fine food, entertainment, a long bar and all those poker machines to relieve you of your change.

Having made ourselves quite at home, we proceeded to fly our trips which lasted the remainder of the week. Due to the flying schedule there was little time to do much but fly, rest, and fly again, but that is the name of the game. We had tremendous ground support from our groundcrew and 716 never had it so good. Our trips were very worthwhile from a training point of view, and we even managed to catch the submarine several times.

One event of a social note happened the day we dropped the reconstruct team off at Nowra for the washup. It was a Monday and that evening a challenge was issued from the Farmer's Bar, wherein dwell the local Tug of War champs. Having the true Demon Spirit(s) we took up the gauntlet and almost won, but not quite. All had a good time and apart from minor skin abrasions we survived to fight another day.

Civilian vs. military

(Continued from page 1)

took shape in concrete improvements were first brought to light in the easy exchange of ideas at meetings.

"These labour-management consultation committees are not entirely new to DND," says the General. "There has been, I believe, a similar committee in the dockyard in Halifax for many years. And there were others like it in other places. What we have tried to do is take a good idea, that works, and make it as universal as possible within DND. And we are, I believe, the first government department in which a full program of this kind has been established."

"Now that we have the machinery, it is up to us, as commanders, leaders, managers and union members to make it work for us. We must be frank and honest with each other. This is the only route to good industrial relations," says the general.

"I have a saying which I think sums up my position," he adds, "and this is: honesty

must be practised in thought word and deed.

"In the many positions of command I have held through my career, I could easily forgive one's mistakes, but never could I condone dishonesty."

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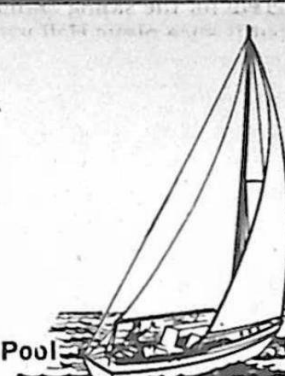
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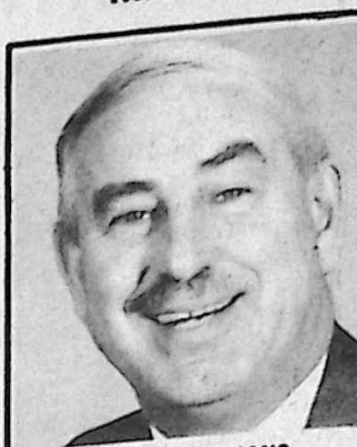
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407 Tech ramblings

Something old, something new,
Something for me,
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Dates and preliminary details respecting the upcoming 407 Sqn All Ranks Entertainment Fund activities have been announced and are as follows:

Friday, May 5, 1972 — Following ground training, a smoker will be held in the Totem Lounge commencing at 15:00 hrs. Food, Refreshments and?

Friday, June 2, 1972 — Sports Day. Fishing Derby, Golf Tournament, Softball, etc. (weather permitting) Prizes, Food and Refreshments.

Saturday, June 3, 1972 — Annual Family Day. Argus sightseeing tours of the Island area for the wives during the afternoon followed, between 17:00 and 21:00 hrs, by cocktails, wine and steak dinner and dancing, in 7 hangar. Cost for this gala affair will be one dollar per person.

So, keep your eyes open and ears tuned for further details.

AVIONICS

First, a belated "Congratulations" to all members of the Avionics B League hockey team who, after ending the regular season in fourth place, proved to be the best team when they defeated Admin 3 games to 2 in a hard fought final series. Now that hockey, at least in the intersection variety, is finished for the season, fastball is taking over. Cpl David Bell has taken on the chore of organizing a combined 407-409 Avionics team so, any of you who are interested in playing, give Dave a call at local 229.

It's good to have the boys back from the land of kangaroos, short skirts and no bras. Steve, though, claims he had a real quiet trip with what visiting zoos and all. OK, we believe you but we sure could have used you on our third line. We understand that Wayne R. could only hack the torrid pace of Servicing for one day. Roger has apparently moved over to Don's crew and, to quote Roger, "I

straightened out one crew so now I'll fix up Don's." We have ordered a dozen while collars for your crew, Don.

TORP TOPICS

Paul Fisk and Brad Hood were Easter weekend camping guests of Jack McNaughton and his son, Gordon, at Horne Lake which is located some 60 miles southwest of the Comox Valley. It is from this lake that the Big Qualicum River fisheries project receives its supply of temperature controlled water. The water supply is tapped off from various depths of the lake thus permitting the biologists to select from a range of different temperatures.

This was the maiden voyage for Jack's trailer and it, the car and associated equipment passed the test of negotiating the five miles of rough road. His home away from home also proved to be the answer for "roughing" it at this time of year: camping with a tent would have been a night on the cool side but probably quite acceptable with a good tent heater and an Arctic sleeping bag.

One of the highlights of the trip came when breaking camp and the trailer convenience, a 20 gallon holding tank, was to be drained into a large hole which had been excavated for the purpose. As we stood anxiously by to witness the dramatic event and Jack opened the valve, someone was heard to say, "Jack, what if the hose should slip off the drain pipe connection?" Jack's answer to that, should this happen, it would mean that the convenience would be out of bounds unless someone else was prepared to do the drain job. At any rate the job was completed without a hitch - no, not that hitch - we had one of those too and hooked it up successfully.

That was somewhat of an unwelcome surprise this morning when, upon looking out the window, one was confronted with a whiteout and here it was April 12th. This sort of thing may be great for the skiing enthusiasts but it sure plays Hell with the campers' morale.



DOING A VERY THOROUGH pre-flight check Captains Doug Stuart and Pete Dunda prepare for a flight to the edge of space in their sleek CF-101 Voodoo. This flight last week was not quite routine as it marked Pete Dunda's 1400th Voodoo hour as well as his 5000th grand total. Pete leaves 409 this week to travel to his new assignment at the USAF Institute of Technology where he will study for his Master's degree in Physics, specializing in optics. Good luck, Pete. (Canadian Forces Photo)

Lawyers seek hand gun ban

The Criminal Code of Canada should be amended to prohibit the possession of hand guns by anyone except a peace officer or persons authorized by the Commissioner of the R.C.M.P. or the Attorney General, in the opinion of the Provincial Council of the B. C. Branch, Canadian Bar Association. Such authorization would only be for a specified period of

time and for the purpose of protecting human life in connection with a lawful occupation.

Acting on a resolution put forward by the Criminal Justice Subsection, the Council will forward a resolution to that effect to its Annual Meeting in Jasper May 31 - June 4 for consideration by the membership of the B. C. Branch. If approved there, the resolution will go forward to the national annual meeting of the Canadian Bar Association next fall.

The committee's recommendation, based on a study of firearms legislation, noted that restricted weapons, especially hand-guns, are too widely distributed both inside and outside houses and business places although there is no real need for most people to have a hand-gun.

A companion resolution, also approved by the Provincial Council, called for an amendment to the Criminal Code to "prohibit any person from having in his possession an unregistered firearm". This would require the registration of all firearms, including those used for sport or kept by collectors.

According to the sub-committee, the present regulations countenance the possession and circulation of

extremely dangerous weapons with only very limited checks.

In its comments, the sub-committee said that they had come to the conclusion that "the only practical and sensible point of view was that it was a privilege to own a firearm and not a right".

Heart dollars put to work

A. J. Ellis, President of the B. C. Heart Foundation, announced today that \$318,620.90 has been allocated for research, clinical fellowships and professional education studies in British Columbia.

In research \$275,120.90 is now allotted to 21 projects. Subjects range from a five-year study of regular exercise programs for post coronary patients; a study of the effects of diet, right from birth, on the development of coronary heart disease and blood vessel disease; extensive work is also underway on the various treatments and causes of high blood pressure, the effects of drugs and hormones on the heart, and a special pre-natal study of effective techniques in assessing oxygen level and cardiac activity in the unborn infant. These research programs are being carried out at the University of British Columbia, Simon Fraser University, St. Paul's and the Vancouver General Hospital. Three Clinical Fellowships,

each with an annual \$10,000 honorarium, were awarded for 1972-73 by the Heart Foundation.

In the professional education field the Heart Foundation has allocated \$9,000 to Dr. George Woodmark of Victoria for his project in assessing the value of a hospital-based education program for post coronary patients to reduce residual disabilities. A second grant of

\$4,500 was given to the University of B. C. for their coronary and intensive care project.

Though final returns are not in on the Heart Fund campaign for \$480,000, the initial response has been good enough to warrant the B. C. Heart Foundation's allotment of \$318,620.90 to further cardiovascular research and educational studies throughout the province.

Alert resupplied

THULE, Greenland — Aircraft and crews from the Canadian Forces' Air Transport Command engaged in a major airlift in the far north this month to re-supply Canadian Forces Station Alert with essential fuel oil.

Originating in Thule, the airlift involves flying about a half-million gallons of oil for heat and electricity at the ice-bound northern outpost.

Hercules aircraft and crews from 436 Squadron of Trenton, Ont., and 435 Squadron, Edmonton, Alta., provided the muscle for the operation.

The airlift is necessary because Alert, just 500 miles from the North Pole, is not open for seaborne supply. The joint Danish - U.S. base at Thule, because of its fuel storage capacity and short distance from Alert, provides an ideal jumping-off point for the big aircraft.

Code-named Exercise Box Top One, the project was completed by April 10.

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Retardation isn't just a word

By NOLA WELLS

It has already been a week since my 14 year old son returned by bus to his school in Cobble Hill. It helps to know that soon summer will be here, and he will be home once again, before they send him to a new school in the Fraser Valley. This time it will be a farm program to train him until he becomes 18. At that time they hope to place him on a farm here.

His name is Colin, and for nine years he has called this Valley 'home'. But he has lived most of each year, since 1968, at Cobble Hill. He entered school in 1964, and for the four years following everyone tried to educate him, but finally they had to give up. Even way back then the special education people in this area, were constantly searching for ways to educate slow learners, and borderline retarded youngsters. I know personally of the efforts and hard work behind the special education department in this Valley's school board office. They are good people.

Sometimes it is hard as a parent, to look at this boy and believe the word retardation applies to him. Before I knew of the many degrees of retardation, like the many kinds of cancer, I believed Colin couldn't possibly be retarded. He is strong, and healthy, and runs like the wind. His looks are very lovely, and his motor development way above par. Surely retardation wouldn't apply to him! I know now that these kind of children are the hardest to diagnose, because of these very factors. And because of this, it becomes ten times harder for the parent to really accept retardation as more than just a word, and indeed a lifelong reality.

Acceptance comes in so many forms of life. Every one of us has hit up against it, in one way or another. With retardation it must come, or the family never learns to help the child, and to in turn help the other children growing up beside him. Once acceptance of this nightmare, as being part of your every day existence, comes ... things seem easier. Life becomes better. The child reacts better to you. The home

life becomes more like a home should be. The other children in your family learn to accept and understand too.

Of course you've always got the pain. That never completely goes away. People see you on the street with a retarded child. How many times has it not hit your eyes on a normal shopping day? And they think to themselves 'How strong that person must be.' Well maybe they are, and good for them, but this parent isn't. This parent has to remind herself over and over, that she didn't cause this affliction. This is known as guilt. Every parent of a retarded child goes through it. I for one don't think it ever goes away. 'Did I do something wrong at his birth?', you ask yourself. 'Did I let him fall when he was two years old?' 'Did it come from my family personally?' Has any parent of such a child not asked themselves these same questions over and over. Of course the answers cannot be known. Some retardation cases can be traced to an event, or a certain cause. Lucky the parents who have the answers in front of them. Guilt cannot ride on their backs like others. But with boys and girls like mine, the reasons are very hard to come upon. And then you get to a stage when reasons are no

longer needed in your mind. For it prevents you from tackling the problem as it is now, in the present. And of course searching constantly for reasons, does not help the child NOW.

It sometimes becomes most difficult to separate the child from his problem. When you become irritated and full of tension, is it the problem you are reacting to or the human being himself? Perhaps this separation stage doesn't come for many years. I've watched some glorified versions of retarded children's parents on TV. They surely don't resemble me in the least. Do they come close to any of us?

To parents like us, retardation isn't just a word in a dictionary, or part of a telephone on TV. It's very real. If it is so real to us 'normal' parents, how do you think it affects the child himself??

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EDITORIALS

Want stale mail?

Last week, Postmaster-General Jean Pierre Cote told the Vancouver Board of Trade that postal delivery may have to be extended to include Saturday delivery. He was quoted as saying, "Since the reduction of the delivery week, we seem to be experiencing delays of the mail on Mondays, Tuesdays, and sometimes even Wednesdays." That only leaves two days a week when the mails aren't delayed.

Saturday delivery sounds like an excellent innovation. It will most probably cost a lot more for this service, but if this is what is necessary for speedier mail delivery, let's have it. At the rate that the postal rates have been changing for the past couple of years, it's about time that Canadians got more,

instead of less, for their money.

Locally, the post office is experimenting with the assured delivery system, which would almost guarantee next day delivery in most major Canadian cities for letters posted before one p.m. This has been adopted in most of the larger cities, and will be a most welcome improvement in the Comox Valley. But unless, Saturday delivery is reintroduced, mailing your letter on Friday won't mean next day delivery.

For most businesses, the lack of Saturday delivery isn't crucial as most are closed then, but for the private citizen, it would make a big difference. And how about the poor letter carrier, bent under the weight of two days' mail on Monday?

It's not their bag

The failure of the air bags to inflate in Tuesday's barrier crash of a Fairchild-Hiller experimental safety car points out that the development of the passive restraint system to be installed by 1976 still has a long way to go. The four million dollar car was driven into a barrier at 50 miles an hour to test experimental safety features. A conventional car was also tested, and results apparently show that the safety car came through the test in much better shape.

In its efforts to reduce the death toll on the highways, the U.S. Government has been improving safety requirements on automobiles for the past five years. However, it has failed to convince the majority of drivers and passengers to buckle up their seat belts. The latest step in their campaign has been the introduction of more convenient three-point attachments for the front seat occupants, automatic or emergency-locking lap belts on all the outboard seats and buzzer and light warning systems which operate when the front seat is occupied but the belts not used.

However much they attempt, they just can't seem to get the horse to drink. Dealers and car owners alike quickly discovered how to thwart the light and buzzer which are awfully annoying when

the seat belts aren't worn. And most belts aren't. In a step to protect the people who can't be bothered to do up their belts, the government plans to make air bags mandatory in cars after Jan. 1, 1976.

The development of these air bags, which are designed to inflate suddenly during a crash, protecting the occupant by cushioning him from hitting the dash or flying through the windshield, has been costly. In this recent test, they have suffered one more setback. In such a controlled test, obviously everything was checked over very carefully before proceeding with the crash, yet the air bags failed to inflate when they were supposed to. After many years of work, these bags are still not reliable enough to be placed in production. Although the principle is relatively simple the system requires precise manufacture.

Seat belts are even more simple, and they are proven. Do we really need the passive restraints to protect those who refuse to do up their belts? If those people aren't worried about their welfare, should the government force car manufacturers to spend millions to develop restraints when there are adequate active restraints already available?

Aircrew pay

By PROMETHEUS

Visiting Comox this past week has been a Study Group from Ottawa whose purpose is to investigate the "aircrew pay differential". I submit that there is no aircrew pay differential. Aircrew are paid just like doctors, dentists and lawyers are paid. It is pay for:

Professional skills and individual ability,
Occupational hazard,
Cost and length of training, and
The unique physical and mental qualifications required.

The question must be asked, "What is the real purpose of such a study?" Is it to find a means of lowering such pay or changing its structure? If it is, then such a purpose defeats all modern concepts of employer-employee relations.

Differentials exist in all work areas. To deny the aircrew rate of pay is to deny the system of different pay fields for all soldiers, sailors and airmen.

If the purpose of the study is to find some trumped up justification to reduce the basic pay, to bring it in line with other rates for corresponding ranks in

other occupational fields, then this is wrong. It is a negative approach. To change aircrew pay to a form of allowance is unacceptable as it would reduce pension benefits.

Unions in any field of occupation (and we have no Union) would never stand for a readjustment downwards at this time when the Forces are supposed to be working towards parity with the public service sector. Any reduction or adverse adjustment would represent a transgression and a further erosion of the Serviceman's rights.

If the Government gives a rap about morale then it had better concern itself with the needs and interests of Servicemen for a way of life in line with what similar occupational fields enjoy. And this doesn't include the reduction of benefits.

The speculation and concern of personnel is considerable. It is to be hoped that all Service personnel, and aircrew particularly, are soon given evidence that the recommendations of such a study are not retrograde.



Montreal mayor leads the way for Comox Valley Recreation Commission with modest \$50 million price tag for athletic stadium complex!

Letters to the editor

Parents' responsibility

Dear Sir:

Last week I drove out to our base via Knight and Little River Roads, the time was early evening, but dark and raining. Just in the vicinity of our back gate by PMQs the car ahead of me swerved violently although his speed was only in the 20 to 25 mile per hour area as I had followed him since the turn-off from Knight Road.

I then saw the cause of his swerve — a small child, riding a bike too large for it, without lights, was making an erratic path down the right hand third of the road. You will note I could not tell the youngster's sex as it was muffled in an older child's parka, and this alone would make riding a bicycle difficult. Nevertheless, the fact is had not the driver of the car in front been travelling slow and been alert we might well have had a tragic accident.

I believe two points can be learned from this incident. For drivers, slow and careful, and expect the unexpected. But in this case surely one must question the common sense of parents who would allow a young child to ride a bike on the road at that time under these conditions. I cannot help but feel such actions borders on criminal

negligence on the part of the parent. It is not fair to rely on a driver's ability to avoid an accident under the conditions described, and it is not adequate to say "We didn't know the child was going to ride the bike". At that time of night, and that small child — it is the parents' responsibility to know where and what their children are doing. If parents don't — they are not being parents. It is as simple as that.

D. Warren

T.B. Society sends thanks

Dear Sir:

The Society is again greatly indebted to your paper for carrying the story of our work, year around, into your community and I would again like to thank you most sincerely for your continued support.

This year our Christmas Seal campaign reached \$410 thousand, about seven thousand below last year's total, the highest ever achieved.

In the overall, including the beneficial effect of the introduction of new processing methods to the campaign, even though our final Christmas Seal total is slightly below that of last year, the actual amount of money available to work on

programs which fight tuberculosis, chronic bronchitis, asthma, cigarette smoking, air pollution and the expanding interests of the Society is greater.

Our present level of respiratory research is on a par with the level applicable to tuberculosis at the turn of the century, which incidentally is still Canada's worst germ-spread disease.

There is so much more to do and you and the people of your community are helping us to achieve our goals.

A sincere thank you from the Society for your continuing help. Our work could not progress without you.

Yours sincerely,
James D. Helmcken
President

Not all chiefs

Dear Sir:

It was reported in the Sun this evening that two of our illustrious MP's had expressed surprise that the ratio of officers and NCO's was 5.5 to 1. They were also incredulous to the fact that the number of commissioned officers nearly equalled the number of Privates.

I don't know where these gentlemen have been since the Boer War, but it seems to me that they have the impression that the armed forces should be composed almost entirely of untrained foot-soldiers.

With the arrival of the technological revolution, the modern serviceman has become a highly trained person. To be able to compete with industry, the working rank has moved up to that of corporal, or in the case of officers, captain.

I'm always suspicious of those people who use numbers to support their arguments as one can always find statistics to justify a point of view, whether it's valid or not.

Credulous

Over the counter

BY LCDR I.F. McKEE

The following was written by a colleague of mine. I will not try to improve on his thorough coverage.

STOCK PURCHASE WARRANTS

1. The term "warrant" as used in connection with investments has two distinct meanings:

a) it is the term applied to a certificate which evidences ownership of rights, and

b) it is the term applied to a certificate which evidences an option to buy the capital stock of the issuing company (usually one share of common stock per warrant) at a set price or prices for a stated period or periods. Usage of the term "warrant" usually refers to this latter type.

2. Warrants are attached to senior securities (bonds, debentures and preferred shares) to make them more saleable and to reward investors who provide the company with long term capital. They entitle the holder to purchase full shares of stocks at a pre-determined subscription price-prices at any time specified in the warrants. It can be seen that senior securities carrying warrants have an appeal for both institutional and individual buyers. Warrants are detachable from the senior securities and can be sold by the owner and because they have a life of one or more years they may be bought and sold on the stock exchange like shares.

3. Warrants have a market value, due to their speculative possibilities, even when the market price of the stock is below the option price and tend to sell above their theoretical value. The price of the warrant plus the price at which the warrant is exercisable is almost always in excess of the current market value of a share of company stock. This is partly due to the length of time granted in exercising them. However, the principal reason for the presence of this "premium" seems to be that the investor or speculator who feels that the company's stock will rise in price will have a call on more stock through the purchase of warrants than he can buy through actual purchase of the stock. Buyers stand to make a greater profit (or accept a greater loss) in portion to the amount of money invested than if shares were bought.

4. By their very nature, warrants are always more

speculative than the shares to which the holder is entitled to subscribe but, just as some stocks are relatively safe investments and others grade down to rank speculation, so do warrants. Generally speaking, warrants should only be purchased if the relative shares appear attractive. The value of warrants should not be appraised independently but in conjunction with the stock.

5. Warrants may be said to be undervalued or overvalued in relation to the shares depending on whether they are selling below or above their current real worth.

EXAMPLE 1

A warrant entitles the holder to subscribe for one common share at \$10 up to and including 31 Dec 75, the termination date. If the share is currently selling at \$15, the warrant has a calculated real worth of \$5 (share price \$15, less subscription price \$10) and if the warrant has a market value of \$8 it is selling at a premium of \$3 (market value \$8, less calculated real worth \$5) and is placing a future value on the share of at least \$18. At a price of \$8 the purchaser of the warrant is paying a premium of \$3 for call on the stock at \$10 up to the termination date.

EXAMPLE 2

A warrant entitles the holder to subscribe for one common share at \$12.50. If the share is currently selling at \$11.50 the warrant has no real worth. If the warrant has a market value of \$5 it is selling at a premium of \$6 (market value \$5 less calculated real worth - \$1) and is placing a future value on the share of at least \$17.50.

6. To illustrate the leverage in warrants as compared with shares, assume that the shares in Example 1 doubled in price from \$15 to \$30 after the warrants had been purchased for \$8 each. Under these circumstances, the calculated real worth of the warrants would be \$20 (share price \$30, less subscription price \$10). It would also be reasonable to assume that if the price of the shares doubled, the warrants could sell at a premium of at least \$4 over their calculated real worth. The warrants would now have a market value of \$24 (calculated real worth \$20, plus premium \$4) and would show a profit of \$16 on a cost of \$8, or a gain of 200 percent as compared with only 100 percent on the shares.

Why the career résumé?

OTTAWA (CFP) — The career résumé is the accepted document used by government and industry in screening candidates for job

openings. One can think of it as a personal calling card providing a detailed outline of training and experience. Once preparations begin to move

into the outside world a career résumé is essential.

An advertisement placed in a large city newspaper will average about four hundred replies, of which at the most ten will be selected for interview. Your mission is to end up on the right pile and that means the right career resume.

What does the employer look for in a career résumé?

The emphasis must be on what you can do for him. Use the civilian's own language and not military jargon. Keep it short and use action words avoiding vague generalizations. It is suggested that you try to use concrete examples with emphasis on efficiency and competence. Your best yardstick is the one of dollars and cents.

A common mistake in writing résumés is to spread oneself so thin describing qualifications for several jobs that the résumé loses all bite and impact. Remember, the résumé does not get jobs but it helps to get interviews. You can afford to be selective in what you say.

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

(Contributed to the Canadian Forces Press by Major W.F. Anderson, Directorate of Personnel Support Operations.)

How to confuse a Russian spy

BY BOSWELL

Some of the changes in the Armed Forces during the past few years continue to be the subject of interest amongst men of all ranks in the three elements. Often the two sage philosophers Bert and Ralph puzzle over the latest changes and wonder just how they will be affected by them.

"Well, Ralph, what's new from the OR today?"

"Gosh, Bert, I can't keep up with the changes. Ever since the start of unification and the commencement of disintegration there's been so

many changes, one can't keep up with the flood of paper."

"No kidding. What's the matter, no pubs?"

"Oh, we've pubs alright. More volumes than ever. Seems that everything is doubled in size and number, half in French and half in English."

"What's a matter with that? Don't you read French?"

"Pas mal, you maudis anglais. It's a good thing I've got two eyes. Now they both work double time reading parallel columns in different languages. I'm sure there's

never been a work study on the efficiency of type spaces to a given line, or length of line, or the visual conflict of two languages continually on the same page. Or if there has, then it's been completely ignored."

"What are you, a bigot?"

"No, damn it, I don't even care from BC. But I don't see what that has to do with eye strain and a breakdown in the efficiency of written communication."

"Don't you see it really, Ralph? It has nothing to do with recognizing the French

fact near so much as it is designed to confound Russian spies."

"Russian spies? What the hell has that got to do with it?"

"Well, it's perfectly simple. A stroke of genius really. We bore them to death. I think the Glasco Commission started it years ago, long before B and B. Works this way. Double the number of volumes of everything, double the pages,

quadruple the time needed to proofread and typeset pages, and then distribute to all users. Commie spies all over the bloody place, and if you think we're confused, how about those guys? Now the MVD has to send bilingual spies to Canada, and I'll bet it's thrown their whole spy network for a loop."

"Gosh, do you think so?"

"What else? Very subtle, don't you think? That's very effective counterespionage. If we can't read it and understand it, how the hell can they? Also it works inversely proportional to the effectiveness of the spy. Double the number of pages and volumes of everything, you at least quadruple his work and his chances of being caught if he tries to ship the bloody things around the country. And no longer will he be able to snap a few quick pictures,

It will quadruple the danger and time necessary to photograph everything. The jails will be bulging with them, we're gonna catch so many."

"You know, come to think of it, it also provides an increased market for paper products which we can't sell abroad."

"Right. Cooperation between government departments. Trade and Commerce must be happy about DND keeping the paper industry afloat."

"Yeah, and Manpower too. There's no flies on that Trudeau. He's pretty smart. Rather than buy aircraft and store half of them again, he says spend it on paper. Everybody uses paper, especially now."

"Could the Chinese be right after all?"

"In what way?"

"Well, how many times have they called Canada a paper tiger?"

"I'll forget you said that, Ralph. That sounds reactionary."

"Aw, I was only kidding."

"Yeah, well goodnight, Ralph."

"See you tomorrow, thinker."



TOTEM TIMES

Read in the best messes in the Canadian Forces



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THE RAFFLE of an oil painting of Mt. Robson painted by Mrs. Ivy Morand, instructress for the Golden Palette Art Club, yielded \$280 split equally between the Heart Fund and the Second Comox Cubs and Scouts. Mrs. Anne Power announces the name of the winner, Mr. Sagadore, as Ivy Morand and Brian Be liveau who drew the ticket look on.

Artists raise money

BY ANNE POWER
"I never win anything," said Mr. M.G. Sagadore as he was presented with the very lovely painting of Mount Robson. Mr. Sagadore of RR1, Comox, held ticket no. 534, and was not only surprised but very pleased with his prize. Brian Belliveau, Wolf Cub of Second Comox Pack drew the winning ticket.

Proceeds derived from the raffle ticket sales enabled the Golden Palette Club to donate a total of \$280. Kevin Moller accepted a cheque in the amount of \$140 on behalf of the 2nd Comox Scouts and Cubs Group Committee. Mrs. C.G. Carlson, president of the local chapter of the B.C. Heart Foundation, accepted a cheque, also in the amount of \$140. Mrs. Carlson gave a short speech informing those present that they money would be used towards buying an "Anatomic Annie", a device mounted in ambulances to treat heart patients on the way to the

SFU revises entry requirements

Simon Fraser University has revised admission policies for secondary school students who will be graduating from the new combined studies or selected studies programs.

The revised policies (approved by Senate April 10) will affect secondary school students entering Grade 11 in September this year and who will be graduating in 1974 or later.

Students from both programs will be eligible for admission to the University as long as Math 11 and two 12-level academic courses are taken in addition to the four courses which are specified by the Provincial Department of Education as part of graduation requirements.

A minimum of 12 courses must be taken in Grades 11 and 12. The present requirement of a "C" average for University entrance will be maintained.

Dr. Denys Meakin, Director of Admissions at Simon Fraser said today:

"The significant part of these new policies is that students from both the combined studies and selected studies programs will be eligible for admission.

"The new requirement gives students considerable flexibility in their choice of courses, although students wishing to enter University are strongly encouraged to take additional academic courses."

Students who graduate on the Academic - Technical program will continue to be considered under present requirements.

CLASSIFIED

FOR SALE — Olympia portable typewriter, \$65.00; kitchen table and chairs \$10.00; 185 cm wood skis, cable bindings, poles \$17.00; 8 1/2 men's ski boots (lace type) \$12.00; head board \$2.00; coffee table \$10.00; end table \$10.00. Phone 338-8785 or 339-4611.

Penny Power for books

Every Canadian who buys or borrows a book in Canada this year will be asked to donate a "penny-a-book" to support the literacy campaign of UNESCO's International Book Year.

Triangular penny-collector banks are appearing on the counters of booksellers and in libraries from coast to coast as the campaign gets under way. Endorsed by the Canadian Library Association, Canadian Book Publishers' Council, Canadian Booksellers Association and the Canadian Association of School Librarians, the campaign will provide funds for self-help literacy projects in developing countries.

The Canadian Government has pledged \$400,000 in support of International Book Year. Announcing the grant, Secretary of State Gerard Pelletier said the purpose of government participation is to heighten public awareness of books and their importance rather than to celebrate Canadian literary successes. As the Minister's special consultant for International Book Year, former Queen's Printer Roger Dunsmuir will direct the government effort, assisted by a committee involving concerned government departments and agencies like the National Library, Canada Council, Information Canada and the Canadian Commission for UNESCO.

The penny collectors, give-away bookmarks and display materials for the IBY campaign were designed by a group of young Canadian students at the Ontario College of Art in Toronto, assisted by a Venezuelan student, whose country will be among those benefitting from "penny power". Other countries assisted will include Ghana, Lesotho, Cameroon, Nigeria, and Tanzania, which among them have fewer books available than the eight million books in libraries in Toronto alone.

Funds collected will be converted by UNESCO into gift coupons, a kind of international currency which will purchase such things as mobile libraries, classroom equipment and teaching aids and books. In addition to the penny-a-book campaign, public libraries across Canada and provincial departments of education are planning other activities in support of IBY.

Chapel Chimes



RCCHAPEL
MASSES
Saturday 7 p.m. Sunday Vigil Mass
Sunday 0930 and 1100 hours
Weekdays: Tuesday 7:30 p.m., Wednesday, 4:30 p.m.; Thursday, 4:30 p.m.; Friday, 7:30 p.m.

BAPTISM
By appointment. Whenever possible on the third Sunday of the month at 1:30 p.m. On other Sundays for a good reason.

SACRAMENT OF PENANCE
Before Mass on Saturday - from 6:30 to 7 p.m. and before weekday Masses.

PROTESTANT CHAPEL
SUNDAY, April 23:
0930 - Sunday School
1100 - Divine Worship: At this Service reports of Chapel Organizations will be heard and an outline given of Proposed changes in function of Chapel Committees and the disbursement of offerings.

SUNDAY, April 30:
0930 - Sunday School
1100 - Divine Worship
1145 - Holy Communion every Sunday — Base Young people's: 1845-1930 Bible Study, 1930-2100 Discussion or Social Hour and refreshments.

COMING EVENT:
May 14 - Mother's Day

CWL report

Mrs. Pat Harwood was elected president of Our Lady of the Airways Council, Catholic Womens League, CFB Comox at the regular monthly meeting held on the 11th of April. A very beautiful ceremony, presided over by past president Mrs. Yvonne Mullen marked the changeover. As each Officer accepted her duties she lit a candle to symbolize the continuity of the old to the new. She was then presented with a rose, as were the members of the old executive.

Serving with Mrs. Harwood for the coming year are: Laura Murray, 1st vice president; Joyce Geneau, 2nd vice president; Verna Burke, 3rd vice president; Verna Driscoll, treasurer; and for a second term, Lois Young, secretary.

The "Installation of Officers" will take place at a Special Mass to be held April 29 at 7 p.m. in the Chapel. Following mass the new Executive and members will treat the out-going executive to dinner as a small token of their gratitude, for a year of accomplishment and good fellowship.

The Guides and Brownies were presented with a flag, flag pole and flag carrier recently, courtesy of Father Joe Borg and 4th Comox Brownie Leaders, Mrs. Pat Harwood and Mrs. Edie Hannam; The Protestant Ladies Guild; and Base Warrant Officer, CWO Cassidy. Mrs. Harwood and Mrs. Hannam who initiated plans to provide the Flag want to thank all who donated money and time to make this surprisingly costly item a reality.

Following is a list of events that will be taking place in the near future. A Drug Symposium May 4, 5 and 6 on the Base. The Altar Society of Comox Tea, at the Comox Legion May 6, 2:00 to 3:30. A "Day of Recollection" at the Canadian Martyrs Church, Courtenay, April 26th, 10 a.m. to 2 p.m. First Communion on April 30. A Mother's Day Tea, to which all women in PMQs are invited will be held in the Parish Hall May 14. More details on this at a later date.

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DEPARTMENT OF TRAVEL INDUSTRY
Hon. W. K. Kiernan, Minister
R. B. Worley, Deputy Minister

Through my window

BY ANNE CROUSE

As I pen these words another space capsule is racing for the moon. Each time this occurs we hear two schools of thought. One group decries these expeditions as waste of money and point to them as an upset to the balance of life. Yet others eagerly await the results of each expedition which tells the scientists more and more. It was just about three years ago that we had the opportunity of witnessing the takeoff of Apollo 9 and I wrote the following words upon my return to Ottawa.

"The air was electric with the stillness of hundreds of people. All that could be heard were the radios and as they blared, the crowd mouthed the words - ten, nine ... A

Don't get taken

OTTAWA (CFP) - Vacuum cleaners, if not prime household necessities, do make life more beautiful. Unfortunately, sold through the party plan, they also make life expensive.

At these parties, involving your neighbours and friends, the hostess gets a company kickback, and you are exposed to a glib tongued salesman whose vacuum cleaner has more nozzles and attachments than a milking machine.

Such items as sanitizers and dust collectors are added to camouflage the inflated price. An inexpensive deodorant spray eliminates unwanted odors and when vacuuming electrically little or no dust is raised because all reputable cleaners are filter-equipped.

For vacuum cleaners, substitute oven or tableware and you're still on the same merry-go-round.

Your local department or appliance store is the place to shop. If in the "boonies" try the mail order catalogue - you'll get far better, brand name, merchandise through these channels than the door-to-door party-promoting salesman will ever offer.

(D. C. Hodgert, Administrator of Financial Counselling for the Forces)

brilliant flash of light, a graceful liftoff and then nothing. As we turned from our vantage point on the river directly opposite the launch pad, a lady said to my husband, "Is that all?" Fervently, he replied, "Madam, you had better pray that is all."

It seemed like several minutes later that the sound waves hit. The earth trembled and the roar was deafening. Then we realized the true wonder and awe of what we had witnessed, the take off of Apollo 9.

At this moment, we had moved towards the housing areas and were standing beside someone's house. As the sound waves echoed, the water main leading to his house broke. Our youngest, in a burst of philosophy, cried out, "Those poor people. They were unfortunate enough to have us standing by their house." Truly, we did not mean to jinx his house.

As the crowds were reasonable on the bridge leading to Cape Kennedy and NASA (National Aeronautics and Space Administration), we decided to take the two hour bus tour of the island. While waiting for the number of our bus to be called, we availed ourselves of the two theatres that offered films on the events we had just seen and how they had come about. It was fortunate we had seen one of the films before because the film broke. So wearily we gratefully sat in the second theatre. Would you believe that the film broke there too? We kind of thought they must have been putting us on.

On well, it was time for the bus tour and we eagerly looked forward to the tour. Yes, you guessed it! The bus broke down and was two hours late. Now, it isn't that we are superstitious, despite our Irish background but add these 'incidents' to lost luggage (containing all our undergarments), the ruin of two new tires and a freak blizzard that lasted from Washington to the border of Florida, and we were tempted to ask for admission into the 'Hard Luck' club.

At last, really at last, we

were off and it was worth all the slapstick comedy of the wait. We visited the numerous sites of the previous launches of the Explorer, Mercury, Gemini, Apollos etc. However, there were two main highlights. The first one was the visit to the simulators that are used to train the Astronauts for all the conditions that they might encounter in space. The second highlight was visiting the VAB Building, (Vehicle Assembly Building), one of the world's largest structures in volume, being 716 ft. long, 518 ft. wide, and 525 ft. high. It is here that all space vehicles are now assembled to protect them from the elements. They are assembled on mobile launchers, carefully checked over and then moved by huge transporters, built much like a giant tractor, that can move 18,000,000 lbs. at the rate of 1 mph loaded or 2 mph unloaded. Incidentally, one of the designers of this tractor was a woman and it is interesting to note that the Space Suits are designed by Playtex Company which designs women's undergarments, so that the astronauts may have a "living, breathing" space suit.

The tour ended, leaving the passengers, as it does the hundreds that visit each day, either bubbling with excitement or silent in reflection. We were a mixture of both. I couldn't help recalling the comment of Capt. Borman from the Apollo 8 that the most impressive thing about viewing the earth from distance was seeing how insignificant each country was individually. It reminded me of a lesson taught by one of my teachers. She asked each of us to close one eye and hold a quarter up to the other. When asked what we saw, the answer naturally was, the quarter. Then we were told to move it further away and tell what we could see. We could still see the quarter but some of the surroundings. It must be very much like this to the astronauts. As they leave earth, the earth is all they can really see but as they move away, it becomes only a portion of the universe, a fraction of the whole."



CONSTRUCTION CREWS have been busy digging up the parking lot in front of the CANEX building, thus freeing CANEX customers of the vexation of being stuck in the mud. For the past week, patrons have had to hike in from whatever distant place they have had to leave their cars. Speculation as to what exactly is going on varies from an underground parking lot to an indoor swimming pool. Whatever it is, it's expected to be finished before the next monsoon season. (McDuggin Photo)

Wives learn self defence

During a recent Wives Club meeting it was voiced that there was a desire for an exercise program combined with self defense for wives of personnel assigned to detachment 5, 425th Munitions Maintenance Squadron. Captain Keith K. Crosson, the detachment's athletic officer offered to conduct weekly classes in exercise and self defense. The women decided to take him up on the offer and presently, classes meet every Saturday afternoon at one.

These classes are held in the base judo gym where Captain Crosson and SSgt. Roland D. Partain spend half the period dealing with slimming and toning-up exercises. The remaining time is spent on self defence where the women learn the art of falling, breaking holds, and applying various techniques. The class is made up of about 15 students.

Captain Crosson also instructs the regular judo classes which are held twice a week at no cost to military personnel.

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Bomarc retired

(Continued from page 1)

The Bomarc squadrons have contributed to the continental United States defense against penetration by long-range bombers. However, recent analysis indicates that an acceptable defense against surprise attacks can be accomplished by the fighter interceptor forces, therefore, the Bomarc are being phased out.

To provide the best possible posture of the defensive forces, at the least cost, the

concept of basing has been changed during the past several years from one entailing broad coverage of the United States to one involving predominantly a perimeter defence along the northern border and the eastern and western coastal regions. Bases for both active and ANG air defense units have been located where they best support the perimeter defensive posture against the primary threat.

(ADC Press Service)

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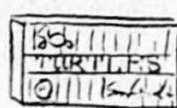
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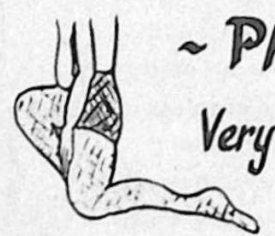
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Sports around the base

BY SCOOP PALMER

It is expected that there will be eight teams competing in the Intersection Softball League this season. The league games will be played on Monday and Wednesday nights at 1730 and 1900 hours. The opening night of play will be Monday, May 8 so plan on coming out to see some of the games.

I would imagine that most of the teams have started their practices by this time. It will be a lot nicer when the weather decides to warm up a little bit more. If your section rep asks you to come out and play for a team give him your full support. Let's all try to make this a real interesting league this season.

INTERSECTION HOCKEY

Don't forget that the wind-up banquet will be held tonight (Thursday) at the Totem Lounge. We will have a

full report on the season's activities in the next issue.

MINOR BASEBALL

The Comox Valley Minor Baseball Association is still looking for a number of men who would like to donate a few hours each week to umpire some ball games. If you would be interested in helping out contact Gord Palmer at Local 365 right away. There will be an umpires' clinic held at the Courtenay Recreation Association on April 24 and 26 from seven to nine p.m. The instructor will be John Marinus a well known umpire here in the Comox Valley.

GLACIER GREENS GOLF CLUB

Just a reminder that your last year's membership will expire in a few more days, so now is the time to think about renewing it. The memberships are available out at the club house or contact MWO Stan Hodgson.

Sports festival grows

VICTORIA — A host of provincial school championships will be staged as part of the third annual British Columbia Festival of Sports, May 18 to June 5.

General Chairman of the Festival of Sports, Ronald B. Worley, Deputy Minister,

Yanks on the run

Personnel assigned to Detachment 5, 425th MMS at CFB Comox have been participating in weekly physical training sessions in order to be in shape for the Aerobic Mile and a half run. Captain Eugene S. Chaney, commander, directed the detachment athletic officer and training NCO to come up with a training program that would meet the needs of detachment personnel.

Captain Keith K. Crosson, the athletic officer and MSGT. Troy J. Miller, the training NCO worked up a weekly physical training program that would provide physical activity and exercise for personnel assigned to the unit. The weekly physical training sessions include jogging, running, volleyball, badminton, basketball, weight-training, and exercising.

Although the program was voluntary, the turnout was excellent. Many individuals have indicated that prior to the implementation of this program, they were not getting enough exercise. Now they felt that there is something that they can get involved in on a weekly basis.

Pollution control

New regulations aimed at reducing water pollution by chlor-alkali plants in Canada were announced April 11. The regulations will apply to old and new plants 60 days after coming into force.

The regulations which were announced by the Honourable Jack Davis, Minister of the Environment, will control the discharge of mercury from chlor-alkali plants entering waters frequented by fish.

These regulations, based on the best available pollution abatement technology, were developed after consultation with provincial governments and industry. They will affect 14 Canadian plants using mercury cells in the production of chlorine.

Issued under the Fisheries Act, the regulations will reduce the emissions of mercury in the liquid effluents by 98 per cent.

Mr. Davis said by controlling the amount of mercury discharged, the regulations would be in keeping with the federal philosophy of checking pollution "at the factory fence".

"By creating standards that are national in scope we eliminate pollution havens," he said.

Because these new regulations measure the pollutant in pounds per ton of product and not in degrees of concentration as in the past, it means no plant will be able to comply simply by diluting its effluent with water. The regulations call for daily record keeping and regular reporting by companies of their consumption of mercury.

Sailing news

Around the second mark

WITH NORM BLONDEL

The CFB Comox Sailing Squadron steering committee met last Thursday to draft the constitution, talk about fees, and discuss boats and training. The constitution, or most of it, is being typed; the official request to CFSA for a squadron charter is submitted; moves are afoot to line up some boats; and more about training at the end of this column.

Fees are something for the members to decide upon, but may we lay this suggestion upon you — the CFSA annual

fee per full or associate member is \$2. Allowing for insurance and minor running costs (postage stamps, etc.) a similar amount will keep the Comox squadron afloat — so this would work out to a total of \$4 per person, or \$8 per family. Other affiliations, such as the CYA are up to the individual. When the fee bit becomes firmer, I'll list all the various prices in this column — nothing like knowing what the costs are before taking a sport up.

And talking about costs — John informs me that the

'Mirror' price is down some from my previous quote. Exclusive of spinnaker or paint, the Mirror dinghy comes tax paid at \$327.90, in kit form. We have three orders going in this week — any more? The quote is strictly cost. Another good price is the FREE availability of sailing books in the base library — they have a good and varied selection. And if you'd like to invest seven or twelve dollars

The Comox Bay Sailing Club invites applications for a beginners' sailing course to be held under BCYA sponsorship, around July 3 - 7. Junior and senior courses are offered, at \$7 and \$12 respectively, to the over 10 and over 19 age groups. The course consists of 15 hours of chalktalk and sailing, conducted by a professional instructor. Sessions can be morning or evening — so shiftwork will not be a problem. Interested? Call the secretary of Comox Bay Sailing Club, Mrs. Ball, at 339-2648. There are only 60 vacancies.

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Sun. Apr. 23 - Timerail
Tues. Apr. 25 - Movie - Patton - George C. Scott
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Thurs. Apr. 27 - Crib
Fri. Apr. 28 - TGIF
Sat. Apr. 29 - Cross Town Bus
Sun. Apr. 30 - Cross Country Express

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Schedule for April, 1972

Wed. 19 Apr. IT'S A MAD MAD MAD MAD WORLD Spencer Tracy Milton Berle Comedy
Thurs. 20 Apr.

Fri. 21 Apr. SOME KIND OF A NUT Dick Van Dyke Angie Dickinson
Sat. 22 Apr.
Sun. 23 Apr.

Tues. 25 Apr. BATTLE OF BRITAIN Laurence Olivier Michael Caine
Wed. 26 Apr.
Thurs. 27 Apr.

Fri. 28 Apr. SCANDALOUS JOHN Walt Disney Family Show
Sat. Mat. 29 Apr.
Please Note: Children admission 30c for Sat. Matinee performance

SATURDAY MATINEES

Sat. Mat. 22 Apr. SWORD OF SHERWOOD FOREST

Sat. Mat. 29 Apr. SCANDALOUS JOHN Admission for children 30c

Child safety — solutions

The toll taken of children's lives and health in Canada by accidents is staggering — some two thousand killed and tens of thousands injured seriously.

What can be done about it? The Canada Safety Council offers no easy solutions. But progress will be made in reducing accidents through simultaneous improvement in the following four areas:

1. Safety education of children at home and school.
2. Creation of a safe environment for children.
3. The assumption of parental responsibility for the safety of children.
4. The assumption of responsibility by adults, especially drivers, for the safety of children.

To be effective, safety education must change the attitudes of children towards safety, starting in the pram and continuing until adulthood.

Children must know how to cope with traffic BEFORE being allowed to "run out and play". They must know the rules of the road and traffic safety BEFORE being allowed to bicycle on public roads. They must be taught to swim BEFORE being allowed to play in any but shallow bodies of water.

To create a safe environment for children, all poisonous substances must be kept away from tots as well as stove and electrical hazards. The very young should never be left alone in baths or wading pools.

A safe environment includes living in a home that is not a fire trap. The leading causes of fire are adults smoking, electrical hazards and defective heating. A safe environment includes a car in which child passengers are secured by restraining devices.

Parental responsibility for a child's safety is concentrated on the patient, positive teaching of safety starting with the very young. But this can all be undone if the parent himself or herself fails to teach by example.

It is not intended to give

parents guilt complexes about safety. They can hardly be held responsible for the safety of children when they are out of their control.

But it is not reasonable to place all the blame for accidents on children, either. They do not start off as mature people with judgement. That takes a long, long time. They have short attention spans. They may be safe most of the time but unsafe at others because they are distracted by something new, something exciting.

This is where the responsibility of all adults for the safety of children is most important. Should a child be sentenced to death because a

driver wants to go at the maximum speed through a residential area and a youngster makes a mistake? Adults must recognize that there are many kinds of children — some careful, some risk-taking, some too careful for their own good (like the adult driver who goes 25 mph in a 60 mph zone).

There are children who can be trained easily and others who have to learn through their mistakes. But Canada has need for all these different types of individuals.

Guard their lives. Always be on the lookout for the safety of children. Always give them a break. They are the future of the country.

Cancer grants for B.C. scientists

British Columbia scientists have been awarded \$453,166 for research into causes and possible cures for cancer.

The awards were announced by the National Cancer Institute and are part of nearly \$4 million to be distributed throughout Canada during the next 12 months in the form of research grants and fellowships.

Almost all the funds are provided by the current campaign by the Canadian Cancer Society during the month of April. Research is considered the major weapon in the fight against cancer.

The largest single grant in B.C. — \$296,681 — goes to the Institute's Cancer Research Unit at the University of British Columbia, under the

direction of Dr. R. L. Noble. Part of this amount will be used to continue explorations of the hormone balance factor in the growth of some cancers, and the study of cancer growth patterns.

A grant of \$27,800, the largest individual grant awarded UBC, will go to Dr. David T. Suzuki, host of TV series "Suzuki on Science", whose research has produced important data on "differentiation", the process by which many different cells develop from a single cell — the same process which occurs in the transformation of a normal cell to a cancer cell.

Dr. B. J. Fraser, UBC, will receive \$15,980 for her studies on cervical cancer and Dr. P. Coy, of the B. C. Cancer Institute, will receive \$13,080 for

research into the effects of irradiation on lymphocytes in the treatment of lung cancer.

Other grants were: Dr. G. H. Dixon, \$22,995; Dr. J. B. Hudson, \$11,200; Dr. J. P. Kutney, \$13,300; Dr. D. G. Kilburn, \$11,400; Dr. D. M. Whitelaw, \$18,730, and Dr. J. Levy, \$8,500.

Fellowships totalling \$12,600, to provide financial support for graduate studies

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MONDAY, 24 APRIL

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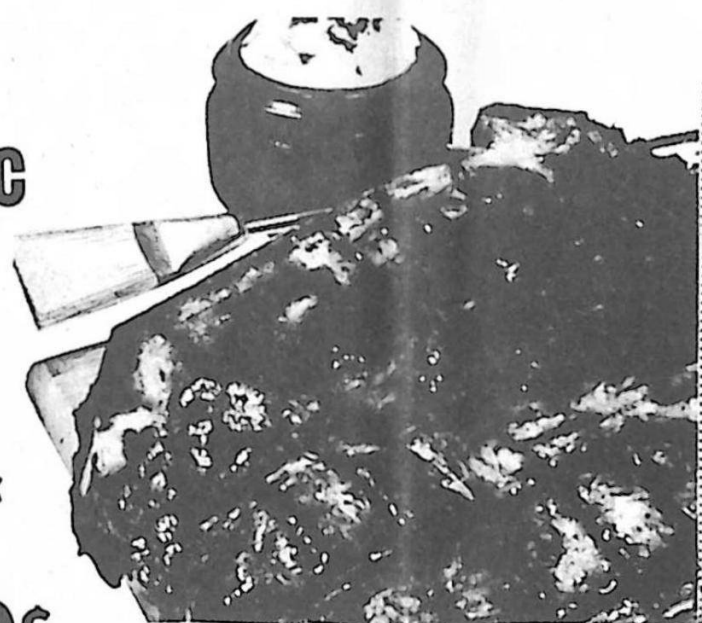
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