



TOTEM TIMES



Fincastle Test - Are Demons Best?

VOL. 17 - NO. 16

CFB COMOX TOTEM TIMES

THURSDAY, AUG. 21, 1975



Big Three Test System

"HURRY UP AND PULL the switch, I'm freezing to death!" says "Newf" Faulkner, PMC of the Junior Rank's Mess. The occasion was the official starting of the Totem Lounge's new air conditioning

system by Miss CFB Comox, Mary Jacobi and Capt. Fred Mills, BCEO.

Crafty Jack Photo

Seven Days On Trail

Ol' Muscles Were Squawkin'

COURTENAY — The rugged beauty of Vancouver Island's West Coast is appreciated a little more from the cliffs, swamps, forests and sandstone shelf of the West Coast Trail. The former Life Saving Trail stretching from Port Renfrew to Bamfield is one of the most strenuous hiking areas in Canada.

Scotty and Al Wilson have just completed a seven-day (six nights) trip through the 50-mile length of wilderness. "The muscle stimulating exercise was well worth the effort," stated Scotty as she shed another band aid on her foot. "The first half of the trail, Port Renfrew to the Carmanah light house, should not be travelled by those not prepared mentally or physically for the ordeal. We saw one young lady who froze from fright on the side of the almost vertical wall of a creek bed as she was straining to get adequate foot and hand holds amongst the roots and shrubs."

"The West Coast Trail and Nitinat Lakes Trail guide by the Sierra Club of B.C. was very helpful but did have some minor inaccuracies," said Al, "the time estimates between points were made by someone in top physical condition, in a hurry under better weather conditions than we had."

At the start, August 3, Scotty's aluminum framed back pack weighed 25 pounds while Al's was 43. In addition, a good axe (5 lbs.) and a water bottle (converted Javex container) were carried. The contents of the packs included all the life sustaining requirements of wilderness living: stove, food, sleeping bags, tent, clothing, rope, fire starter, fuel, first aid kit, 1 1/2" foam pads, wind (and water) proof matches, cooking utensils and a very heavy (4 lb.) 35 MM camera.

In keeping with the recommendations of others who have made the trip, the Wilsons started from the toughest end, Port Renfrew. After a damp, cool Saturday night in a "pup" tent under the trees in a very rustic, crude campsite across the Jordan River from the starting point, they were ferried through the fog to the opposite river bank by a member of the local Indian band. The hike was underway.

A condensed version of Al's diary of the trip follows: SUNDAY - Wet, fog, rain, rain; up at 0630; crossed at 0815, \$2.00 each, just a short trip by aluminum, outboard motor driven barge. Hiked through mud, a jungle of salal and salmon berry bushes, up, down, around and over logs, up broke, rotten ladders - mainly muck, muck and more muck! Arrived at ol' steam donkey at 11:15 hours (the guide book must be wrong - we took way too long). Had lunch and a good rest. At 12:10, again up, over, under and around logs - big, small, rotten, shaky, flimsy - all a little greasy with a slight coating of moisture - all the time the packs were getting heavier!

Through dense underbrush

to a forest of stately hemlock and cedar, magnificent monarchs. More mud, salal and salmon berry bushes - skunkcabbages were getting more prevalent - Oh, my the packs were getting heavier! The sun's rays finally broke through some of the virgin timber to reach the rain forest jungle below late in the afternoon.

"Tired, am I tired! Will we make it to a campsite before we collapse?"

"Over, across, high up - don't look down! Logs, logs and more logs!"

"My achin' muscles!" At last, 150 Yard Creek campsite. There is no dry

wood in the immediate area - the search was on - thank goodness we brought a good axe along.

"My pack is off but I still feel its weight. (This sensation lasted for about 15 minutes.)"

Cooked on wee stove - the campfire had to dry out our wet, soggy socks and trousers. To bed at 21:30 hours - bang, out like a light!

MONDAY - (day 2) Where is that sun? An abundance of ferns, salal, moss (on the ground and in the trees), salmon berry bushes, huckleberry bushes and many skunk cabbages in this area. (Continued on page 10)

Destroyer Squadron Commanders Change



CAPT. (N) RODOCANACHI



CAPT. (N) BARROW

VICTORIA — The Esquimalt-based Second Canadian Destroyer Squadron has a new commanding officer. Captain (N) John Rodocanachi, who has been in command of the squadron since July 1973, is being posted to National Defence Headquarters in Ottawa. He will serve as Director of Maritime Requirements (Sea).

The new commander, who officially took over his duties with the squadron today is Captain (N) Michael Barrow. He has been the Director of Maritime Requirements (Sea) for the past year.

Previous to his last appointment Captain Barrow served in the Directorate of Personnel Careers (Officers) in Ottawa. From 1969 to 1972 he was Deputy Chief of Staff (Operations) for command was between 1967 and 1969 in Her Majesty's Canadian Ship St. Laurent, based in Halifax.

Summer Incidents

Search and Rescue Busy

OTTAWA - An average of two occurrences an hour kept search and rescue personnel busy across Canada over the five-day period ending at noon Aug. 6.

More than 185 incidents were handled by the four Canadian Forces Rescue Coordination Centers (RCC's), located at Halifax, Trenton, Edmonton and Victoria. These included medical evacuations, aerial searches and rescues and boat tows. They were handled by crews of C-130 Hercules, Buffalo and Twin Otter aircraft, as well as Labrador and Huey helicopters, mine sweepers and other vessels.

Among the medical evacuations were a heart attack victim flown by Labrador from Subtle Island in the Georgia Strait, to St. Joseph's Hospital in Comox, B.C., a kidney failure victim flown by helicopter from Sechart to Vancouver, an unconscious youth believed suffering from heat prostration was airlifted by a Huey helicopter from Algonquin Park to Huntsville, Ont., another patient with a

fractured vertebrae air-lifted by a Huey and a day old baby with a respiratory problem moved from Campbell River B.C. to Vancouver by Labrador. An ill seaman was lifted off a fishing vessel off the northwest tip of Vancouver Island and air-lifted to Port Hardy, B.C. by Labrador.

In addition three survivors of a boating accident were airlifted by Labrador from the water in the Fraser River to Vancouver, after their pleasure motorboat tried to cut between a tug and its barge and capsized.

A Beech 55 aircraft declared an emergency because it was low on fuel and lost on a flight from Sondrestrom, Greenland, to Goose Bay, Labrador. The air traffic controller at CFB Goose Bay established that he was in the area of St. Anthony, Nfld., and the aircraft landed there safely.

The Mine Sweeper HMCS Miramichi towed the American fishing vessel St. Maria to safety at Friday Harbor in Washington State

after it sent out distress signals.

Not all efforts had happy endings. A search for a missing light aircraft near the British Columbia-Northwest Territories border discovered that the plane had crashed near Tootsee Lake and had burnt on impact killing both people on board. A total of 178.7 hours were flown in this search by two Buffalo aircraft and a Labrador helicopter.

And the debris of a missing outboard motor boat out of Conception Bay, Nfld., was found with one body on board. A search for a Newfoundland

longliner fishing boat out of Port Burwell, Nfld., was found off the northern tip of Labrador and the Canadian Coast Guard Ship NM Rogers was able to pick up the crewmen.

More than 30 ELTS (electronic locator transmitters) were set off inadvertently in aircraft, parked on the ground, and the sources located before any Canadian Forces aircraft were launched on searches, including one at Oak Bank, Man., that was set off after landing, when the pilot hit it while unloading his luggage in the dark.

"The" Event Of 1975

EXCLUSIVE

The "In" people of the Comox Valley District are anxiously awaiting the coming social event of the year. 442 T&R Squadron, (you know, the only operational group here at CFB Comox), will be receiving its standard this fall. The Honourable Walter S. Owen, QC, LL.D., The Lieutenant-Governor of British Columbia will present 442 Squadron with its Emblem of 25 years of service on the afternoon of September 6th, 1975.

Already the infighting among the socially aware has begun. Persons wishing to be among the elite, if only for a day, should immediately contact "The" Squadron for further information.

Soon CFB Comox will be thrilled by the sight of flashing swords and smartly clad ranks. The skies will be filled with hair raising feats of aerial mastery. Fear not - 442 Squadron is preparing for its big day!

In all fairness it must be stated that 407 Sqn., locally known as the "Smoke Eaters", has provided us with a basis to work on. However, we are confident that even this handicap will be overcome. Also waiting in the wings will be 409 Sqn., our local ground tour unit, who will no doubt be there taking page on page of notes to ensure that their presentation will be at least a partial success.

Activities on the 6th of September will be kicked-off with the arrival of the guest of honor. Then 442 will present an open house in order that others may come to look with wonder and awe at a truly great Squadron. After lunch the finely tuned Squadron members will parade before the admiring crowds, and receive their mark of 25 years of excellence. Once finished amazing all viewers, a cake cutting ceremony will start off the afternoon and evening festivities. Dining and dancing will continue far into the night.

With all this pomp, splendor, history and ceremony before the masses, there will no doubt be an unprecedented clamor to be included. So act now, be with the "In" crowd on the 6th of September at CFB Comox.

Catalytic Converter Causing Problems

LAHR, West Germany (CFP) - If you don't own a 1975 car and are posted to or returning from a tour of duty here - stop reading. The following may only confuse you.

In April a news release warned personnel taking a 1975 model North American car to Europe to ensure that the car's equipment was compatible with European specifications.

The news release centred around a "gismo" called a catalytic converter.

Changes in Canadian automobile pollution-control standards for 1975 have resulted in the introduction of this catalytic converter, primarily found on new General Motors' vehicles. The converter is designed to reduce carbon monoxide and hydro carbon levels in 1975 vehicles by 90 per cent over the 1970 model.

But there's a hitch for personnel proceeding overseas. Vehicles with a converter require unleaded gas - available only in North America - which is fed to the vehicle through a smaller filler-neck not compatible with regular gas pumps.

Those who own a 1975-model car equipped with the converter may find it more convenient to remove the kit before shipping the vehicle to Europe. Use of leaded fuel affects catalytic converters, making them inoperative.

Now, we get to a real problem - getting your vehicle back to Canada!

Some provincial regulations require licensing of vehicles in their province as soon as the serviceman arrives back in Canada. However, licen-

CONT'D ON PAGE 2



PTE TO MCPL IN 4 MONTHS? No, the Totem Times made an error in the last edition's "Salt Chuck Churned."

NOTICE

Because of our upcoming 442 Sqn. Special Next Deadline will be

2nd SEPTEMBER

Firm

Nighthawk's Nest

AFCAT



Achtung!! VEE
are eh to alg
you! [heh, heh]

Once again and right on schedule, AFCAT is coming to Comox immediately following our policy of re-organization before evaluation. Without trying to determine what is cause and effect, I am confident that our stalwart young men will bravely hold aloft the blunt sword of Canada's defence. Once again, man and machine will march in perfect harmony together functioning as one unit as they turn the tide of the enemy onslaught.

Anyway, a new author dares grace the pages of the Totem Times trying to prove once again that the pen is mightier than the sword. Or as a retired BGen once told me, "If you have no swords, concentrate on the pen." So until someone comes and breaks my fingers, you'll be hearing from me.

Our CO and Operations Officer are presently commanding a small flotilla of two in the Gulf Islands both probably trying to get to the windward of each other sails. A smart move on the part of the CO however, a good one doesn't go anywhere without his Operations Officer. The Rescue Co-ordination Center in Victoria has been notified

that if they miss their ETA, to just follow the brown stain of tobacco spittle in the water and it'll lead Search and Rescue right to them.

I have received word from a reliable source (who wishes to remain anonymous) concerning the real reason the mystery Major is going to Egypt. It seems that his sunglasses are not really sunglasses at all! It's really a rare disease which strikes out of the blue resulting from paper-cut infections while shuffling memoranda, routine orders or whatever else it is that he shuffles. A malignant growth rapidly sprouts out of his ears on initial contact forming green shades for his eyes. This serves the dual purpose of both shielding his eyes from the glare off his desk and enabling him to saunter in and out of the Squadron without being recognized.

In their infinite wisdom, Ottawa immediately recognized the possibilities of this situation and the message was flashed to Comox. Who could be better on the Egyptian front but a cool, anonymous Men-With-No-Name? Something else for

them to think about. Rumour has it that his motorcycle was included in the posting message. Why you ask? Well for all of you who have a need to know, we don't call his sidecar the "BOMB" for nothing. Nice going Maj, I didn't think you'd really get it out of the SAS.

Things have really slowed down here since the A-3 animals have left us. We'll miss them in the bar just like we did in the air. Seriously though, a real great bunch of guys in a great machine - old but great. 409 hasn't had training like that in a long, long time - in the air that is. Fern Barker deserves a hand for his efforts to get them all the way here from Norfolk, Virginia. I've heard mentioned that he has even managed to find some obscure regulation giving the RAF crews clearance to bring a Vulcan out from the East in the near future. In view of his past successes, I wouldn't be surprised if he couldn't get a Bear to come to Comox to act as a target to give us some realistic training. Let's get working on it, eh Fern.

I really have to tip my hat to Chuck Whirlwizzard's scheduling board up here in 409. His "now you see it - now you don't show" in front of the grease board with Uncle Joe aiding in the directive commentary is something to behold. Word is spreading fast and his act is fast becoming one of the more enjoyable events on the Squadron. Seriously though, Chuck is doing a great job against almost insurmountable odds and he deserves a hand for it. Where I don't know, we'll think of something Chuck.

It seems that "The Wick" is in love. Ever since he bought his Blazer he just hasn't been the same. Proudly pointing to the tracks going up the side of his house, he'll spend hours stroking the hood gently and recounting how his "chine" can do Immelmann turns at the top of 50 foot fir trees. He has already demonstrated his prowess at the wheel of this rugged machine. Apparently one morning, John Daday and Mike Spooner were the unsuspecting passengers on recovery from the "Q". One of them casually mentioned how Bart's Blazer would be a good machine for cross-country driving. Immediately his eyes glazed over, his knuckles turned white on the wheel and through clenched teeth, came the words "Wanna see truck go!" 6 Gees drained the blood

from their faces. At just about the same time as the front wheels dipped into the first ditch, Mike and John realized that Bart was the only one with a seat belt on. Well, to cut a long story short, it was only when Bart realized there was a large animal on the floorboards whimpering and moaning quietly to itself that he was able to stop. Rumour has it John Daday was transferred to Florida days later.

Well like very Summer here at 409, the regulars are all out fishing while the new members hold the fort down during the week. Everybody comes together on Friday TGIF as per normal. We'd like to welcome John Alexander and Raleigh Emery - our two representatives from the South who know a good posting when they see it. George Kulka is back from Bagotville OTU at last. He's here to keep the Squadron age down to respectable levels as well as the Squadron weight up. Charlie Gladders has been seen lately setting up office in the snake pit, a good place for an office - a good place for him. Ron Breeden and Pete Wittich - our new members in the T-bird shop are here now working out of the both offices in 409. Little do they know that the BAMEO or, should I say SAMEO, has been casting covetous glances at their office. It would be funny except that it's my office too.

Rumour of the Week: Rick St. Germain is presently attempting to supercharge his Volvo. He figures he'll get quicker starts that way.



OLD MEN OF THE SEA - the ones that got the prizes in last Saturday's Fungus Fish Derby, then got slightly out of focus. Rear row L-R: Al Stephenson; John Olenick; Ron Sinclair. Front row, L-R: Bob Hawes; Rod Verchere; Nick Dikur. Missing: Gaetan Hamel.

A Foggy Photo

442 Fish Derby

Ardent Anglers Brave Waves

Another chapter in the story of man's struggle against the ragin sea was written last Saturday, as thirty-five intrepid entrants took to their boats in 442 Squadron's annual salmon derby.

Despite brisk winds, choppy seas and rain, the event, organized by Doug "Pooh Bear" Mann, got underway at dawn. By three o'clock that afternoon all the catches had

been duly recorded at Doug Sear's weigh-in station, with a grand total of 165 pounds and one ounce of fish being caught.

With all anglers safely ashore and sitting close to cool foamies, it was time to divvy up the prizes and fabricate bigger and better fish stories. And so the honours went like this: biggest fish (11 lb. 8 oz.), Nick Dikur; largest total

catch, John Olenick; smallest fish, Rod Verchere; smallest total catch, Al Stephenson; hidden weight, Gaetan Hamel; biggest liar, Ron Sinclair; and a special award for the bravest fisherman to Bob Hawes, who went forth in a kayak, believe it or not, and caught two nice bluebacks to boot.

Many thanks to Doug Mann and Doug Sear.

Cathedral Grove in MacMillan Park

By Ginnie Beardsley

There can be no more pleasant refreshment for body and spirit than a walk on a sunny afternoon through the serenity of a grove of giant trees. Beneath your feet, there's a spring to the path built up by centuries of softly falling needles. Overhead, branches meet and touch the twigs in silent greeting. Around you are the majestic natural pillars which have given this park its name: Cathedral Grove.

The grove is located few steps off British Columbia Highway 4, 20 miles (32 kilometres) from Vancouver Island's east coast at Parksville, eight miles (13

kilometers) from Port Alberni. Cathedral Grove encompasses 30 acres (12 hectares) of a more than 300-acre (120-hectare) tract of woodland and lakeshore given to the province in 1944 and named MacMillan Park in honor of the founder of the donor company.

Here, in the Cathedral Grove of MacMillan Park, the Douglas fir is king - and it is a long reign that many members of his family have enjoyed. Some of these giants have seen 800 summers pass. If they could talk, they would tell of a devastating fire which destroyed many members of

their family 300 years ago - leaving a bare and sunny area in which new Douglas firs could take root and grow. These "new" trees, today grown to near giant size, are the majority of the pillars of the cathedral.

At their feet are no youngsters of their own species, for Douglas fir seedlings cannot tolerate deep shade. But there is tree growth aplenty, as the Douglas fir's near relative, the grand fir, which is not so choosy about nursery conditions, shares the forest floor with Western hemlock and Western red cedar - all

stretching upwards for glimpses of sunlight.

While Cathedral Grove is not a true rain forest, it shares one characteristic of these wetter woodlands: the presence of moss which festoons many of the hemlocks. Frequently, these slender trees grow in close proximity to the giant Douglas firs and share their lacy curtaining with the bare majesty of the fir trunks at eye level.

Here and there, the prevailing deep tone of the evergreen foliage is lightened by the softer coloring of the

(Continued on page 12)

Gravel Pit News

To start off this column, let it be known to all who read this article that Dale Webb, fisherman, part time controller has been found out. We have it on good authority that he doesn't catch all them there salmon you may have seen him with, he trades all the rock cod he catches for salmon at a local well known fishing establishment and trails them on leaders behind his boat, attaching them to his line off King Cohoe and faking a half hour fight with the dead fish. More about fishing in the french portion of this column.

Numerous sports activities have taken place within the section during the past month, and one notable accomplishment at base level. A group of Air Traffic people aided by telecom and Nav-aides people made up a team in the base inter-section softball competition, and even though they were an eleventh hour entry finished a laudable second place over-all by winning all the games up to the final game to determine base champions. Thanks and congratulations are extended to the participants from the sections they represented. On a lower but equally impressive level was the intra-section competition (softball) between Air Traffic and Nav-Aides. The bad guys won. Best of three? A golf tourney was undertaken, with a minimal turnout. Other commitments (working) prevented a large field of competitors from starting and after a vote of those present was taken a future tournament was planned. At the time of printing of this article the tournament will be completed and results will be published next edition.

On the transfers, promotion side of the board, M Cpl Paul Duquette has departed for Val Cartier after three

years as a Radar Controller at Comox. We all wish him and his family safe journey across Canada and good happenings at this next place of duty. M Cpl Dave Bews will soon be seen in the Sgts. mess when the effective date of his promotion to SGT becomes a reality. Also, welcome is extended to Capt. Bernie Murphy of Chatham and Woody Filmer and John Fader, both from Goose Bay and in as RADAR controllers. A number of the more sedate members of Air Traffic Control welcomed our new boss Maj. Ken Howard to Comox by meeting him at the aircraft on his arrival. He did attempt to re-board the aircraft after he saw us and we had to drag him down the steps and into the truck.

Since that time he has remained locked in his office and refuses to talk to any of us, but that will pass.

And now, pour la gang qui parle francais, a few mots. Et vous allez to the salt chuck pour la reason to catchez les fish, ici la method to use. Apres vous have droppez les hook dans la water, light up une smoke. While vous lightez les cigarette, placez les fishing pole between votre legs et grippez firmly. Les fish grabbez les ligne et tug tres hard. Vous droppez les hot cigarette dans votre lap et burn et scorch le drawers. In votre panic le pole landez sur la floor du la boat et snag sur la prop de Merc. Soon as la fish comprenez votre predicament, il take votre hook, line, et sinker and makes for Powell River. Il est ne pas de problem. Take your ligne et un nouveau package des hooks, tearrez les package open, et watchez les hooks drop over le side, start votre motor and drivez a Portuguese Joes. LE fin.



FOREST FIRE? No. Just L-Col. "Suds" Sutherland. Lighting up his pipe in the vicinity of the base headquarters building.

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Chuck Perry Res. 339-3680
Office 334-3124



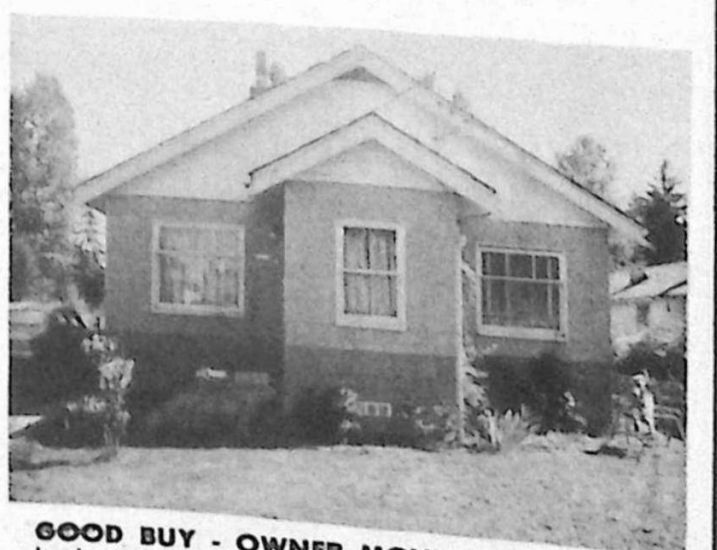
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New listing on 2/3 acre close to Comox. 3 bedroom home situated in a beautifully landscaped property with a creek through the back yard. A wonderful family home with lots of room and privacy. All this can be yours for only \$42,500.

Len Everett Res. 334-3972
Office 339-2228



GOOD BUY - OWNER MOVING. Older two bedroom house and garage on a quiet street in Courtenay. Close to schools. Large fenced yard with a few fruit trees. Excellent terms available - \$23,900.

Comox Office 339-2228

Catalytic Converter

CONT'D FROM PAGE 1

sing cannot take place until requirements of the Ministry of Transport and Canada Customs have been met.

All personnel returning a vehicle to Canada should read, examine and understand completely the contents of the Certificate of Safety Compliance issued under authority of the Canada Motor Vehicle Safety Act, together with instructions for its completion.

They are available from Mr. Fred Cutt, Canada Customs, Lahr. He will also assist with the paperwork for members wishing to pre-clear vehicles through Lahr or Baden.

For those owning vehicles with catalytic converters, and not able to pre-clear them through Lahr or Baden, part 3 of the Certificate of Safety Compliance may be completed upon arrival in Canada, even though the catalytic converter may not be working or has been removed, provided the owner signs a certificate agreeing to rectify the situation at the first available opportunity. This statement will be placed in the block reserved for customs officers' comments.

Once back in Canada, the Ministry of Transport may wish to check and see if you've lived up to your promise of getting that converter back into working order. However, if they want to check-out your car - don't call them, they'll call you.

It's enough to make you wish you hadn't sold your old car!

Wives -

Get Educated

The Grade X11 equivalency courses, to be offered during the day at CFB Comox (in the Base Recreation Centre) starting on September 22 are open to the wives of service personnel and to dependents over 18 years old. In the first semester (September to January), you will be able to take Mathematics and Geography.

So, don't waste your time afternoon coffee breaks while the kids are in school and your husband is at work, get educated.

For further information, contact the Base Training Section at local 469 or 348.

DEMON DOIN'S



Still no word from the front lines on the new LRP. Maybe they'll just refit the Argus and put younger crews on board, or they could wait long enough until inflation makes the cost too high to buy either the P3 or 707...decisions, decisions. Besides a lot of Mug Parties for departing people not much has been happening lately. Getting people to tell what's been going on is like pulling teeth. The only thing I have to report is an article I forgot to include in the last Totem Times. My apologies to Crew 2.

Ziggy Wiedner has joined the ranks of the water worshippers and has bought himself a boat. He's been diligently dragging funny bits of shiny metal through the ocean and finally has been awarded with a 5 pound salmon; not bad for a first attempt.

The crew had a meeting and has decided to share it's expertise with the rest of the Squadron...so they've sent MWO Dave Gardiner to the trainer and their illustrious VPCC is slated for the FSO slot.

The crew would like to thank Joe Jocksch for filling in, while Wally Hannam soaked up the sun in the sunny south (Lake Cowichan) and welcome to Bob Hammersley who will be guiding us through the airways; and to Eric Matheson who will be doing a little observing from the Back.

Crew 3 just spent 3 weeks of leave doing what everyone does on leave...as little as possible. The crew would like to say welcome to their new VPCC Harry Bunter, their new lead observer Doug Oke, and the new TACCO Rob Irving. Wally is heading for ASAC, Observer's Heaven, Fred went to Standards and Paul left the province. The crew sure is hard on it's leads. Good luck guys.

The Co and the Squadron wishes Crew 4 the best of luck in the upcoming Fincastle competition being held in Greenwood, N.S. Fincastle is the International ASW competition in which England, New Zealand, Australia, United States and Canada participate.

Crew 4 beat out the Greenwood and Summerside crews and earned the right to represent Canada in Greenwood. Once again, good luck!

CREW 6
On Thursday, 7th August Crew 6 departed Comox for Abbotsford and one of the largest Air Shows in North America. Our contribution was to be a 3 day static display on the grounds at Abbotsford. The flying display as to be launched each day on Comox, flown by Nick and his crew in 722.

We arrived Thursday at approximately 1430 hrs. in the midst of a heavy rainstorm. We were directed to our allotted area on the tarmac and asked to back our aircraft into its appropriate position. We were greeted by Maj. Elliot (Military Coordinator for the airshow) and were

supplied with 3 late model courtesy vehicles. These were needed to provide transport to and from the airfield and accommodation. Our rooms were in Langley, some 30 mins from the airfield. Some improvement was noted with respect to transportation as compared to our RIMPAC detachment. No one got lost; this was indeed significant as Gary Hare did much of the driving.

By popular demand on Friday morning we launched our show (at 0900 hrs a sizeable crowd had gathered). At approximately 1030 hrs we were inspected as a crew by the M.N.D., the Hon. James R. Richardson, Admiral Collier and the President of the Abbotsford Airshow Society. A tour was conducted through the Argus and a number of questions were asked and some answered. The M.N.D. was present at Abbotsford to officially open the show at 1300 hrs, concurrent with an impressive flying display of CF 104s.

Perhaps to us who are very familiar to the Argus and all its peculiarities, it seemed strange that large numbers of perfect strangers lined up for 45 minutes in hot weather just to walk through its innards. Some "mystical attraction" you say? I suppose its possible. I think all would agree that the questions asked by our inquisitive public were varied and interesting.

During off shift times all crew members had ample opportunity to watch one of the finest airshows in North America. Wing Walking acts, P51s, Vulcan Bomber, on and on for 4 1/2 hours non-stop. It may seem hard to believe, but one of the show stoppers was a touch and go 1 wheel landing of an F86 (Sabre-Jet).

While all of this was going on, Maj. Elliot (EX 407), our overall coordinator was busily solving last minute problems due to a tight flying schedule the airshow coordinators would not allow the Skyhawks (our CF jump team) to launch a streamer (required to determine the wind effect prior to a jump). Consequently no streamer, no Skyhawks. The ball kept rolling to other participants, no Skyhawks, no Snowbirds, and possibly others would follow. However with much diplomacy which Jerry must have acquired while on 407,

the problems were resolved and the show went on.

The detachment was not all duty and P.R., during off times and at the end of the day, crew 6 took advantage of a few of the social facilities in the area.

Children at the airshow were of course the most avid of spectators and were encouraged by the organizers to seek out all participants (flying and static) and obtain their autographs. As a result we were kept very busy just signing our names. Items written on varied from programs, aircraft photos, paper hats, model planes, to jeans jackets, arms and even used popsize bags. It is estimated that the 3 day total attendance at the show was 133,000 people. That's right Jim Dodd, all those signatures and yet we forget to sign as having read Marcords, etc., once every 3 months.

Bruce Cumberland mentioned that one signature he gave was given under some duress. Would you believe while sitting in his car at the side of Highway No. 1 "Of course Officer, and would you like any particular inscription above my name?"

P3C and RAF crews were given a tour of the Argus and as they were leaving one of the P3 Novs was heard to say "Well, that briefing of the Routine Nav system should eliminate my quarterly need for ground training in Basic Nav systems."

Lockheed Aircraft Company were present at the show and invited us all over for refreshments at the end of the day. Pamphlets (on request) were handed out concerning the 'P3C LRP' (Proposed Argus replacement). One of the crew members later stated that Lockheed appears to be away ahead in the race for the LRP, as Boeing hadn't bought the crew any beer yet.

Geoff Frusher mentioned that, after watching the Wing Walking act on the Super Stearman, that he figured it was probably safe to take open hatch photographs after all.

One of the aspects of an airshow and static display is of course the questions asked us by the public and also of course our answers. One humorous incident occurred when Brian Chipman (a young and keen new observer

on the crew) was asked if A Lysander was at the show. Knowing all of his Observers names he quickly asked if perhaps this was one of our 407 navigators. Of course for those who know their vintage aircraft, a "Lysander" is one of them.

Our static display consisted not only of tours through the aircraft, but also a very thorough and complete display of internal and Bomb Bay stores and armament. Much of the credit goes to MWO Alstad, Sgt Bird and Sgt Marks for doing the preparatory work prior to leaving Comox. The crowds were very interested and impressed by this display. During this time (0900 - 1730 Friday to Sunday 8,9, and 10th August) some 5000 people toured our ancient bird.

On Sunday prior to departing Abbotsford Bob Gray and Bernie Poole took it upon themselves to spread the good word of 407. A few squadron decals were attached to various military aircraft on the field: Snowbirds (Tutor), USAF Herc, Cdn Kiowa Helicopter, USAF F111, P3C Orion, CF 100 (Canuck).

After watching some 200 light aircraft depart in gaggles (some 5 seconds apart) we started up and departed.

What MPs Ask

OTTAWA (CFP) - - The following is an extract from Commons Debates, dated July 30, 1975:

NATIONAL DEFENCE
Possibility of separation of branches of Armed Forces - Government position.

Mr. Robert C. Coates (Cumberland-Colchester North): Mr. Speaker, I wish to address a question to the Acting Prime Minister. Does the government have under consideration the total reorganization of Canada's armed forces in such a way as to bring about a distinctive separation between the Army, the Navy and the Air Force, in view of the fact that the attempt to convince others that unification of the forces has merit and value has been a miserable failure? Is it the government's intention to re-establish our forces on the same basis as those of our

NATO partners and other forces with which we come into contact in the course of our international functions? Hon. Mitchell Sharp (Acting Prime Minister): I know of no such plan. I am surprised that the hon. member should repudiate the views of a

(Continued on page 11)

AVM Dies

OTTAWA - Former Royal Canadian Air Force Air Vice-Marshal Elwood E. Middleton, 76, of 5220 Lake Shore Rd., East, Burlington, Ont., died at his home July 23.

Air Vice-Marshal Middleton has been retired from the Forces since 1949, his last appointment being air officer commanding Training Command.

He served in both world wars and was instrumental in the development of the British Commonwealth Air Training Plan.

Air Vice-Marshal Middleton is survived by his son Lieutenant Colonel S. J. Middleton, of Canadian Forces Base Greenwood, N.S.



NIT PICKERS? During the Weapons Load School held at CFB Comox last month, these gentlemen acted as monitors in preparation for the annual competition, currently underway at Tyndall A.F.B. Florida. L-R. T-Sgt. Tabler; Cpl. McKenna; M-Sgt. Treat; M-Sgt. Miner; M-Sgt. Sewell (Bagotville) and M-Sgt. Eppler.

Photo Begin

Scuba News

Even though no news has reached the Totem Times lately the club has been extremely busy.

We've had a dive every Sunday as a club and a number of divers have been out together during the week including such things as shooting the rapids. Ford's Cove is getting to be a popular spot. We had a cookout one Sunday after the dive and there is nothing better than fresh cod scallops and octopus, for those adventurous enough to try it.

The dive to Floral Island would have been great, had the weather only co-operated.

The waves were so good however, a few brave souls made an attempt at body surfing. One important lesson was learned on this dive. Never beach the boat at high tide and then go for lunch.

SCUBA is becoming a popular sport amongst male and female swimmers of all ages. A course will be starting 8 Sept. at 1900 hours in the Rec Centre. Those interested bring your suits and be prepared for a swimming test. The cost of the course will be \$50.00 to service personnel and dependants. The course will be filled with civilian personnel (\$75.00) if spots are available. In the mean time if you want to do some skin diving come out on Thursday nights. Don Buchner is giving informal classes to those interested. Why not show up and get a head start on the course.

A number of divers are going to be away the end of August but don't be discouraged. Diving is going on! If you're interested in a dive check the Dive Board in the Rec Centre. If you want to go diving leave your name on it and someone will probably give you a call.

How to take your leave when you have nothing left



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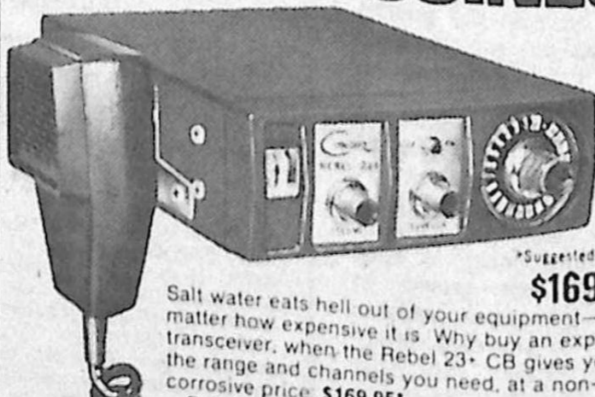
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EDITORIAL

Parting Shots

When I assumed the editorship of the Times fourteen months ago, I did so with certain misgivings, to say the least. The inherent reputation of our newspaper as the best in the Forces had to be maintained, and my previous experience writing local gossip hardly seemed adequate.

In the ensuing months, I got my feet wet, and learned not only a bit about being an editor, but also how to chase down volunteers, sell advertising, answer jangling phones and stay up late at night. Some issues weren't too bad, some were definitely candidates for the bottom of the bird cage. But with the dust now clearing, I can see that it was an experience I'll never forget. I would be remiss if I didn't express my appreciation to the B.I.T.O., Capt. Ray Griffiths and his staff for their patience

and the use of their offices, and to the members of 442 Squadron Safety Systems for maintaining their sanity during publishing weeks.

My appreciation also goes out to those who, though they disagreed with the some things written in the paper, had the courage of their convictions to put their views in ink. They are the "catalyst" that sparks controversy and makes the Times more than just an "extension of W.R.O.'s."

The Totem Times is in good hands, for the new Editor has experience, talent and a desire to preserve the spirit of our beloved fishwrapper. But he needs help from volunteers, people who have an evening free every two weeks. Truly, they are the lifeblood of the Totem Times. Don't let the side down. C.R.S.

From The Fur-Lined Foxhole

The decision to create an Air (force) Command is, on the whole, commendable. It is a sensible half-step backwards from the full folly of unification. The Air Force operational elements will operate better and more effectively when they are unified into one environmentally-oriented command. Air Force morale should improve and the preservation of the RCAF identity will be better secured. Further, some savings should occur with the creation of one Command for both ADC and ATC.

All air training will also come under the new Air (force) Command. While we might think that this work should continue to be done by Training Command, I suspect that it is a realistic attempt to preserve the Air Force identity. Get 'em young so to speak.

Maritime Air is another matter however. While operational control will remain with Marcom, administrative control will revert to Air (force) Command. This is a great error. Over the years great efforts were made to coordinate the efforts of air and surface units in the ASW business. The RCAF Maritime Air Command at first co-operated with the RCN. Two services were involved and when errors occurred, as I am told they often did, it was difficult to pin down responsibility. Each service was going its own way. The result was, in the early 60's, the creation of an integrated Maritime Command. Things got better.

Eventually, with integration and unification a one service command was created to both administer and operational control the highly complex

business of ASW. Other less complicated tasks can be done with a divided command and control. It is not so easy with ASW.

It might just be a good idea for someone to look back through the old RCN and Maritime Air Command files to make sure we don't repeat the errors of the past. Let's not plunge ahead with this aspect of the re-organization willy-nilly. We so often confuse ourselves into believing that some re-organization will be progressive. Witness the perennial re-organizations of the RCAF HQ, CFHQ, NDHQ. If re-organizations were progressive we would be the most progressive force in the world. Or could it be that we are just the pawns in a larger political struggle between the emerging Air (force) Command and the present power of Marcom? Enough said.

Don't get me wrong, a divided authority can be made to work. After all the RAF does ASW in co-op with the RN. To properly effect the change will take time and in the interim result in a precious loss of efficiency and effectiveness. Is the gain in Air Force identity worth loss of a painfully built-up integration in an ever demanding role? I doubt it.

At the very least then we should remain wholly in Marcom until Air (force) Command is settled in and functioning well, say three or four years. In the meantime I don't think 407 minds working for an Admiral. We all serve Canada.

Let's face it, 407, you're neither fish nor fowl. Back to the old foxhole for a while.

Watch Out For The Tax Man

BY C.W.O. JIM BROWN

The decision to Severance pay or to Rehab Leave eventually catches up with all of us. To many it is a difficult choice. To others it is cut and dried. It is also very hard to advise those who ask which to take. It ends up being a very personal decision.

We are continually warned not to sign any document with any of the spaces not filled in or without all of the promises or conditions written in and spelled out. We are at the same time advised to not bother to calculate our tax when an unusual "lump sum payment" is received, but instead, to leave the tax block blank and the computer will notice it and calculate the income tax for us.

And therein lies the shock.

A few personnel that I have had occasion to talk to in the last little while are of the opinion that they made the wrong choice. This feeling is mainly due to the income tax they end up paying when the computer does it's tax thing. A pig-in-a-poke is a pig-in-a-poke no matter whose form it is.

A friend of mine elected severance pay in order to obtain his "Western Nest" after a long and nomadic service career.

He was CRA in March 1974. He was, therefore, on regular pay for three months and on CFSA annuity for nine months of 1974. His pay and annuity

came to a net taxable income of approximately \$10,000.00. His gross severance pay was approximately \$11,550.00. On his pay he paid about \$2666.00 income tax and had 15 per cent (\$1732.00) income tax deducted from his severance pay at source for a total of approximately \$4399.00 income tax. He used the local available information to roughly calculate what additional income tax he would have to cough-up when the computer added in his severance pay and did it's "general averaging" thing so he wouldn't be caught short. He figured he would owe the tax man (J.N.T.) about another \$1600.00, as a result of his "unusual lump sum payment" of severance pay in 1974.

You can imagine his gasp of amazement when the computer at Revenue Canada advised him that application of "General Averaging" had resulted in a tax saving to him of \$1,301. And that he now owed the tax man an additional \$3596.50! Payable in full in 30 days. His calculations indicate he paid about 40 per cent of his severance pay back in income tax.

This is not an isolated case. I have heard of several.

Of course, you can beat all this if you put your severance pay into an RRSP sight unseen and hands off. But like the chickens, the internal

revenue birds also eventually come home to roost and you'll be trapped with income tax.

Don't misinterpret my concern. I am NOT against severance pay per se. Actually overall, if you calculate severance pay versus rehab leave, your gross money appears to be more if you take severance pay in spite of a fat tax bite.

The pros and cons of Annex "C" to CFAO 204.10 and the rosy figure you end up with in Annex A Appendix 1 do not present the whole story. Particularly the NET value of severance pay.

My concern and warning for those electing severance pay and not putting it into an RRSP is to beware of the income tax man. Be prepared (financially) in some cases to pay quite a bit more income tax than the local orders would have you believe you will pay. In fact, personnel contemplating severance pay are most strongly advised to procure from the Taxation Office in Victoria a FORM T2077 and use it to calculate their General Averaging. Regardless of it's complexity, try it. It's what the computer uses and is more accurate than our locally available orders.

Anyway, the choice is yours. Be sure to think it over carefully. 1 April is bound to come around.

ATTENTION BLUENOSERS

434 Tactical Fighter Squadron will be receiving their Squadron Standard in early July 1976. In conjunction with the Standard presentation, the squadron is planning a three day all ranks reunion of ex-434 members.

Any ex-members who are interested in attending are asked to write to 434 Tactical Fighter Squadron, CFB Cold Lake, Medley, Alberta, T0A 2M0, and further details will be forwarded.

Firing Away

The summer holidays are rapidly drawing to a close, parents and children looking to a return to school with varying degrees of enthusiasm. When buying clothes remember Clothing Can Burn, the dangerous fabrics are loose fit, loose weave, light weight, fuzzy, untreated thin cotton, silk, linen and blends of natural and synthetic fibers.

The fabrics that will give you the best protection in case of fire are close fit, tight weave, sturdy weight and

smooth. Close fitting jeans are a good choice for children, glass modacrylic, wool and fabrics labelled flame-retardant are also preferred.

In keeping with the fire prevention slogan for this year, "Learn Not To Burn", remember the Base Fire Department is available to all persons wishing fire prevention information, either as organized groups requesting courses of instruction or as individuals requiring specific in-



BAMEO (409 SAMO) HAD PROBLEMS AT INTERNATIONAL AIRSHOW.

Mail Bag

Opposition's View

Dear Editor:

Some facts about Premier Barrett's financial priorities may be of interest to your readers in the Comox area.

During the Spring Session of the Legislature, the Official Opposition strongly criticized Premier Barrett's \$3.2 billion budget because it represented a decline in spending for services to people as a percentage of the total spending picture.

In that budget, there are many examples of Premier Barrett's mistaken spending priorities. \$40 million for new government office space but only \$20 million for revenue sharing with municipalities to help ease homeowners' property tax burden. A half million dollars for the Minister Without Portfolio, Alf Nunweiler, just to run his office, but only \$5 million for the entire Department of Economic Development - the job-making arm of government. \$15 million for government office space rentals (much of it unused) but only \$350,000 for development of alternative health care facilities. \$2.3 million for education research and development (a division in chaos which has produced nothing) but only \$12 million for new construction for all universities and colleges in British Columbia.

On top of Premier Barrett's mismanagement and waste, the provincial treasury is being drained empty by massive overruns by Crown Corporations. ICBC, \$36 million. B.C.R., \$32 million. Hydro transit \$17 million. B.C. Ferries, \$25 million. In addition, the last

two years, the Provincial budget has been overrun by about \$750 million.

During my travels to many parts of British Columbia this summer, I have seen hard evidence that the NDP government's poor management of British Columbia's resources over the past three years is resulting in a real decline in the standard of service the government is providing for our people. This decline is becoming more severe as economic conditions worsen and the treasury becomes more hard pressed.

The staff of many provincial health and penal institutions is overworked because the government has failed to provide funds for more staff to meet the demands for service. Highways in many parts of the province are in their worst condition in more than a decade because the government has not provided sufficient funds to properly maintain them.

Community colleges throughout the Province are facing a financial crisis because the government cannot find money to keep pace with the growth in enrolment, in some cases as much as 50 per cent. Many students hired on the government's Summer Employment Program who were initially advised they would have work for July and August have been laid off at the end of July.

In short, many British Columbians are feeling the very real consequences of the reckless spending and extravagance of the Barrett

government since it came into office. Money which should have been reserved for the economic rainy day British Columbia is now suffering through, has been spent - much of it on frivolous items.

Now, the government is faced with two options, neither of which is acceptable to me. With the provincial treasury depleted, Premier Barrett must either cut back on services or face a deficit budget.

My commitment to the people of British Columbia is to form a government which will not only establish the highest and finest level of services for people, but to provide sound and stable management of our Province's resources so that these services can be fully maintained in both good and bad economic times.

Yours sincerely,
Bill Bennett

NOTICE

TO OUR READERS AND ADVERTISERS

After 1st of September, please direct all enquiries to the Editor at 339-2211 Extension 302, or to The Advertising Manager at Ext. 354.

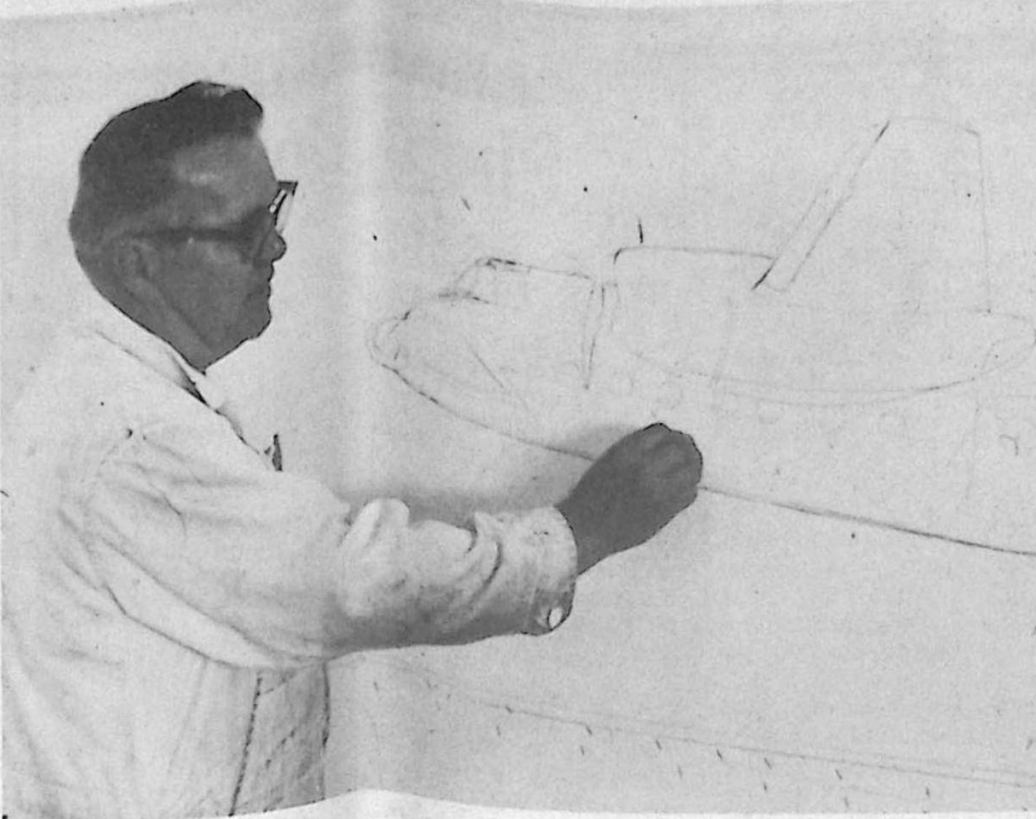
TOTEM TIMES

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THE FINISHING TOUCH - Cpl. W. "Pat" Patri of 442 Sqn. completes a painting of the Sabre Jet, one of a series depicting aircraft 442 Squadron has flown in its various roles.



DRAWING FROM SCALE, Pat sketches in a Buffalo, prior to painting. The complete series is on display in No. 1 Hangar, in preparation for 442 Squadron Standard presentation.

Ellis Photos

Ode To The Shiftworker

I'd like to pay tribute to the often "forgotten one", The man who starts his duty, when others work is done; To those who tend the station in the middle of the night, To keep things running smoothly, while the rest of us sleep tight. What, he gets his time off too? Did I hear someone say? Gets his chance to sleep, while I'm at work all day! But let me tell you something, it isn't quite that breezy,

To try to sleep in the daytime, is often not so easy; The shouts and yells of children, as they play out on the street, And at our house (like most of them), the stamp of little feet; There's the racing of the engine, the tooting of the horn; The car, the truck, the aeroplane, to herald in the morn. The barking of a wayward dog, chasing some hapless cat, The banging of a hammer, the countless things like that. Then every time there's something on, a party or a dance, His duty starts at four p.m. He doesn't stand a chance; And during his "off hours", he has duties by the score, Things that day men get to do, in hours from eight to four; There's polio prevention shots, or maybe dental care, Vaccination, pay accounts, perhaps a haircut or a cut of hair; Or if he sometimes makes by chance, a trip out to supply, A shirt, some socks, perhaps a uniform to buy, There's nothing fills a "shift man", with such degree of sorrow, Than those so often repeated words, "Please come back tomorrow."

Then someone "higher up" decides, a meeting we must call, But to the guy on night shift, this is no fun at all! To the man on day shift, this sometimes means a break. To miss an hours duty, is not to hard to take, But to the one on shift work, it doesn't seem quite right, To have to do these "extras" in the middle of the "night"! How would the "day man" like it, if without any warning, He was called out for a medical, at say, three in the morning? Or if parades were held, on Sunday morn at eight? If after eight hours duty, he had to look his best, While on parade, dead tired, when he really needed rest? Who can blame this fellow, if he shows a little frown, Upon the news that the "daymen" have been given a stand-down?

Now most of this I realize, if I forgot to mention, Is really unavoidable, and done without intention; So I would like to dedicate this kindly word to him, Be he Bill, or Dick, or Jerry, Dave or Tom or Jim, Spotting him is elementary, as he passes by, By the shortness of his temper, the bleariness of his eyes; How do I know? you ask me, that this fellow is so harried, Believe me folks, I ought to - For he's the guy I married!

Anonymous

Military Museums Conference

OTTAWA (CFP) -- Military History of the Canadian Prairies will be the theme of the 1975 conference and seminar of the Organization of Military Museums of Canada to be held at Calgary, Alberta, September 9-11.

The keynote speaker, an authority and author in the field of military arms, will be Howard Blackmore of the

armouries in the Tower of London.

The itinerary includes visits to Calgary's Heritage Village and to collections of the Riveredge and Glenbow Foundations.

Notification concerning method of transportation and arrival time should be sent to the organization headquarters at 330 Sussex Drive, Ottawa, Ontario.

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Airwest Airlines Ltd. is authorized under Licence No. A.T.C. 1455-63(NS) to operate a Class 3 Specific Point commercial air service serving numerous points in the Toba Inlet, Powell Lake areas of British Columbia and including the points Comox and Gillies Bay, and under Licence No. A.T.C. 988-59(C) a Class 4 Charter commercial air service from a base at Powell River, British Columbia both the said Licences restricted to the use of fixed wing aircraft in Groups A, B and C.

documents to the Secretary, Air Transport Commission, 275 Slater Street, Ottawa, Ontario, K1A 0N9, and a copy of the intervention and documents shall be served upon the parties who have given the said notice, their solicitors or representatives not later than September 1st, 1975.

The name and address for service of Interventions is: Airwest Airlines Ltd., 458 Cowley Crescent, International Airport South Vancouver, B.C. V7B 1C1

A reply to an intervention may be made by the proposed acquirer or person who has given the said notice to the Commission and shall be mailed or delivered to the Secretary, Air Transport Commission, 275 Slater Street, Ottawa, Ontario, K1A 0N9 and a copy of the Reply shall be served on the intervenor or his Solicitor within ten days after receipt of the intervention.

Proof of service of an intervention or a Reply shall be made by Declaration under Oath and filed with the Secretary, Air Transport Commission, Ottawa, Ontario, Canada.

The Commission will not receive any intervention or Reply filed out of time unless the party making same satisfies the Commission that he could not have done the same within the time specified for reasons beyond his control.

Air Transport Commission
Ottawa, Ontario

July 28th, 1975

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PUBLIC NOTICE

COMMISSION OF INQUIRY ON REDISTRIBUTION OF ELECTORAL DISTRICTS

(Public Inquiries Act, R.S.B.C. 1960, Chapter 315)

TAKE NOTICE that pursuant to the British Columbia Public Inquiries Act that His Honour The Lieutenant-Governor in Council has been pleased to appoint as Commissioners the following persons, namely:

Hon. T. G. Norris Q.C., Chairman
Frederick Bowers
Lawrence J. Wallace

The Commissioners will receive written briefs and verbal submissions from individuals and organizations. The Commission will specifically give consideration to three terms of reference:

1. To take into account, where feasible and necessary, historical and regional claims for representation.
2. To make their recommendations on the basis that the Legislative Assembly comprise not fewer than 55 nor more than 62 members.
3. To give consideration to the provision of multiple member ridings of two members each in areas of dense population.

Individuals or organizations intending to submit briefs at public hearings should communicate with the office of the Secretary of the Commission at the earliest convenient time. It is desirable that persons present their submissions at the place of hearing closest to their residence and concern.

The Commission will hold hearings in the following places on the dates specified hereunder. Details with respect to the locations and times of hearings will be announced later.

Terrace	Tuesday, September 9	Victoria	Tuesday, September 30
Prince Rupert	Wednesday, September 10	Duncan	Wednesday, October 1
Smithers	Wednesday, September 10	Nanaimo	Wednesday, October 1
Burns Lake	Thursday, September 11	Alberni	Thursday, October 2
New Westminster	Friday, September 12	Courtenay	Thursday, October 2
Chilliwack	Tuesday, September 16	Powell River	Friday, October 3
Haney	Wednesday, September 17	Penticton	Tuesday, October 7
Surrey	Wednesday, September 17	Kelowna	Wednesday, October 8
Vancouver	Thursday, September 18	Vernon	Wednesday, October 8
Vancouver	Friday, September 19	Salmon Arm	Thursday, October 9
Dawson Creek	Tuesday, September 23	Revelstoke	Thursday, October 9
Fort St. John	Tuesday, September 23	Merritt	Friday, October 10
Prince George	Wednesday, September 24	Golden	Tuesday, October 14
Williams Lake	Thursday, September 25	Cranbrook	Wednesday, October 15
Kamloops	Friday, September 26	Rossland	Thursday, October 16
		Nelson	Thursday, October 16

All representations to the Commission must be made either, at a hearing, or by a written brief, or by letter, addressed to the Secretary. Final date for making written submissions will be October 16, 1975.

K. L. Morton
Secretary,
Provincial Redistribution Commission
2735 Cambie Street
Vancouver, B.C. V5Z 2V4

879-7531, local 226



The Home Front

By MAUREEN ARTHUR

One of the many advantages of residing in B.C. aside from the climate, ocean, mountains and fishing (to name a few,) the assistance in financing available to home-owners in Beautiful British Columbia.

This issue, I would like to cover some of the Provincial Home Acquisition Act requirements to you, as a future purchaser and a few notes to the owners with transfers due out of the province.

C.A.F. personnel transferred to B.C. may obtain assistance on a brand new home, a choice from the Government of a \$1,000. Grant or a \$5,000. Second Mortgage, repayable at \$41.00 per month with a 8% per cent interest rate. If you purchase a resale home you can be provided with a \$500. Grant or a second mortgage of \$2,500 with repayment at \$21.00 per month. The beauty of this second mortgage if the payments are prompt and no default, a 10 per cent rebate up to \$50.00 is refunded, so it actually reduces the effective interest rate to an unbelievable 7 1/2 per cent - like wow - let's do it now -

This all sounds like steak and wine so we all request transfers to B.C. the Beautiful. But, unfortunately, like all government policies a few requirements must be met. - To qualify for this financing it is a requirement that:

1. The applicant has lived in B.C. for 24 months prior to purchasing a new or resale home. This helps those in P.M.Q.'s or now renting and planning to retire in B.C. to purchase a home and plan their future days.

2. If you are B.C. born you are eligible to apply for either acquisition immediately - whether service or not.

3. If you are fortunate to have resided at anytime for a continuous 5 years in B.C., then transferred out of the province and return on a transfer you are eligible. This also applies to ex-members of the service who will be retiring here in B.C. but must be after immediate discharge.

4. If you, as the wage-earner and head of the household, do not qualify for these requirements take a second look at your wife, maybe she comes ahead of all that fishing - if she is B.C. born she can qualify for the second mortgage financing. (Sounds fishy - but good bait and not a sinker).

An application for either a grant or second mortgage loan must be received not later than one year from the date of purchase of the home. We are aware that prospective purchasers need that assistance now and we at Nanaimo Realty are here to serve and aid you in anyway possible on any questions or assistance as our role as Realtors and Professionals in our field.

A person does not have to be a first time owner of a property to qualify and mobiles or trailers are eligible for the Home Acquisition Act. Inquire at our offices, conveniently located in Comox and Courtenay to serve those in the Comox Valley.

All of these requirements apply only for your normal place of residence and if you are being transferred out of the province or plan on renting that home with a B.C. second mortgage registered for an investment - on your next transfer please make and take note - the grant must be repaid if sold within 5 years of acquisition. The outstanding balance of the second mortgage loan becomes repayable if the property is sold, it is not transferable in any way, even though the new purchaser may qualify, as it is registered in the Land Registry Office in the applicant's name.

I do hope this has been some assistance to you and yours and has been more than general information. Most of our new homes have the above financing available to you, and please do give us a call at Nanaimo Realty (Courtenay) Ltd. 339-2228 or 334-3124. for all the help you need.

My foot-note to-day is - "You can always tell a home-owner - they are always coming out of the hardware store."

(Paid Advertisement)

Environment Photo Contest

OTTAWA - A national environmental photographic contest is being co-sponsored by the Federal Department of the Environment and Canadian Photo Annual magazine to encourage interest in protecting Canada's environment. Prize winning photographs may be used by the department in exhibitions, posters and booklets, and also will be published in the 1976-77 edition of the magazine.

The winner of the grand prize, which is being donated by Environment Canada, has two choices: a two-week course at the Banff School of Fine Arts on High Country Photography, which will involve field trips above 10,000 feet in the Rockies, or a 12-day course in Nature Photography with Freeman Patterson at Shampers Bluff, N.B. Prizes will be awarded for photographs in 20 categories which range from man's impact on the environment to songbirds.

Pictures may be black and white or color, and there is a limit of ten photographs per entrant. All photographs must have been taken in Canada. Deadline for entries is December 31 and they should be submitted to Environment Canada Photo Contest, Information Directorate, Ottawa KIA OH3.

Entry forms for the contest and a complete list of categories and prizes appear in Canadian Photo Annual

1975-76. Copies of this magazine can be purchased in newsstands and camera stores. Additional entry forms can be obtained by writing to Canadian Photo Annual, 481 University Avenue, Toronto, Ontario M5W 1A7.



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(Grade 11)

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Every Tuesday and Thursday

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(NOTE: Physics 011 and English 012 will be offered both day and evening starting in January, 1976.)

Also Offered (Evenings only):

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(Grade 12)

and

Social Studies 011

(Grade 11)

Every Tuesday and Thursday

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Each course runs for 15 weeks

For Further Information and Registration

Contact the B.I.T.O. at Local 469.

BASE LANGUAGE TRAINING PROGRAM

1975 - 76

Intensive French language training will be offered at C.F.B. Comox commencing in September, 1975 and running through until June, 1976.

The main feature of this intensive programme is its built-in flexibility, allowing applicants the opportunity to choose their course dates and to change groups within the training year.

For further information: Call the Base Language Training Coordinator at 348 or 469.

Entertainment and Events

SERVICE STATION HOURS — EARLIER CLOSING:

The service station hours of operation commencing 2 Sept. 75 are as follows:

Monday - Friday 0800 - 1800 hours
Saturday 0900 - 1600 hours
Sunday 1200 - 1600 hours

WOOD HOBBY SHOP

RE-OPENS — new hours

The wood hobby shop will commence this year's operations on 2 Sept. 75. For economic reasons the shop will only be open three times per week, Tuesday and Thursday evenings and all day Saturday.

NEW HOURS OF OPERATION ARE:

Tuesday and Thursday 1800 - 2100 hours
Saturday 0900 - 1600 hours

JUNIOR RANKS ENTERTAINMENT

Tues., Aug. 26 — Movie

"FEAR IS THE KEY"
starring Barry Newman

Sat. & Sun. Aug. 22 & 23

BAND: "HIGH FLITE"
from Vancouver

COUNTRY MUSIC NITE

BAND & FLOOR SHOW

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Courtesy

Mon. to Thurs. - 8:15 p.m.
Two Shows Fri. & Sat. -
7 and 9 p.m. ☆
No Matinee This Saturday
Matinee Sat., Aug. 30 -
2:00 p.m.

Thurs. to Wed. - Aug. 21, 22, 23, 25, 26, 27 Roger Moore
as James Bond 007 "THE MAN WITH THE GOLDEN GUN"
General Entertainment

Thurs., Fri., Sat., Aug. 28, 29, 30 - Matinee Sat. 2 p.m.
Walt Disney's "BAMBI" Plus "The Hound Who Thought He
Was a Raccoon" General Entertainment

Mon., Tues., Wed., Sept. 1, 2, 3
PROGRAM TO BE ANNOUNCED

Thurs., Fri., Sat., Sept. 4, 5, 6 Mature
"THE TRIAL OF BILLY JACK"
"Frequent violence and brutality." - B.C. Director

Mon., Tues., Wed., Sept. 8, 9, 10
PROGRAM TO BE ANNOUNCED

Stardust
Drive-In Theatre

Aug. 21 to 27 "THE EXORCIST"
"Very frightening picture. Some ex-
tremely coarse language."
Plus "BADLANDS"

8 DAYS - Aug. 28 to Sept. 3
"LENNY" "Coarse
language throughout"

Sun., Aug. 31 - ALL NITER - 6 SHOWS
Sept. 4, 5, 6 - Clint Eastwood
"DUTY HONOR" "MAGNUM FORCE" (M)

CFB
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BASE THEATRE SCHEDULE



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Sat., 23 Aug. SCARECROW
Sun., 24 Aug.



The Apprenticeship
of Duddy Kravitz

Produced by John Kemeny. Directed by Ted Kotcheff.
Color by Bellvue-Pathé. Released by Astral Films Ltd.

Thurs., 28 Aug. Fri., 29 Aug.



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OF SHEILA

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A Warner Communications Company

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JAMES COBURN • JOAN HACKETT •
JAMES MASON • IAN MCHANE • RAQUEL WELCH

Sat., 30 Aug. THE LAST OF SHEILA
Sunday, 31 Aug.

WALT DISNEY
PRODUCTIONS
One Little
Indian

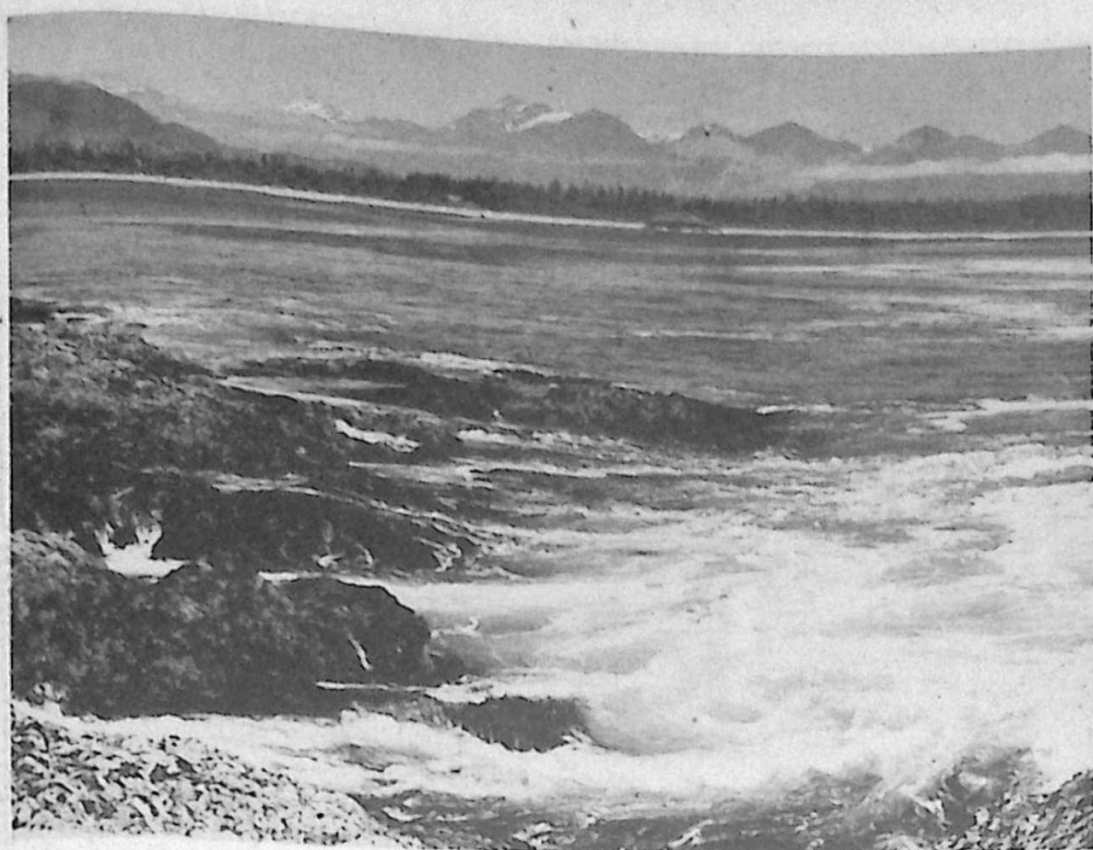


JAMES GARNER • VERA MILES

Pat Hingle • Clay Cline • Colee Porter
Thurs., 4 Sept. 5 Sept.

MATINEES

PLEASE NOTE: No Matinees during July & August



Rocky Shoreline



Amphitrite Pt. Lighthouse

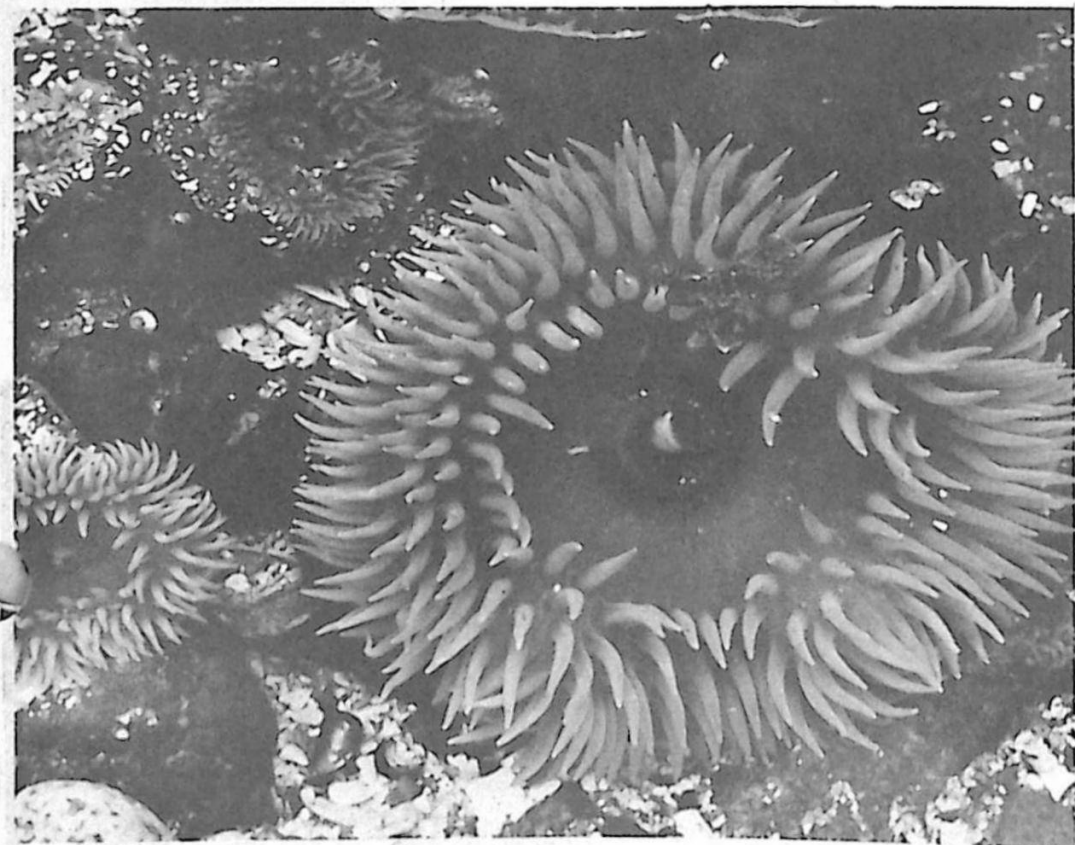
Pacific Rim Park

Photostory
BY Ed Ellis

A Weekend Holiday



Rock Crab



Sea Anemone

Long Beach, or Pacific Rim National Park, on the West coast of Vancouver Island, is a 140 mile drive from Comox. Several interesting stops enroute include Englishman River Falls, Qualicum Falls, Cathedral Grove, and Sproat Lake, home of the giant Martin Mars water bombers. Provincial Campsites along the route encourage making the trip in two or three days, instead of the minimum four or five hour drive. The new road along the edge of Sproat Lake, completed in October 1972, bypasses the 12 miles of rough gravel over the mountain. The road is easy driving, with respect for the sharp 20-30 MPH curves through the mountains.

Fifty-five miles west of Port Alberni the highway branches south for five miles to Ucluelet, the third largest fishing village on the west coast. The road to the north is 21 miles, through Pacific Rim National Park, to Tofino. The park boundary is just north of the junction and the park covers 14 miles of the route to Tofino.

Long Beach, as the 48 square mile area was known prior to dedication as a national park in May 1971, is primarily 12 miles of sandy beaches, separated by surf-swept rocky headlands. The main beach is a twelve mile curve of sand, divided by Green Point. The southern area is called Wichaninnish Bay and north of the point is Long Beach. The westerly view is 20 miles to the horizon and the next land, several thousand miles away, is Japan.

The two main tourist beaches are accessible by car and rapidly becoming bare of most sea life as shells, starfish and other inter-tidal sea life is removed for souvenirs. Several other beaches can be reached by a short walk - Wreck Beach, Schooner Cove, Radar Beach, and north of the park, Chesterman and MacKenzie Beaches. There are many hiking trails, some with conducted walks and others are self-guiding trails along the beach or rocky points. The

tidal pools of the headlands support a variety of sealife. Watch the level of tides and surf which can leave you stranded on the rocks or provide an unexpected dunking.

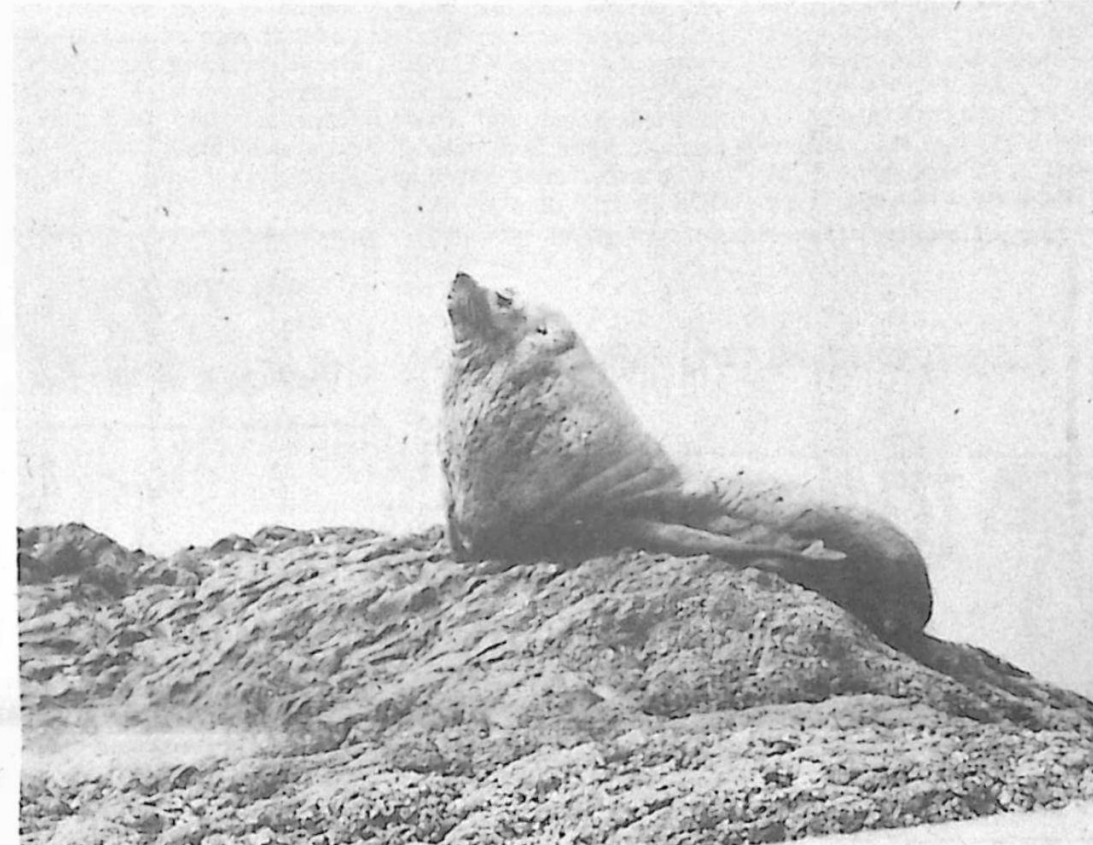
Summer at the park is usually warm and sunny with periods of heavy rainfall, cloudiness and dense fog that will rival the smog of Los Angeles for spoiling a sunny day. A hot summer day at Comox, or even Port Alberni, can be cool and cloudy on the west coast. Five inches of rain on a July day or fog banks that only clear from one to six in the afternoon can dampen the best planned trip.

Green Point has a 90 unit campsite and the park allows about 300 other campers to set up on the sand of Long Beach. A Commercial campsite north of the park, opened this summer with 300 spaces, and plans for expansion to 1000 campsites. This may result in elimination of camping in the park, except for Green Point. Hotels, motels, restaurants, well stocked grocery stores, landmats, etc., are available at Ucluelet and Tofino.

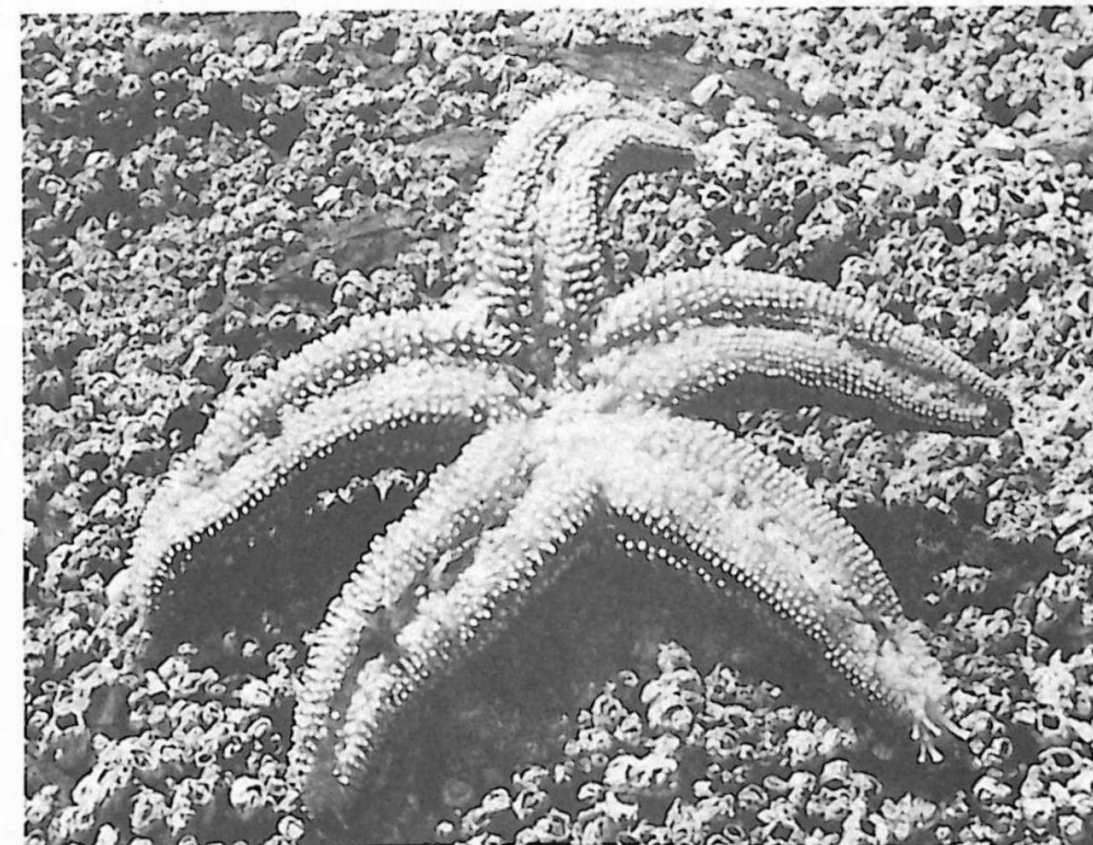
Driving on the beach can be dangerous. Small dunes of dry sand or the wet sand below the high tide will easily bog down a vehicle. After sinking a few inches several people will be required to push, or even a towtruck. The nearest towing service is Tofino or Ucluelet and ten or twelve feet of sea water can cover the vehicle if the tide arrives before the tow truck. A vehicle frame and motor, partially visible in the sand at low tides, at the north end of Long Beach is a vivid reminder.

At the north end of Long Beach a 21 foot Boston Whaler, operated by Pacific Rim Expeditions, makes four daily trips to sea lion rocks. The eighty minute cruise is an opportunity to observe fifty foot whales feeding in the bay and numerous sea lions on the rocky islands.

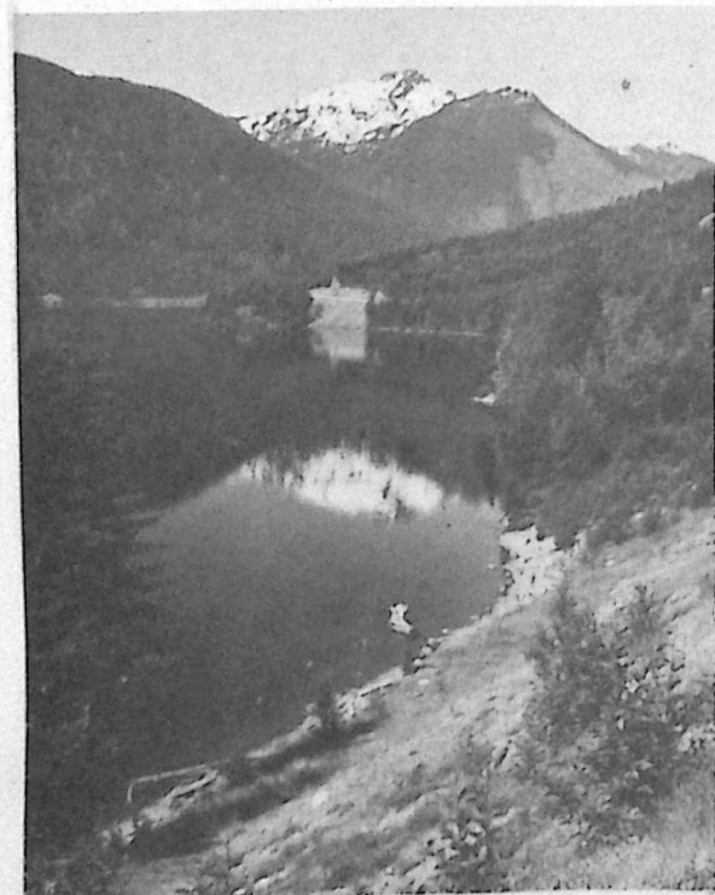
One of the rules of a National Park - "Take Only Pictures - Leave Only Footprints."



Bull Sea Lion



Starfish



Reflection on Sproat Lake



Salal Flowers



Giants of Cathedral Grove



Tidal Pool on Rocky Shore

PMQ Preamble

RECREATION NEWS

August 2nd and 3rd were not typical summer days, but at Air Force Beach there was sunshine in the faces of the young fishermen and women catching bullheads. In the four hours they caught 208 fish or if you prefer weight 26 lb. 11 oz. or length 35 metres. Top fish was caught by Brenda Erickson, 29½ cm. 10 oz., this won her a fishing rod and reel donated by Jeytee Fish & Tackle. Second place went to Jamie Banyard with one 24½ cm 9 oz. and won him a tackle box from Jeytee. Third place went to Bill Tabler with a catch of 24½ cm 8¼ oz. and won him a fish net. Most fish caught went to Sean Phoenix who caught 17 and won a fish rod from the EX. Todd Redman won a tackle box from the EX with the smallest fish 10½ cm ½ oz. Skip Fawcett won the hidden weight and Duane Wach and Brian Nichols the hidden length. Many thanks to all the parents who gave a helping hand, especially Sunday when it was so windy, and we had more snags and tangled lines than you could count.

Aug. 29th is the date of our next Teen Dance in the Social Centre. It starts at 6:00 p.m. for the 8 to 12 yr group and from 8:00 to 12:00 for the 13-18 group. There will be an entertainment committee formed at this time.

Reminder to all you softball players that your sports bars are in and you can pick them up.

TENNIS TOURNAMENT

On Wed. Aug 6th, a tennis tournament was held at the Wallace Gdns. courts. There

was fine competition in both singles and doubles.

The singles began at one o'clock with Tom Hannam facing Rory Wilson and Ron Miller doing battle with Alan Smart. Tom and Ron emerged as victors. One-thirty saw Dan Bryson defeat Mike Smart 6-2 and Nadine Power defeat Helen Earl 6-0. Rory, Alan Mike and Helen dropped into the losers bracket. At two o'clock Ron Miller beat Brian Uddenberg 6-5 in a tiebreaker and Diana Earl handed Tom Hannam a 6-4 loss. In the winners bracket quarter finals Dan Bryson defeated Diana 6-0, while Ron Miller beat Nadine 6-1. In the semi-finals Ron advanced to the finals by clipping Dan 6-2. In the losers bracket Alan Smart defeated older brother Mike 6-2, while Rory Wilson eliminated Helen Earl 6-4. Alan then played Tom Hannam and handed him a 6-0 loss. Meanwhile Brian Uddenberg defeated Rory 6-3. Alan Smart then slipped by Nadine Power 6-2 as did Brian by Diane Earl 6-0. Alan then faced off against Brian but was edged out 6-5 in another tie-breaker. Brian then advanced to the semi-finals where Dan Bryson stopped him 6-3. Ron Miller eeked out Dan Bryson in the finals 6-5 to emerge Singles champ. In the doubles the first match saw Dan Bryson and Ron Miller pair up to defeat Rory Wilson and Tom Hannam 6-0. Next Alan and Mike Smart defeated Helen and Diane Earl 6-2, while Dan and Ron beat Nadine Power and Brian Uddenberg. In the finals

Miller and Bryson beat the Smart Brothers 6-4. Special thanks is extended to Lt. John Power who organized the tournament.

Wednesday Aug. 20th was the wrap up of our art classes at the beach. Hope you enjoyed them. We wish to say THANK-YOU to Mrs. Ivy Morand for donating her time and talents this summer and to Mrs. June Kuhn and Edie Prime for their assistance. To-day was the end of summer fun. Tuesday will be the end of Summer Olympics. Sorry everyone who registered did not turn out, but to those who did, hope you enjoyed it.

We are hoping to get soccer and flag football going in the near future. If you would like to help give us a call at 339-5322.

DON'T FORGET TUESDAY IS THE LAST DAY TO HELP YOUR COUNTRY GAIN A FEW POINTS, AND MAYBE END UP IN THE TOP THREE.

Night School Classes

Personnel, living in quarters, and requiring transportation to Vanier High School to attend North Island College will not be forgotten. The Base Transportation Section will provide transportation when required to and from night school classes. Personnel registered for such classes and not having transportation may make arrangements through the Base Individual Training Officer.



POSTED TO MONTREAL. Captain "Ron" Irving of 407 Squadron's Aircraft Servicing section leaves the Comox area this month after a short two year tour. Ron has been an avid supporter of the Totem Times and has worked on the advertising staff of this newspaper for a period of one year. His boyish grin and long strides served him well when on the column inch selling trail.

Ron, born in Edinburgh, Scotland, gave up the thistle and heather for Canada in 1963. He attended Sir George Williams University in Montreal where he earned his BSc degree. He joined the RCAF in 1966. During 1970-71 he continued his studies at the University of Toronto where he received the degree of BEd.

Ron's hobbies include the study of modern literature, soccer and sailing.

The editorial staff of the Totem Times wish Ron the best in his future endeavours. He should be careful, however, as his single life may come to an abrupt end in La Belle Province.

Comox Recreation Centre News

BY BERT LINDER

FUN SOCCER FOR YOUNG PEOPLE:

Comox Rec. Centre will be taking soccer registrations for youngsters (both boys and girls) 7 to 12 years old during the first week of September. The cost is \$2.00 per youngster. The number of teams is dependent upon the registration numbers.

The season will run from September 15th to November 15th, 1975. Games will be played on Saturdays with practices in the evenings after school.

The Recreation Department would also welcome anyone willing to coach or referee during this period.

FALL PROGRAM:

We are looking for instructors for our Fall Program. If you have any special interests such as macrame, basket weaving, guitar lessons, etc., and would like to instruct others, please contact us at 339-2255.



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GLACIER GREENS NEWS

Good turn out at Pick-Your-Partner tournament

Mr. Mike's Pick-Your-Partner Tournament was held at Glacier Greens on Saturday 2nd August. A good turnout of 70 members saw Gord Trenholme and Al Walsh win the trophy with the low net score for the day. Ross Sinclair was on hand to present the trophy to the winning pair.

Other winners were: 1st low gross, Kim Matheson and Jim Perry. Low gross for the front 9, Garney and Lindsay Boutet. Low gross for the back 9, Ron Carter and Darryl Harker. The longest drive was won by Kay Freeman and closest to the pin by Millie Legg.

Well ladies - and WHY NOT?

Denis Darveau and Gary Dextraze won the prize for the fewest putts for 18 holes, Dot and Bill Branch for the fewest putts for the front 9, and Pat Patrick and Gerry McLaughlin for the back 9. Hidden low net prizes went to Reid Delong and Bob Sleigh, Owen Smith and Arney Kaland. Lillian and George Whitehead were the highest prize winners. A sincere thanks from Glacier Greens members to Ross for sponsoring the tournament and making it such an enjoyable day for all participating. The lucky winners had the added pleasure of enjoying steak dinners at Mr. Mike's.

The friendly inter-club with Campbell River scheduled for Sunday 3rd was unfortunately cancelled and a "mini club tournament" was held instead. Larry Harker won 1st low gross prize for the men with a score of 81, and his wife Irene carded 95 to win the low gross prize for the ladies.

Other winners for the day were: for the ladies, 1st low net, Millie Legg; 2nd low gross, Kay Freeman; 2nd low net, Joyce Geneau. For the men, 1st low net, Ron Carter; 2nd low gross, Bill Branch; 2nd low net, Gerry McLaughlin. Joyce Geneau on the longest drive and on Geneau was closest to the pin. Alex McLesch had the least number of putts.

Jim Freeman won the BAMEO tournament on Friday 15th August. Congratulations Jim, at last!

LADIES NEWS - Millie Legg and Terry Sleigh were the winners of the C.L.G.A. Pin Day held on Wednesday, July 30th. A lovely sunny day on Wednesday 6th August saw the ladies out on Ladies Day playing 18 holes with irons only. Winners were: Low gross, Joan Stevens. Low net, Irene Perry and most honest golfer, Claire Rathbun. The continuing lovely weather was enjoyed by the ladies on Wednesday 13th when they hosted the ladies from the Eaglecrest Golf Club in an inter-club friendly. Winners from Glacier Greens were: Joan Stevens, 1st low net. Nettie Bonenfant, 2nd low net and Barbara Carter, lowest number of putts.

On Monday 18th August Glacier Greens hosted the B.C. CLGA District 6, 1st Annual 2 Ball Championship. 70 members from the various clubs within the District 6 area participated in this event with a twosome from Port Alberni emerging the winners. Anne Sutton presented the trophy to the winning pair on behalf of Anna's Coiffures of Comox.

The Ladies Match Play has progressed during the past weeks and is now near completion. The winner of the semi final game between Nettie Bonenfant and Mary Shaw will play in the final game against Millie Legg.

COMING EVENTS- Sunday 24th August. Mixed 4 Ball. Start at 10:00 a.m. for 18 holes. Wednesday 27th, Glacier Greens ladies will visit Campbell River for a friendly inter-club. 18 holes will be played starting at 9:00 a.m. Saturday 30th August will see the start of play for the Club Championship, both men and ladies. This is a 36 hole event and ladies participating must have completed the first 18 holes by the 6th September and men by the 11th September. Games must be played in threesomes or



THE HAPPY WINNERS of the B.C. C.L.G.A. District 6 first Annual Two Ball Championship, held at Glacier Greens on the 18th of August. Manson Photo

foursomes and at least two players must be entered for the Club Championship. The final round for the ladies will be played on Sunday 7th September and for the men, Sunday 14th September. Tee times will be posted for the final round. Wednesday 3rd September, Ladies Day, HDCP. Start at 9:00 a.m. for 18 holes.

Watch the notice board in the Club House for more information on the Col. Lett 4 Ball Tournament to be held on Saturday 20th September.

This tournament is open to all base personnel, both civilian and service. Golf Club members and non members, and the committee looks forward to a good turnout for this event. See you at the Golf Club!



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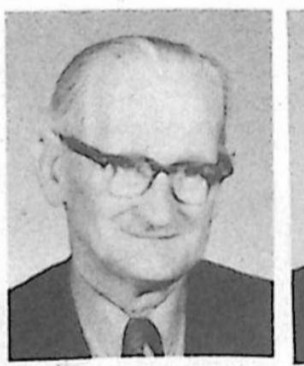
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Ol' Muscles Were Squawkin'

(Continued from page 1)

Started out at 09:30 hours after a relaxing morning. Reached the beach after a short hike - it's now cloudy and bright - on first access trail. Walked on the sandstone shelf to second access trail - the tide was coming in, did not wish to take a chance on going farther on the shore. Trail proceeded through low, swampy areas with much salal growth. Hit the beach again at third access trail. Relaxed on the rocky shore from 12:00 to 14:00 hours. Bathed feet in tidal pools - ever feel good! Saw two pods of killer whales playing just off the kelp bed and heading in a northerly direction.

Trail from the beach is very steep. Once up on top again, the going was a little better than yesterday. However, the strenuous effort of crawling under logs with a large pack on your back, made the muscles scream in agony.

The windfall area was a refreshing change - the walking on the comparatively large logs with their bark still intact was quite easy.

"Just look ahead, not down," says Scotty as she inched her way along the high pile.

Down to Camper Creek - very, very steep - some of the assistance ladders from bygone days have rotted away. The creek was low - no trouble crossing same by way of the large boulders.

Arrived at Camper Bay campsite (17:30 hours) during a short rain squall. Managed to erect the tent between two large logs - plastic tent pegs proved inadequate in the gravel, former river bed. Much drift wood available on this beach which made the task of lighting a fire much easier.

A young Park Warden camped on the shore stated that he made it this far south on the trail at least once every three weeks during the summer months. His home base is the lighthouse at Carmanah. No winter patrols are done in the southern half of the trail because it is almost always impassable for the hikers. The northern half has a year round patrol as it is less affected by the elements.

TUESDAY - (day 3) Broke camp at 06:00, at low tide. Took the easy way; one hour's hike over the sandstone shelf to Sandstone Creek. Had to take off packs twice during this seashore trek; once, about three-quarters the way through; the second, as you leave the shelf. The exit from the shelf is quite high above the rocky indentation at the mouth of the creek, is very slippery - you must clamber down a large boulder. This route is impassable except at low tide (see the guide book). According to other hikers, the beach route at this point is preferable to the overland trail.

"The sun is out, hurrah!"

Up, up, up the going was tough after we left the sandstone shelf. Down, down, down - slip and slide - grasp onto the tree roots! It's steep and greasy - the ladders are rotten and broken away! (But we had to get down to Cullite Creek. There was no problem in crossing this creek. Although the water is low, it looks like it might be a raging river during the rainy season.

"Up, up, up, my god!!" gooey mud - steep slope - ladder is only part way up - tree roots - thank goodness, they saved the day!!!!

The swamp, reeds and oozy mud.

"I'd like to see a chopper land in that mess of snags, small cedars and wee pines as the guide book says is possible!"

"Under logs, again and again - my god, almost straight down to Logan Creek! Not as muddy as before but a lot steeper - again, ladders rotted away - whoops, almost fell that time. One small ladder remains - good ol' tree roots assist again. Twist and turn down the cliff of wet thick dirt. Ah, we made it to Logan Creek."

No problem, with water in the stream. Trudged down the creek bed to the seashore (12:00 hours). Relaxed for a couple of hours.

"My, my, look at those big breakers coming in across the reef!"

A westerly wind is blowing - can see the USA in the distance - the sun is coming out of the clouds every few minutes. We lazily soak up the heat from behind driftwood windbreakers on the beach. Not too many hardy souls on the trail today; however, met Americans, New Zealanders, Englishmen, Irishmen, a South African, and a few Canucks since Sunday.

"There goes the navy; three destroyers line astern."

It's 15:00 hours, time to go. Climbed up the almost vertical side of the canyon - one usable ladder - notches in the dirt and tree roots paved the way. Had to rest after that climb.

Once on top, the way is easier going now over level areas, under some logs and over some creeks. One large location somewhat resembling a swamp with many larger pine trees and a cleared area where a chopper could land seemed to be what the guide book had been describing, but in another area.

The route has changed - more mud - watch out for the greasy mud on those camouflaged roots! - slippery, wow!

Into the forest again - more salal, ferns and salmon berry bushes.

The trip down the bank to the Walbran Creek campsite wasn't too bad. There were two good ladders and some rope to assist. On the beach at 18:00 hours, in time to get prepared for another night before the beautiful sunset.

WEDNESDAY - (day 4) got up at 06:00 hours after a very good night of rest. Tried some mussels for breakfast. Cooked them in their shells on the hot rocks at the fire's edge. Tasted more like clams than oysters - enjoyed about six of the succulent sea mollusks. Scotty didn't fancy this delicacy.

"The sun is shining! Hurrah!"

As there is no problem with the tide at this point on the trail, we took our time about getting started.

What beautiful scenery - the sun reflecting off the river into the moss hung evergreens.

On the move at 08:45, first, we were able to stay on the sandstone shelf; then, we had to move up onto the loose, finely ground rock (not quite at the sand level yet). It was horrible to travel on. Had to walk as flat footed as possible in an effort not to sink too far as you walked. This is an interesting area to beach-comb.

In an effort to improve the

walking situation, we went up to the high tide mark where we were able to walk along the large driftwood logs. Found many fishing floats, etc., but they were too heavy to pack. Some poor fisherman lost a brand new gill net. It was all twisted and tangled amongst the sand. Beach terrain has now changed to loose sand.

"Talk about the sand dunes in the desert!"

Cannot use logs now so have moved down to the water's edge - watch your step amongst the boulders!

Lunch at Bonilla Point - what a marvellous view of the Carmanah Lighthouse. Good picture takin' scenery at this spot.

At 14:15, off and walking. At Carmanah Creek there was no problem; the tide was out so we were able to take off our shoes and wade across the sandy mouth of this stream. There was some confusion at this point as to whether the trail was on the beach or up in the woods. The guide book was not too clear. We took to the beach route. This decision turned out okay.

Prior to reaching the lighthouse there is a path up, up through the woods, along the bluff down towards and onto the rocky seashore. We almost missed the next trail marker just before the location of the lighthouse cliff base. Up two very steep, long stairways to the lighthouse buildings.

"No sign, which way do we go?"

A friendly lighthouse keeper bailed us out. We had a very interesting half hour with this gentleman. (His comments will not be discussed here even though they should be considered by anyone contemplating the West Coast Trail trip - see Al Wilson for details.)

Down some more stairs on the northern side of the lighthouse tower onto the beach again - the tide was out so we could pass the point with no problem. Continued on the beach until we reached a linesman's cabin. As darkness was approaching, camped on the beach amongst the driftwood.

"Very tired today, must be getting old?"

THE STORM - it all started about 23:00 hours. The wind howled and the rain poured. All through the night it kept it up. The plastic fly had to be re-anchored over the tent during the wee hours of the morning. Needless to say, not much sleep was obtained that night. Out on an exposed beach in the middle of the night during a violent storm certainly makes a person feel pretty insignificant. The foghorns started sounding off at 05:00 hours - their mournful calls continued to 08:00 hours.

We had quite a time in the wind-driven rain taking down our gear. We moved up into the cabin (in a fairly decent state of repair although the stove doesn't work - it smokes - and a window that will not close) where we made our

breakfast on the little stove that we carry. Oh yes, the cabin is situated amongst salal which is over six feet deep. There are three positions for bunk type bed layout, a table and a very messy floor. The roof leaked a little in the area near the door.

Storm or no storm, the mice got into our packs that night. This is the second time this has happened on the trip so far (the packs were sealed and in an upright position - note: our packs do not have a zipper on the top, just a flap).

"Oh, gee, what misery, it's raining and the bushes are all wet. Our clothes are damp and some water even got into our packs - thanks to the mice, no doubt! We hope that the campsite tonight will be drier."

It was a beautiful trip through the trail leading away from the cabin (although very, very wet). The thick groupings of bracken and salal didn't take long to soak our pants almost to our hips. The boardwalkways in this area show many signs of decay. It does look like the parks branch are repairing some places. The former board walks appear to have been made of cedar shakes nailed to small tree trunks.

We did not go along the beach at all in the morning as the trail was in such good condition and picturesque. Arrived at Nitinat Narrows around noon. An old Indian gentleman ferried us across in his aluminum, outboard powered boat for \$2.00 each. We also bought two crabs from the same individual for \$1.00 (Normally \$1.00 each; however, they were on the small side). We boiled the crabs as soon as we arrived on the other shore. Umm, good! The water really boils through these narrows when the tide is going in or out. It would be too dangerous to try to get across by some other means (raft, etc.).

NOTE: Although not mentioned earlier, we encountered hundreds of sea gulls in flocks along the sandy beaches next to creek outlets.

Off and moving again at 14:30 hours. The soil (or muck, depending on the area) on the Bamfield side of Nitinat Narrows is more like a clay (light in colour) than the Port Renfrew side which tends to be a black loamy type.

We didn't go down to the beach to gaze up at the Tsusiat Falls as the ladders to the shore were too steep and it was too late in the day.

Arrived at Klanawa River at 19:15 hours - set up camp on the Port Renfrew side as the sea-dammed river mouth had washed out during the previous night's storm, and we were too tired to hike over to the cable car for transport to the other side. Four young men volunteered their services and set up a wind break (and gathered firewood) for our camping spot. I couldn't believe it!

It really felt good to know

that there are some benevolent young people still around. Maybe we looked so tired that they felt that we couldn't survive!! (I wonder).

NOTE: We met a Californian on the trail today. In our opinion he was ill prepared for the strenuous trip. (He was heading down from Bamfield). He had a map and some handsome backpack equipment; however, he had no stove, no rope and a broken hatchet. I told him that dry wood was not always available further south on the trail. He said, "No sweat, I'll borrow someone's axe so I can get a campfire going." Oh, yes, he said that it was sure cold up here, it's like winter in California. I wonder how he was fixed for clothing?

"Well, it's off to build a fire to dry out some of our damp-wet clothes, then off to bed to catch up on some of the lost sleep from the previous night."

FRIDAY - (day 6) Rest day? We were up at 08:00 hours. We made an all out effort to dry out our equipment after the wetness of the last two days.

"What a beautiful, beautiful day after a good night's sleep. The sun is shining; hardly a cloud in the sky; and, very little wind."

We were on the trail at 11:40 hours. We had to take the cable car across the wide expanse of water. Quite an arrangement, just a big box suspended from pulleys on a steel cable - room for two people plus their packs - mobility is supplied by hand power; ie., pull on a rope. We were assisted by some very nice people who we've managed to camp beside just about every night.

We took to the trail through woods vice the beach at this point...mud, mud, and more mud! The traffic combined with the recent rainstorm certainly churned up the trail. A very pretty setting this trail amongst the tall trees, salal, huckleberries, ferns, bracken, horsetail, etc. We crossed two suspension bridges today.

They both looked quite new, maybe 1974? This part of the trail has not had much other work done on it - overhanging branches and many mud holes. It was interesting though, saw a large anchor on the top of an outcropping of sandstone, a wee ol' steam

donkey rusting away, and a former horse-drawn road grader also wasting away in the world of mother nature.

We travelled on the beach from "78" to "80" (refer to the guide book). The tent was set up a Michigan Creek this night under large, overhanging spruce trees (a nice spot). I believe we arrived at approximately 18:00 hours.

NOTE: A large number of whales (grays?) travelled along the shore just out from the kelp beds. They were out in front of this campsite when we were having supper and were still out there the next morning.

B. The beach route we took this afternoon was nothing to brag about - the tide was out but there was too much sea water left on the sandstone shelf and the green sea moss was too slippery to make the walking conditions very good.

SATURDAY - (day 7) 07:00 hours we're up. I had a very poor night last night - the down in my sleeping bag was all bunched in other than the places where it was needed - I just about froze. I can see no signs of any shipwrecks in the area even though the tide was away out.

It was cloudy at 12:00 hours as we trudge along the trail to the Pachina Lighthouse. No one around to talk to so continued on our way. It is a very impressive view from this lighthouse perched high upon a rocky shore.

The trail from this lighthouse is about five feet wide. It's almost like being in a well used park. There are many fresh lookin' people trudging in. I can't say that I'd like to join them.

END OF THE WEST COAST TRAIL - Ahmen!! 15:00 hours on Saturday afternoon. We signed out at the end of the trail under the direction of a nice young lady from the Shantymen's Christian Association - coffee and bread and jam were supplied by this organization in their very picturesque building.

"It really hit the spot!" We were given a ride to Parksville where we caught a bus to Courtenay. Arrived back home at 22:00 hours. We would have had to wait until the Sunday ferry from Bamfield to Port Alberni otherwise.

NOTES

1. Beware of slippery roots.
2. Bring at least three sock changes.
3. Bring a light pair of sneakers for use around camp.
4. Walk flat footed in the soft sand ground rock and gravel.
5. Take a light weight raincoat that is strong enough to hack it.
6. A good sharp axe with a long handle is a necessity.
7. Devise a better method of carrying the 35 MM camera.
8. Bring three rolls of film (36 exp) vice two.
9. The freeze dried food was excellent.
10. Bungee cord worked very well in holding sleeping bag on pack.

11. The type and amount of clothing was satisfactory.
12. Don't believe everything the guide book says.
13. Bring more hot chocolate powders.
14. Whole wheat-rye crackers were very good.
15. Could have used three vice two loaves of bread.
16. Freeze dried meals do not normally require more salt.
17. A tide table would have helped but was not necessary.
18. Trail access from the beaches were not too well marked.
19. Compass not required unless you plan to travel off the trail.

(Continued on page 11)



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Summer Is Flue Time

BY CARLAN KINDLIEN

Chimney fires are becoming a dangerous consequence of the energy crisis. With more fireplaces in regular use during this past winter, fire chiefs throughout the country report more chimney fires than they have seen in the last quarter century. New England communities have been averaging two or three each week... at terrible costs in property loss and human life.

All safety experts agree that chimney fires can be practically eliminated with a few simple precautions on the part of the American homeowner. With the heating season behind, there is no better time than this moment to put your fireplace in a safe operating condition for the next season and resolve to keep it in shape.

Chimney fires are usually the result of soot buildup in the flue. Whenever you have a fire, carbon particles rise—especially when green wood is burned—and coat the inside walls of the chimney. Old brick or stone fireplaces with their rough surfaces are particularly vulnerable, but even modern

flue liners are not immune. Soot buildups—some are two or three inches thick—burn like charcoal once they are ignited. While there is little danger that such a fire will get past a tile liner in good condition, there is plenty of danger that it can work its way through the decaying mortar joints of old brick or stone chimneys. By the time such a smoldering fire is discovered, it may have a head start that cannot be overtaken.

The easiest and most expensive way to take care of your fireplace is to hire a professional chimney cleaner ("sweep") and give him the responsibility for maintaining a safe and efficient fireplace. If you want to take on the job yourself, you won't find it too demanding or difficult.

Once and for all, you can put aside most worries about chimney fires with this three-part maintenance program:

1. Inspect your fireplace now to see if it is clean.
2. If it needs cleaning, follow the steps discussed later in this article.

3. In the future, stop burning soot-producing materials.

INSPECTING THE FIREPLACE

At your fireplace opening, open your damper as wide as possible and look up the chimney. (If your back is not up to the confections involved in this maneuver, hold a mirror in the chimney opening for your inspection). Check out the flue lining. Does there appear to be any appreciable soot buildup on tile or brick surface?

Up on the roof, use a flashlight to examine the interior of your chimney from the top. While soot accumulation will be heaviest in the lower part of the flue, roof inspection will help you gauge the extent of your soot problem. While you are up there, check the mortar joints in your chimney. Poke at the mortar with a screwdriver to test the decay. Any leaks in these joints can interfere with the chimney's draft, as well as present a fire hazard. The joints suffer the most damages and deterioration in the winter when fires are

hottest and drafts are strongest.

If your inspection reveals a significant soot buildup, or mortar decay, plan on a chimney sweep or repair as soon as possible. In the meantime, build no fires.

CLEANING THE CHIMNEY
A chimney sweep is the process of dislodging whatever is blocking your chimney flue or clinging to its walls. Don't be too surprised at what may drop out of the chimney. Seagulls, squirrels, bird nests, pigeons, baby raccoons, even snakes—all have been found in chimney flues.

The pros use wire brushes to sweep chimneys and high powered vacuum cleaners to collect the soot. Old-timers used to cut a small fir tree, tie a rope to each end, and pull it up and down the chimney. A piece of heavy chain-six feet of it, looped and tied to the end of a rope is widely used when the buildup is heavy. Our choice is a burlap bag filled with straw or rags, weighted with stones, which is dragged up and down the flue.

Although it's easier to clean a chimney after a rain when the soot is damp, a wet roof or any roof poses a hazard in itself.

Before you climb up on the roof, cover your fireplace opening with an old sheet, wrung out in water and hung on a wooden frame made of scrap lumber.

Fill a burlap bag (still available at some grain and garden stores) with straw, rags or sawdust and add a couple of large stones or bricks. Up on the roof, tie a long rope to the bag and lower it into your chimney. Pull it up and lower it until the flue walls are clean. Use your

flashlight to check at both ends.

Once the flue is clean, remove the wet sheet and if the soot is dry, use a garden sprayer filled with water to moisten the soot that has been dislodged. Scoop it up into paper bags.

Inside the fireplace opening, check the damper. Close it and see if it fits the opening tightly on all sides. If it doesn't, you are losing room heat whenever the fireplace is not in use. Repairing a damper is usually a job for the pros.

Open the damper wider (or if it is removable, take it off) and clean the soot from the wind or smoke shelf at the bottom of the flue just above and behind the damper. Use a flat piece of metal or cardboard as a scraper scoop. The wind shelf stops the down-currents of air that would drive smoke into the room.

If your fireplace has an ash-pit, clean it out. Use a vacuum cleaner in the fireplace opening. Check the firebricks by poking at the mortar with a screwdriver. Loose bricks are a fire hazard. Remove them and scrape the mortar out. Thin some furnace cement with water until it spreads easily, butter it on the bricks and tap the bricks into place with a mallet. Let the cement dry completely before building a fire.

If your earlier inspection of mortar joints at the top of the chimney revealed some decay, take care of it now. Scrape out the old mortar, wet the crack and tuckpoint with mortar mix, which is commercially available in small premixed sacks. You just add water. Chimney cracks below the roof line should be

repaired only by an expert mason.

LONG-RANGE FIREPLACE CARE

Most chimney problems are man-made. All too often people ask for trouble when they use their fireplaces to burn waste paper, old milk cartons or heavily sapped wood (like cedar) and get a carbon buildup.

The first rule for safe fireplaces is never to burn plastic-coated materials or quick-starters, resins, leaves, plywood or giftwrappings (which can fly up the chimney while still burning).

Green wood—the top soot producer—is a prime cause of chimney fires. It is the slow, smoldering fire which releases the running sap in green logs and causes it to build a glaze in the flue. It's alright to burn green wood if you have a good bed of coals. But ordinarily avoid the green stuff. How to tell? Look and lift. Green wood looks darker and feels heavier than dry wood.

If you call a professional to have repairs made, consider installing a hardware-cloth mesh screen on top of your chimney. It will prevent burning material from being sucked out of the chimney, and keep squirrels and birds out.

(Courtesy Family Safety Magazine)

Courtenay housing project

The Comox Valley Kiwanis Village Society will receive a \$112,035-grant for a 14-unit addition to its 30-unit existing senior citizens' housing project in Courtenay, Comox MLA Karen Sanford said today.

Total estimated cost for the additional single-storey duplexes and quadruplexes is \$336,106, the MLA said. The project, at Pidcock Avenue, will house 28 occupants and is known as Phase Five of the Kiwanis Village.

The grant is one-third of total capital costs and was made under the Elderly Citizens' Housing Aid Act, Sanford said.

Thursday, Aug. 21, 1975

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4. **ACREAGES** - 5 acres - not in land freeze. Royston area, cleared land, piped water, quiet street. Call Jo Robinson 338-5366 - evenings 338-5758.

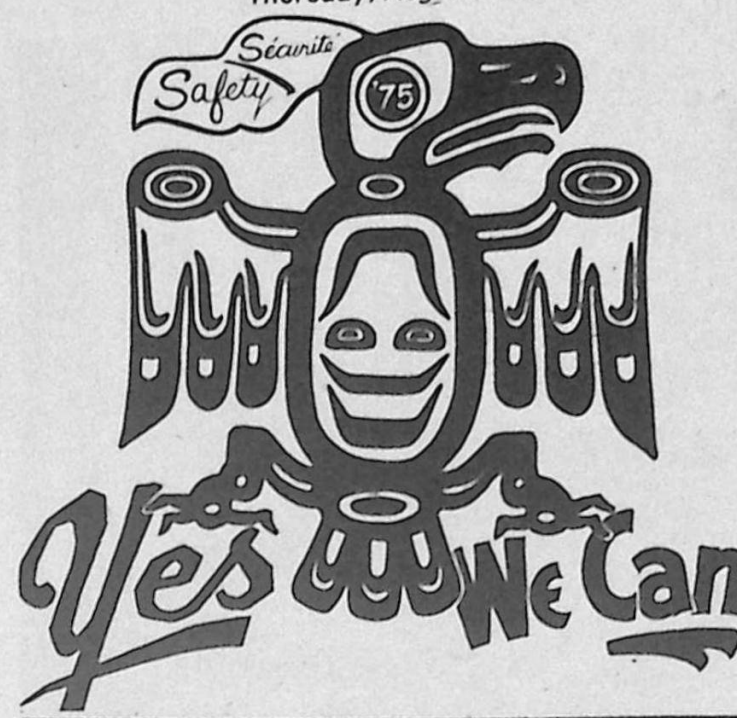
5. **MINI FARM FOR SALE**. A home, a chicken coop, a wood shed, a smoke house, a king sized well, and 9 acres of beautiful trees on a quiet paved road seven miles from Courtenay. You can't beat the price on this one. Call Jo Robinson 338-5366 - evenings 338-5758.

6. **CAN YOU BELIEVE THIS?** For \$48,500 you get 2 acres of commercially zoned property on Island Highway. A cozy 2 bedroom home, a new barn, chicken coop, storage shed and a solid 1100 sq. ft. commercial building with attached retail outlet. You can't beat this if you are looking for a business location. Call Jo Robinson 338-5366 - evenings 338-5758.

7. **BUILDING LOTS** Courtenay - view lot on piped water \$10,000. Fanny Bay - 1/2 acre freed lot with mountain view \$9,500. Call Jo Robinson 338-5366 - evenings 338-5758.

8. **SNOW TIME OR SUMMER TIME**. Two and one third acres of pasture land. Barn for 4 horses. 2 large bedroom home less than a mile from the Riding Stable and the City. Terms can easily be arranged. Call Stan McMullin 338-5366 - evenings 338-8923 for further details.

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The Company That Cares
532 - 5th Street
Phone 338-5366



What M.P.s Ask

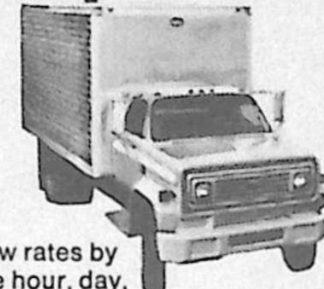
(Continued from page 3)

former member of his caucus. Mr. Coates: When this measure came before us I voted against it as did all the members of my party at that time. Regardless of what might have happened subsequently, I should like to suggest to the Acting Prime Minister that with a view to re-establishing a degree of

morale in our armed forces and ensuring the best use of the limited number of personnel we appear to be able to afford at this time, the government accept the fact that unification has been a miserable failure?

Mr. Sharp, I thank the hon. member for reiterating his well-known views on this subject.

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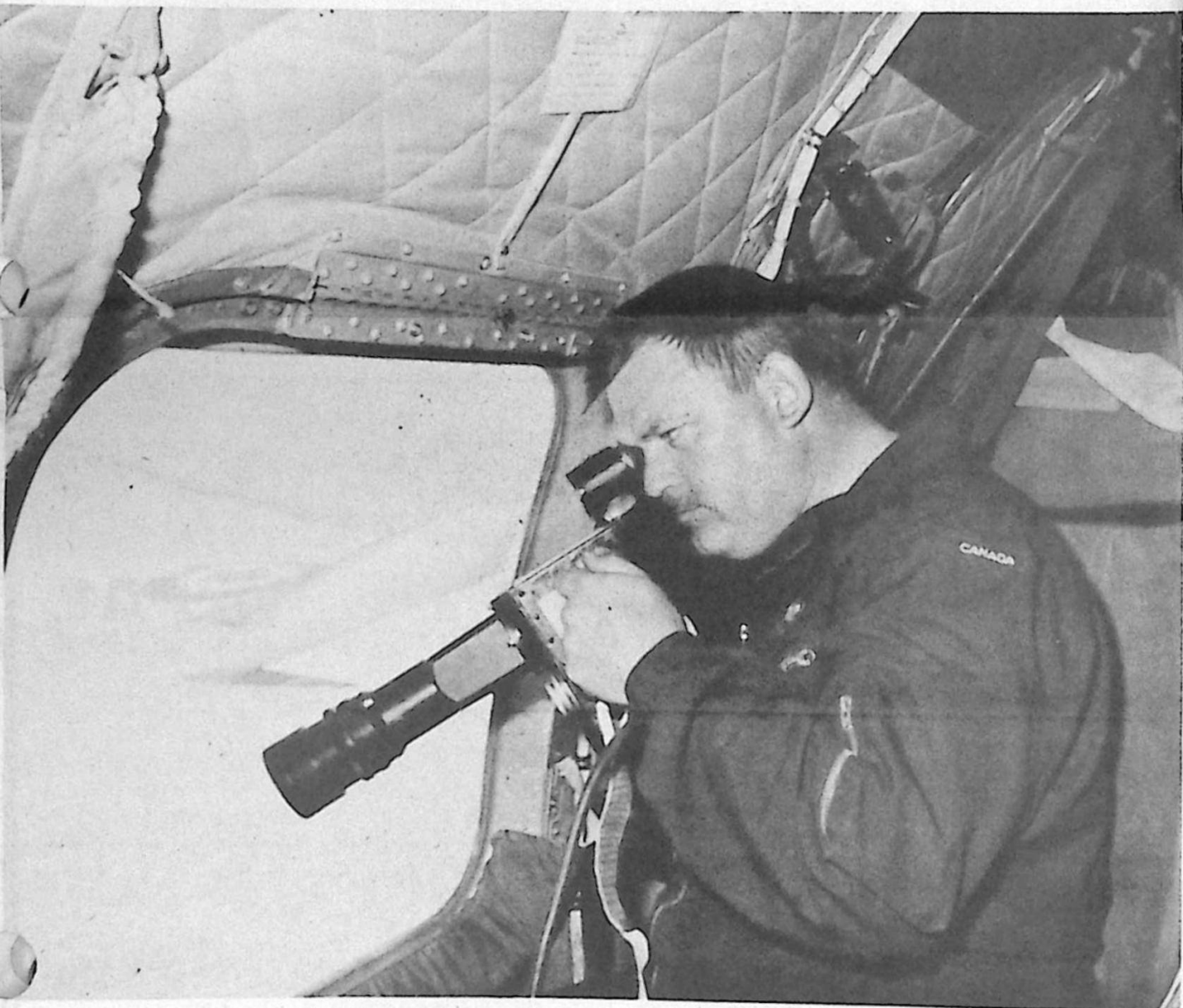
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BIG EYE IN THE SKY... A reconnaissance camera being operated by Sergeant E. G. (George) Seal, a member of 487 Maritime Patrol Squadron, Canadian Forces Base Comox, B.C. A vital piece of equipment, the camera records pictorial proof of infractions to Canadian fisheries regulations,

pollution control and to military situations encountered during anti-submarine warfare exercises over the Pacific. Sergeant Seal is the son of Mrs. Evelyn Seal, Thunder Bay, Ont.
Canadian Forces Photo

Of Muscles Were Squandered

(Continued from page 10)

20. Arrive at Port Renfrew on the day you plan to leave.
21. Talk nicely to the weatherman.
22. Waterproof matches are no good - get water-windproof type.
23. Four clothes pins would have come in handy.
24. About six good sized nails would also have been great.
25. Plastic bags are a necessity (keep wet clothes away from others).
26. Mosquito repellent was not required.
27. Fire starter (white napalm type) is a necessity.
28. Take a couple of spare pins along for your backpack.
29. A Javen bottle makes a great water container.
30. Vibram boots would help, but my ol' service boots did the job!
31. A bowl is not required - use your large enamel cup.
32. By all means take along the guide book for ready reference.

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Including:

1 x 4	4 x 4
1 x 6	6 x 6
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☆ Excellent Saw Sharpening Service

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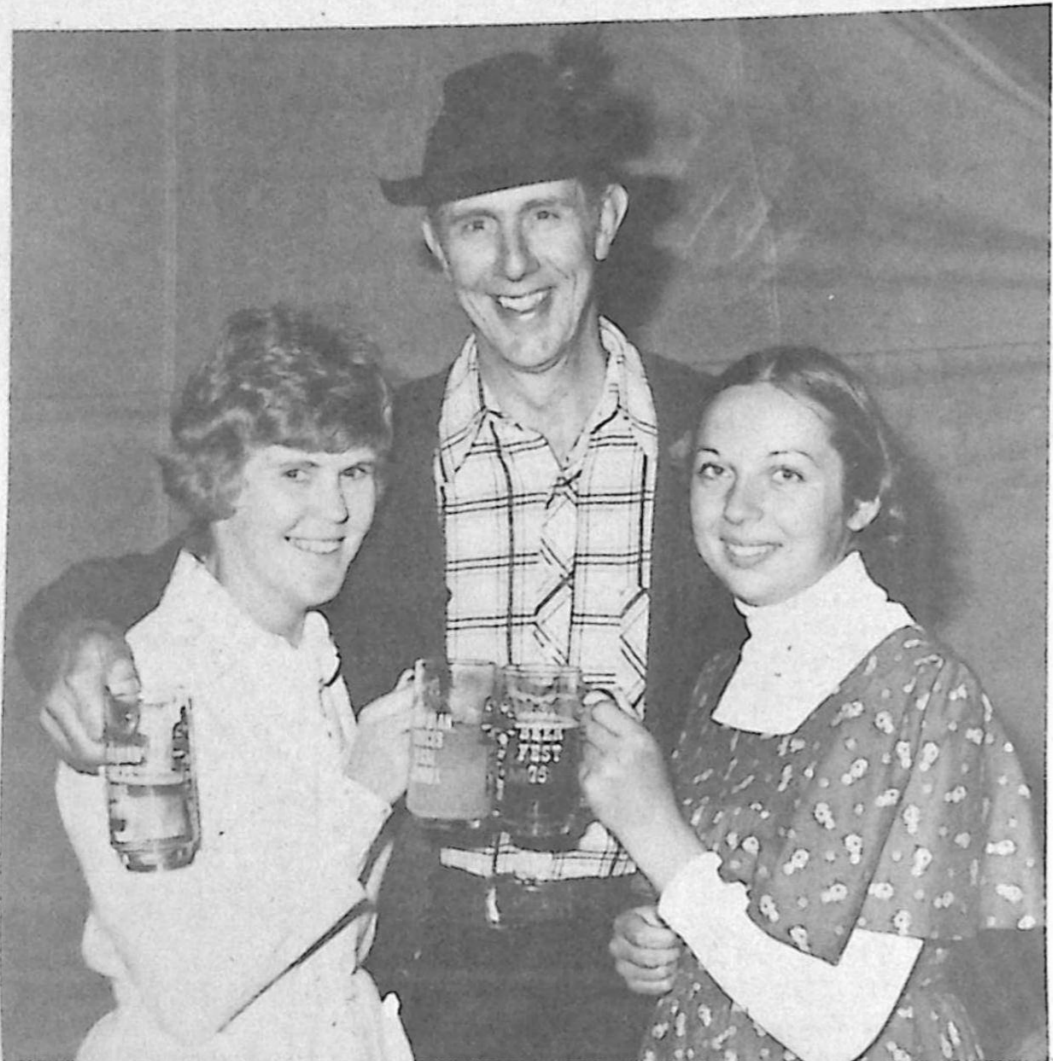
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554 Anderton Road, Comox

339-2207



"UND DER BRATWURST vas gut" according to Fraulein Simone Cadieux. One ton of German sausages were consumed during the Beer Fest weekend. Ellis photo



THE BEAUTIES AND THE... Miss CFB Comox, Mary Jacobi and Mrs. Mortimer join in a cool one with the local "Burgermeister" during the Junior Ranks' recent Beer Fest '75. Ellis Photo

My Sister The Bug

My sister is a little bug,
Cause she's always bugging me,
And she's always buzzing around the house,
Just like a bumble bee.
And then she gets a great big swat,
And she slithers around the floor,
And then she lets out a scream of pain,
And flies out the nearest door.

Sandy Legeas
Age 12

Cathedral Grove In MacMillan Park

(Continued from page 2)
broadleaf maple which shows up to particular advantage when the sun highlights it as it filters through the forest ceiling -- or in spring's newborn green or autumn's pale gold.

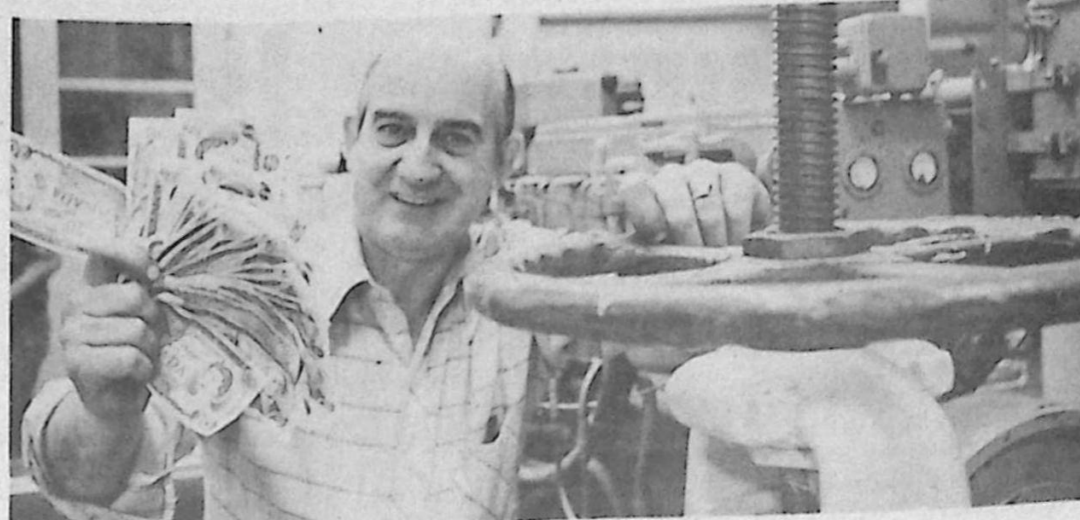
Presence of the maple contributes variety to the grove in another way besides color variety, as it is hospitable to birds, and their cheerful songs break the deep woodland quiet most agreeably.

Sword ferns predominate among the smaller plant life which flourishes on the forest floor, with here and there a clump of maidenhair for variety. Since this is a park and not a wilderness area, a certain amount of housekeeping goes on constantly to give nature a helping hand in presenting her display. However, except where necessary to allow the trail to continue its planned meandering, fallen giants are left to create their own dramatic effect.

Here and there, a giant which has succumbed to old age forms an instant bridge, well worn by eager and adventurous young feet -- while more cautious elders have taken the low road through the shallow ravine. An interesting variant on the fallen may be seen in a huge, bare and evidently lifeless trunk still standing in the supporting embrace of a couple of moss-draped hemlocks.

Signs, geared to time-conscious city folk, refer to "ten-minute" and "20-minute" trails, but surely only

the most insensitive could gallop through this peaceful and tranquil expanse of forest life and history at such a pace! Real enjoyment calls for a leisurely stroll, with time to savor the contrasts of deep shade, sudden shafts of sunlight, vistas of river or lake, and to avail oneself of the opportunity to sit on a log or stump and meld into the quiet and majesty of the surroundings.



EDMONTON. PLUMBER'S PAYOFF - Donovan Dean Clayton, a civilian plumber-steamfitter employed at CFB Edmonton since 1954 shows off his \$2000 merit award recently presented by the department of national defence. Mr. Clayton of Apt. 101, 11610-100 Ave., Edmonton has saved the department, according to one estimate, over two million dollars because of his suggested solutions to difficult technical problems. Canadian Forces photo

Front page mystery

CPL. TOM QUIBELL
will be promoted to
MCpl effective 01
December, 1975.

Base Photo

WHY NOT BLOW UP A BOAT?

THE INFLATABLES ARE HERE!

*Stores in a closet or packs in a trunk.
*Assembles in minutes.
*Rated for 4 to 40 h.p.
*Easy to maintain; designed for salt water.
*Can't dent, shatter or break.
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FIRST LAZO BEAVERS, CUBS, SCOUTS, VENTURERS

REGISTRATION

1830 - 2030 Hrs., Wednesday, 3rd Sept.
at the Cub and Scout Hall

(Next to Glacier Gardens)

All boys registering must be accompanied by a parent.
Registration Fee: \$5.00 per boy.

BEAVERS - Boys 5 - 7 years

CUBS - Boys 8 - 10 Years

SCOUTS - Boys 11 - 14 Years

VENTURERS - Boys and Girls 14 - 17 Years

PARENTS - VOLUNTEERS NEEDED IN ALL AREAS!

NO LEADERS - NO SCOUTING



Calling all Moms who want value! Our school clothes are good-looking, long wearing and comfortable. Come outfit the kids here!

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Our Airport Office is moving to the Canex Building to enable us to provide longer hours and more convenience for our customers.

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BASE EXCHANGE RETAIL STORE

CLOSED - 25 Aug 75

For Stock Check

CLOSED - 2 Sep 75

For Labour Day Holiday

WOOD HOBBY SHOP - Opens 1 Sep 75



BACK TO THE BOOKS

"LET'S GROW UP - NOT BURN UP"

Back to School