



TOTEM TIMES



WERE YOU HERE WHEN LAST IT SNOWED?

VOL. 19 - NO. 3

CFB COMOX TOTEM TIMES

THURSDAY, FEB. 3, 1977



COLONEL R. L. MORTIMER, Base Commander, CFB Comox recently presented a cheque on behalf of Base personnel to Judge A. J. Scow, president of Comox District United Way. The Base contribution this year has been \$7,035.00. Others at the presentation were Cyndy Bannerman, secretary, Glenda Wilson, Treasurer Comox District United Way and Capt. Lou Glussich Base co-ordinator.

Future Argus Rest Home To Be Phased Out

OTTAWA - Aircraft storage facilities at Saskatoon will be phased out over the next 12-18 months, it has been announced here by the Department of National Defence. Dollar savings are expected to amount to about \$485,000 annually in operating and maintenance costs, and the decision makes way for possible expansion of commercial activities at the airport.

The 34 aging aircraft currently in storage there will be either reactivated, sold, scrapped or relocated to the Forces' other storage depot at Mountain View, near Belleville, Ont.

Aircraft storage at Saskatoon is under contract to Bristol Aerospace Co. The two

military servicemen involved will be transferred to duties elsewhere.

Aircraft stored there include two Argus long-range patrol planes, 15 T-33 Silver Star jet trainers, nine Trackers, seven Otters and one Dakota transport.

The four DND hangars will be turned over to the Ministry of Transport, owners of the land.

It was Sept. 16, 1940, when the Royal Canadian Air Force initially set up shop in Saskatoon, with the establishment of No. 4 Service Flying Training School. It was the third pilot training school to open in Canada under the British Commonwealth Air Training Plan.

There, pilots were given advanced flying training on Harvards, after they had qualified on Tiger Moths. Later, twin-engined Ansons were used.

In all, 78 courses passed through 4 SFTS, comprising a total of 2,483 graduate pilots. The school operated until June 14, 1945.

No. 7 Instrument Training School was formed in Saskatoon Nov. 14, 1941, graduating 5,429 students, until closure June 30, 1944. On Apr. 1, 1947, 406 Squadron was re formed, and on Jan. 1, 1952, No. 1 Advanced Flying School, an RCAF regular force pilot training unit, officially opened and operated until the '60s, when it was converted to an aircraft storage site.

Student Employment

DETAILS ANNOUNCED ON STUDENT EMPLOYMENT.

OTTAWA - Health and Welfare Minister Marc Lalonde announced details on two student employment programs to be undertaken by his department during the summer. As part of the federal government's Student Summer Employment and Activities Program - SSEAP '77 - approximately 510 students will be hired at a cost of \$1,348,000.

HEALTH ACTIVITIES SUMMER EMPLOYMENT PROGRAM FOR STUDENTS (HASEPS).

The HASEPS Program of the Health Programs Branch will provide funds to assist voluntary health and health-related organizations in hiring students of the health professions and other students who represent resources which are needed by the health field. The main objectives of the Health Activities Summer Employment Program for Students are to:

1. Provide students with a positive summer work experience in the health field;

2. Assist voluntary health and health-related organizations with the gathering of new knowledge that relates to substantive improvements in the health of Canadians. This would include improvements in lifestyle, environment, human biology and health organizations as elaborated in

A New Perspective on the Health of Canadians.

The \$748,000 program will create approximately 300 jobs for post-secondary students for up to 15 weeks work for each student. The program will be administered by the Health Programs Branch

through the Canadian Public Health Association.

Voluntary health and health-related organizations should submit applications to the Canadian Public Health Association, 1335 Carling Avenue, Ottawa, Ontario, K1Z 8N8, before March 15, 1977. After applications are approved, voluntary organizations will be required to contact Canada Manpower Centres to obtain candidates for projects. Students should apply through the Canada Manpower Centres.

NON-MEDICAL USE OF DRUGS SUMMER RESOURCES FUND.

This program is designed to involve students in the development and testing of more relevant community responses to problems associated with the use of alcohol, tobacco and drugs and to encourage research into specific problem surrounding the use of these substances.

The fund will provide employment for approximately 210 students at a total cost of \$600,000. All projects must be sponsored by an academic institution or social services agency, or by a recognized community group. Applications and awards are normally filed through the sponsor, although students who wish to do research may apply directly, indicating their sponsor(s).

The program is administered through the regional offices of the Non-Medical Use of Drugs Directorate located in Halifax, Montreal, Toronto, Winnipeg and Vancouver. Applications should be made to these offices by March 15, 1977.

West Coast Search And Rescue

Commendations From Chief Of Defence

OTTAWA - Four Canadian Forces search and rescue specialists have been commended for exceptional performance while serving with 442 Transport and Rescue Squadron in Comox, B.C.

General J.A. Dextraze, chief of the defence staff, awarded commendations to Captain Douglas B. Wilkinson, 41, of Vancouver, now stationed at CFB Esquimalt, B.C.; Sergeant Ingo J. Meider, 30, Kipling, Sask., now with 405 Maritime Patrol Squadron at Greenwood, N.S.; Sergeant James S. Kennedy, 31, RR 1, Drumbo, Ont., with 424 Transport and Rescue Squadron at Trenton, Ont., and Corporal Gavin Maclean, 37, Victoria, B.C. with 442 Squadron.

Capt. Wilkinson's commendation said, "In recognition of his personal example of initiative, professionalism and

leadership which he displayed as aircraft commander of a Labrador helicopter during intensive day-long rescue operations in the Georgia Straits area of British Columbia on March 30, 1975. Capt. Wilkinson's exceptional performance in coordinating the activities of his crew in very hazardous flying conditions is indicative of his courage, dedication and outstanding flying skill."

Citations for both Sgts. Meider and Kennedy read: "In recognition of the dedicated professional manner in which he performed as a flight engineer of a Labrador helicopter during intensive day-long rescue operations in the Georgia Straits area of British Columbia on March 30, 1975. Sergeant Meider and Sergeant Kennedy played a vital part in the safe conduct of several rescue sorties during particularly hazardous

flying conditions in a severe storm."

Cpl. Maclean is an aircraft technician employed on helicopter maintenance. He was commended for "outstanding initiative and dedication demonstrated during the period February, 1975 to April, 1976, at CFB Comox, when on three occasions he discovered obscure component malfunctions on Labrador helicopters.

"The malfunctions, if undetected, would have presented serious hazards to aircraft and human safety. Cpl. Maclean's attention to detail and sense of responsibility exemplify the contributions to the flight safety program by conscientious and skillful technicians."

Chief of the defence staff commendations are awarded to members of the Canadian Forces who, beyond the call of normal duty, perform a deed or an action worthy of commendation.

New Golf Executive Tees Off Dollar Drive

Glacier Greens Golf Course is under new management. Members are going to find a number of changes being made on the course during the next few weeks, which all stem from the principal change announced by the Honorary President, Col. Mortimer. In effect, the newly selected committee has been told that the day of the free ride is over.

Ever since its inception the base golf course has been supported to the tune of thousands of dollars from Base Funds. For a variety of reasons that well has run dry.

The Base Commander has made it abundantly clear that while he wouldn't want to see the club close, that would be the end result if the means of getting it to stand on its own financial feet couldn't be found.

Faced with this unpleasant eventuality, the new committee reviewed the operations over the last few years to see what, if anything, could be done. The primary problem was obviously lack of income. For some reason the paid up membership last year did not come up to expectations, which of course resulted in reduced operating capital. Not all green fees players were paying for the use of the course - not implying that they were necessarily dishonest, so much as the fact that frequently there was no one to collect their green fees. The

former bar hours didn't allow the volume of sales to reach their full potential. The pro club stock could not be properly displayed nor could the bartenders do their own job properly as well as attempt to sell golfing equipment.

The result of this review has led to a number of changes: - To expand the membership, dues have been set at a reasonable level, a membership drive is under way and for the first time a number of associate members will be accepted.

- The pro shop is being located in the former maintenance building which affords a full view of the parking lot and No. 4 tee which will become No. 1 in the immediate future.

- There will be a beer and soft drink dispensing machine (Continued on page 2)

CBC-TV's 'Reach For The Top' On Location In Courtenay

CBC-TV's popular high school quiz program, REACH FOR THE TOP, comes to Courtenay on February 7, 1977 for a four-day session of color videotapings in the Georges P. Vanier Secondary School gymnasium.

Now in its 16th fully-sponsored year, REACH FOR THE TOP with host Terry Garner will be in Courtenay for Zone Four of the 1976-77 season which will bring together student teams representing schools on Vancouver Island from Victoria, Duncan, Nanaimo, Parksville, Courtenay and Port McNeill. The teams will be competing for the Zone Four Championship which carries a \$400 scholarship prize and with it the right to enter the B.C. Reach for the Top Championship to be held

in Vancouver this spring. The B.C. Champions are awarded a \$1,500 cash scholarship for their school while the runners-up get \$500. The winning team then advances to the National Finals in competition with schools from across Canada.

The schools represented in the Zone Four competition in February are: Oak Bay Senior Secondary, Reynolds Secondary, and Victoria High School of Victoria, Cowichan Secondary, Nanaimo Senior Secondary, Ballenas Secondary of Parksville, North Island Secondary of Port McNeill, and Georges P. Vanier Secondary of Courtenay.

Free tickets for the REACH FOR THE TOP games in the Georges P. Vanier Secondary School gymnasium (games

will be held each evening on February 7, 8, 9 and 10) are available at the Dairyland Office, 280-6th Street in Courtenay, or Courtenay Datsun Ltd., 640 Cliffe Avenue, Courtenay, B.C.

REACH FOR THE TOP is a CBC Television production. Producer is Kay Smith. Script Assistant is Danielle Walker. Technical Producer is Bill Kyashko.

Major F. W. Carr-Hilton

Chief Of Defence Commendation

OTTAWA - Major F.W. Carr-Hilton, 48, formerly of Kelowna, B.C., a retired helicopter pilot killed in a car accident in Comox, B.C. Nov. 18, was posthumously awarded a chief of the defence staff commendation for his part in rescue operations in the Georgia Straits in March, 1975.

The award was accepted from Lt.-Gen. W.K. Carr by Mrs. Greta Mae Carr-Hilton, at CFB Comox on Jan. 19, 1977.

Maj. Carr-Hilton's citation reads: "In recognition of the dedicated professional

manner in which he performed as the co-pilot of a Labrador helicopter during intensive day-long rescue operations in the Georgia Straits area of British Columbia March 30, 1975.

"Major Carr-Hilton played a vital part in the teamwork resulting in several rescue sorties being completed in particularly hazardous flying conditions."

Commendations are awarded to Forces members who, beyond the call of normal duty, perform a deed or an action worthy of commendation.



Eastern Sub Seeks Warmer Water

Esquimalt, B.C. - Two Halifax-based ships of Maritime Command are scheduled to visit West coast ports during a two-month training period this spring.

HMCS Athabaskan, a Tribal class helicopter-destroyer and HMCS Ojibwa are scheduled to arrive in Canadian waters in late March. Athabaskan will visit Esquimalt from March 24 to 28. Both she and Ojibwa will be here from April 5 to May 5. They are scheduled to visit Vancouver from April 2 to 4.

The two East coast ships will participate in training exercises with ships and aircraft of Maritime Command Pacific and the United States Third Fleet between May 12 and June 1 before returning to Halifax in mid-June.

Nicknamed "Exercise Westex", the deployment of the ships will also provide an opportunity for trials to be conducted on the Canadian Forces Maritime Experimental Test Range at Nanoose Bay, B.C.

Athabaskan will have two Sea King helicopters embarked for the deployment.



MAJOR F. W. CARR-HILTON, of Kelowna and Comox, B.C., a recently-retired pilot of 442 Transport and Rescue Squadron, killed in a car accident Nov. 18 was posthumously awarded a chief of the defence staff commendation for performance beyond the call of normal duty. Mrs. Carr-Hilton accepts the award from Lieutenant General W. K. Carr during a ceremony at CFB Comox on January 19.

Base Photo

The Nice People



Captain Bob Hammersley

Well - after a few weeks absence we are back with the Nice People, and this issue we feature the amiable Deputy Flight Commander over at the Demon Squadron. Captain Robert (Bob) Hammersley, affectionately known as "The Hammer" by the squadron members is a Navigator by trade and at present is serving in the capacity of deputy boss man, over on the flight line.

Bob was born in Toronto, Ontario in 1939 and joined the Royal Canadian Air Force in 1960. He trained as a Radio Officer and after completion of training in Winnipeg, Bob served as an R.O. with 405 Squadron, and Base Operations in Greenwood, Nova Scotia. He then came to 407 Squadron for his initial tour before being sent back to Winnipeg to become a Navigator. As a Nav, Bob served with the "real" 404 Sqn. and then it was back to Comox and back to 407 Squadron where he is presently employed.

Bob, with wife Dianne, and children Roberta, Donny and Laura reside in P.M.Q.'s. His favorite pastime is working with wood and Bob has produced some marvelous pieces with his woodworking and carving abilities. He also spends a lot of his free time with his fishin' pole but was hesitant to answer when asked about successes in that field of endeavour.

Bob has truly got the patience of a saint as anyone associated with him will tell you. To a nice guy we at the Totem Times give a tip of the hat to Capt. Bob Hammersley - Bob, you are truly one of the "Nice People".

G.M.K.

Rescuebits

Well sports fans the light blue section in this world of dirty grey boats returns for another chapter in the saga of man against rigormortis.

HERE IS A CASE FOR ELTS
Had a goodie on the 22 of January, about 10:30 local, a student pilot on his first solo took off from Prince George on a trip to Williams Lake via Vanderhoof in central B.C.

At 12:55 the area Air Traffic Control Centre declared the aircraft overdue as it had not arrived at Williams Lake. Prince George Aeradio advised us at 1:15 that the aircraft was looking for was in conversation with another aircraft and was lost somewhere west of Prince George. Civil search aircraft tried to locate the pilot. A Voodoo, Buffalo and LAB were dispatched from Comox. Air Defense Radar was pressed into service as was Vancouver Air Traffic Control's.

Communications were sketchy until one of the civil aircraft orbiting at 12,000 feet was able to establish good communications. Directions had to be passed to the lost aircraft from the RCC via telephone to Prince George. Aeradio then by radio to the orbiting aircraft and then finally to the lost pilot.

He was given direction to fly a series of triangles, but his aircraft did not show on radar. He was also asked to turn on his ELT (Emergency Locator Transmitter), maintain Visual Flight Conditions and finally fly on a heading which would take him towards civilization (we hoped). The Voodoo had no luck finding our subject and, as the lost one's fuel started to get low, RCC hopes became

pinned on the Buffalo.

At approximately 3:15 the Buffalo reported he had the aircraft in sight. Great news, but where to take him? On the way to the search area the Buffalo had requested we check out the Puntzi Mountain strip for a possible landing. The word from Puntzi was good and a decision made to lead the aircraft to an emergency landing there.

The next transmission from the Buffalo was, we thought, we're going to Puntzi and would be there in 20 minutes, however, the lost aircraft had only 12 minutes fuel left. Consternation was prevalent in the Rescue Centre as three worried people looked at one another and wondered what the hell the pilot was going to do for 8 minutes with no gas.

However, that transmission was a bit garbled and the next word was he did in fact have enough gas to get to his destination. At 4:10, as the Buffalo circled overhead, and some 5 hours and 38 minutes after he took off, the lost student pilot, on his first solo (quite memorable I'm sure), did a successful emergency landing on the snow at Puntzi Mountain.

When found by the Buffalo the aircraft in question was 150 miles west of Quesnel in the Itcha Mountains. Where he had been originally, only God knows. He had been on an easterly heading for almost an hour before being found. He kept his cool, and used the basic survival instrument, his head, and lived to tell about it even tho he had been lost for over 2 hours when found.

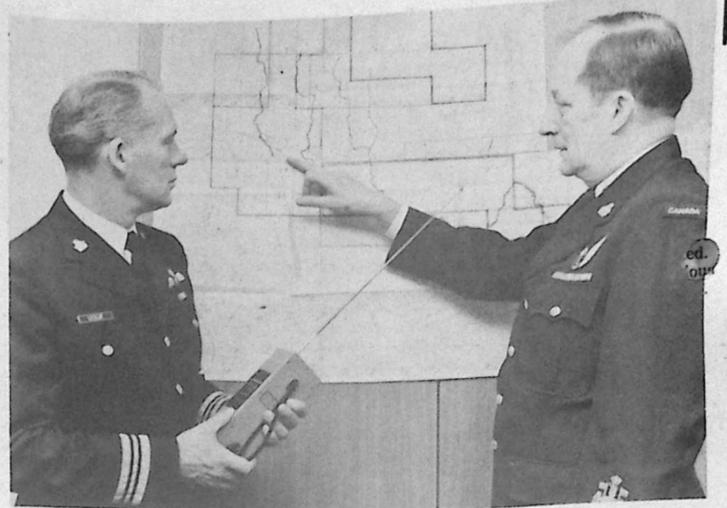
Just to give an idea of the scope of this type of operation, I will list the agencies involved.

1. Ministry of Transport (MoT) Area Centre, Vancouver.
2. MoT Aeradio Prince George
3. MoT Aeradio Smithers
4. MoT Aeradio Williams Lake
5. MoT Aeradio Quesnel
6. MoT Tower Prince George
7. MoT Weather Office Puntzi Mountain
8. Various Commercial Airline Companies particularly Staron Aviation of Prince George (the orbiting aircraft)
9. 25th NORAD Region McChord AFB Washington
10. 409 (F) Squadron Comox
11. 442 (T&R) Sqn. Comox
12. RCC Victoria

Only two of the resources utilized were Primary SAR.

"Heard the other day of a new basic survival kit for lost people. 'Tis a deck of cards. Supposition is if you get lost, sit down and commence a game of solitaire. Within ten minutes some sod will be leaning over your shoulder telling you to put the red ten on the black jack."

THE LIFE YOU SAVE MAY BE YOUR OWN.
PER ARDUA AD RESCUTATEM - THAT OTHERS MIGHT LIVE.



ELECTRONIC LOCATOR TRANSMITTER (ELTs), like one held by Major Bill Leslie, (left) of the directorate of air operations and training, National Defence Headquarters, Ottawa, are leading SAR workers to downed aircraft in less than 20 per cent of the average time it took unaided. Consulting a search map with Major Leslie is Chief Warrant Officer Jack Moore, a safety systems expert at NDHQ. Activated in an aircraft crash, an ELT will transmit for close to seven days, sending signals up to 100 miles. The small, light transmitter, which became mandatory equipment in most privately-registered Canadian aircraft two years ago, sells for about \$200.

Canadian Forces photo

Mushroom Mutterings



As the sun sinks slowly in the West, so does Russ Dalton sink slowly under the table. It was a happy-sad (delete one) occasion for No. 2 shift at the Mushroom Farm as on the 20th of January, they bid a final farewell to Russ on his retirement. That makes two Sergeants on welfare out of three. When do you plan to put in for yours, Al?

Just because there has been a TV camera crew around the hangar lately is no reason for some of the Mushroomers to walk around in dark glasses and showing more ivory than a grand piano. One ten-second appearance on the Late News does not make one a star.

Thanks to the present period of calm, the maintenance troops are just about caught up with the inspections. If the aircrew aren't careful, they are going

to have six birds to play with...and then what will the critics have to complain about?

The "442" Starlifter finally made it into the big hangar the other day. It took some doing, too. After lots of measuring and even more head-scratching, the tow-crew from 407 took hearts in throats and dragged it under the doors...on the second try. First time they tried it, that extra coat of paint proved too much, and they had to back it out, let the air out of the oleos and then try it again. Once they got it inside, some CE type promptly laid claim to the thing in order to change some of the burnt-out light bulbs. There was a rather colorful C-141 arrive from Georgia with ground gear for the job. Actually, it was a day late...it was held-up in Georgia by SNOW! (You

know, that fluffy, cold, white precipitation that we haven't had much of this year...and tough on you and all the rest of the skiers, Pete).

Our congratulations go out to all the Para-rescue types. It looks like you're going to have your own Trade group at last.

It should make for some extra stripes around the section. Just don't forget to share your joy with the rest of us.

Fellow Mushroomers you must be more gentle with our token Supply Tech. Seeng Wally run screaming across the hangar floor is a good indication that everyone is getting to him. Marg didn't run though, she just hid her head in her arms and kicked the leg of her desk.

Jack!! You spell it, "o-p-e-r-a-t-e"! Get it right next time, will you.

One last item: a certain young lieutenant has been observed walking around the hangar wearing one of the Air Command dummies. In the old days, we used to wear them to hide hickey-marks.

And Chief, that new car looks exactly like the old one! FLASH! FLASH! FLASH! - No. 2 Shift did it! They got rid of their third sergeant! Two into retirement, and one back onto the Maintenance crew. Not a bad average. What's the matter, can't you guys get along with anybody?!!

Hosford Photo

New Golf Executive

(Continued from page 1) in the pro shop and sandwiches for those who wish to have a snack at noon.

The bar will be open to all at 1600 hours until 2200 hours on Monday through Thursday and from noon on Fridays and the weekend.

There will be a club storage and cleaning service at the pro shop for a reasonable seasonal rate.

The bar and lounge will be available to organized groups for a \$25.00 fee in the off season (Nov. - Feb.) should a section tournament wish to have bar service in the afternoons a similar charge will be levied.

Green fees will be set at \$4.00 per week day or \$3.00 after 1800 hours for a summer's evening golf game. The daily rate for weekends will be \$5.00

The committee has made a number of other internal changes leading to savings and are convinced that Glacier Greens can be put on a sound financial basis without it having to cost members an exorbitant amount. 1 April, 1977 has been selected as the go - no go date. If we get at least 300 members it can be done. If not, then the dues will have to either increase or we fold our tents and close it down. Your committee doesn't feel either of these alternatives will have to be faced - but it takes members. So get out there and convince all those who have some interest in the game to take out a membership. Call Earl Thompson at Local 315 and ask for an application form to what will be the best and most reasonable golf course in the Valley.

Plateau REALTY LIMITED

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338-5366

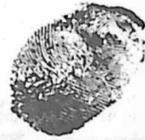
WHAT A BEAUTIFUL ENVIRONMENT FOR RETIREMENT!

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Stan McMullin	338-8823	Ed Riley	339-2887
Dave Paterson	334-4581	Office	338-5366

This is Roger's fingerprint



This is Roger. He is in Grade 4 at school. No other child in his class is the same. No other child anywhere is exactly the same.

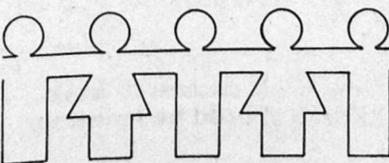
Everyone knows that no two fingerprints are the same

You can't tell by looking at him, but Roger has reading disabilities that require special reading methods. Other children in Grade 4 at his school have special needs too.

Joanne is partially deaf. Bob is slow to grasp math. Tony is a new Canadian who is just learning to speak English. May has emotional problems caused by a troubled home environment. Barbara reads at a Grade 9 level, although she is in Grade 4. Her classmates show the usual range from Grade 2 to Grade 8 reading ability. Dan comes to school hungry every morning from a poverty-stricken home. Faye has an eye co-ordination problem. John has a mathematical mind. Garry learns very slowly.

Roger and Joanne and Bob and Tony and May and Barbara and Dan and Faye and John and Garry are not peculiar. They are just examples of the differences normally found among children. It's normal for children (like fingerprints) to be different.

Does it make sense to use the same curriculum and the same test for educating all these children?



Is this what the Ministry of Education is planning?

The B.C. Teachers' Federation favors an education system that challenges children to learn reading and writing and other skills to the best of each child's ability. . . . but it rejects the idea of a single core curriculum that ignores differences in children. A single core curriculum also neglects many important life skills.

Because such a curriculum is designed to fit the mythical average child, it fits almost no one. Reading courses are as basic a need as shoes but no one would insist on the same ill-fitting average-sized shoe for every child in B.C.

The B.C. Teachers' Federation supports testing that helps to diagnose children's needs and to find ways of helping them learn, but it rejects province-wide tests that ignore differences and make a mockery of individualized learning.

To prescribe that every child must reach a set standard regardless of mental and physical gifts or impairments, is a gross violation of children's rights.

Such a strategy is comparable to setting the high jump bar at four feet and insisting that all children jump it, knowing full well that some will never make it while others will surpass five or even six feet.

Curriculum should be developed locally. Tests should be made locally.

To ensure that children's individuality continues to be respected:

- Attend local curriculum meetings. (Contact your local school for times.)
- Write to the Ministry of Education, Parliament Buildings, Victoria.
- Write to the B.C. Teachers' Federation.
- Call or write your MLA and school trustees.

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Vancouver, B.C. V6J 3H9

Nighthawks Nest

Coach George Herbert has revealed that his last signing prior to the Soup Bowl is Douglas Brian Evans (Western, class of 69). This 182.88 cm. 77.1118 Kilo Front Seater is a native of Sudbury, Ont., and comes to us from North Bay Black Nights by way of training camp at Bagotville. Welcome to Doug, his wife the former Cher Curry, and two kids. Doug is expected to be in the line up for the Soup Bowl against his former team mates.

The Injury List has been reduced to nil with the return to the Active List of Mrs. Zivitskis little boy Rick. Rick was sidelined with a Charles Cheval du Gosier. It is amazing what the new wonder drugs can do.

Uncle Tom is back in his cabin in seven hangar, after

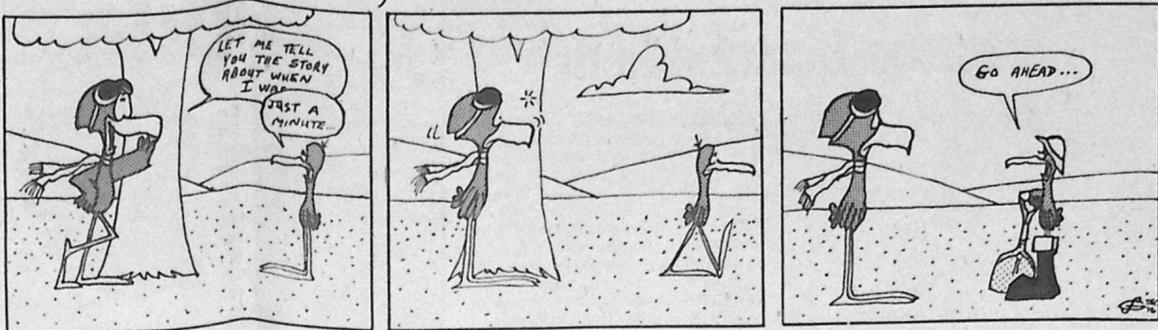
his rest in Europe, all refreshed and ready to take on the Crummy Hoard.

The Nighthawks were called upon recently to help out in the Rescue Field. By all reports they did an excellent job. I never knew that Voodoo was spelled B-U-F-F-A-L-O. This is another good example why we should have freedom of the Press. At least we beat the Coast Guard to the rescue. For an encore we are considering going out to kill a few whales.

At this time it would be appropriate to extend a Well Done to Ronnie Breeden (No schooling of record) and his protegee Jim Reith (RMC, class of 73) for saving a valuable aircraft and displaying devotion to duty above and beyond requirement. While on a night

mission in the north of Fantasia they experienced severe aircraft problems. Not one to panic our boy Ronnie, and his boy Jimmy, coolly pooled their twenty seven years of flying experience and although short of hydrocarbons, just like the rest of the world, executed a perfect single engine cross runway landing on a runway which is only 45.72 M long. Ronnie then showed Jimmy some tips on Escape and Evasion, how to find shelter and food and overcome the traumatic shock of having to survive in a hostile environment without the comfort of Marg to spur him on. They were rescued the next day by Fonz and his dad Martin who exchanged them for Chip Lake and Chris Fordham. Our thanks to 442 for rescuing Chip, Chris and our aircraft.

GUDGEON STEW by Rick St. GERMAIN



407 Maritime Patrol Squadron

Demon Doins'

Tech Ramblings

From Under The Nighthawks Nest

Snags fitters, in keeping 409 Sqn. at the top of the list, really enjoy all those late night engine changes and burner runs that shatter the peace and quiet of the alley. Ken Christensen is doing a lot of smiling lately, could it be he heard about his posting to Bagotville or is it just gas pains?

Lots of internal moves on the go right now. For riggers; Jim Sandberg has moved to the Tire Bay to replace Doug Smith who's running the Component Shop now. Lou Phillips is moving to Repair and once Chip Lake has mastered JLC he'll be moving to Snags. Rick McCollum is going to Europe this summer, says he'll be happy to work on newer aircraft but once they're that old it's doubtful that he will notice a difference.

No. 1 RSICS crew have also been on the move. Al Passmore and Kevin Rainforth are braving the Borden elements while attending their TL5 courses. Ed Garrett, fresh back from a 3 month data link course in Bagtown, has moved on to Servicing for TacEval. Perhaps the judges will be so amazed at the beard that other things will go unnoticed. Dave Rich is pursuing his TL6 OJT out in servicing - after five years at Shearwater his greatest problem is learning to talk Air Force. Yes Dave, it's a runway - not a flight deck. Jim Ruth is off to Ottawa to help evaluate a proposed Tacan Ramp tester; this is a first, having the field techs involved from the ground floor. Jim recently flew to California to recover a T-33 - only to find the spares had remained at Comox - one of life's embarrassing moments.

Norm Johnston replaced Ole Olesen in Debriefing - What's this new policy that

Navs have to beat him at dice before they can snag the radar! Ken Hall is our latest addition; Ken and Pat arrived from Europe and are busy fixing up their new home. From what we hear they're having a lot of fun patching up holes in the floor joists and removing nails that mysteriously pierced the telephone cable.

The Weapons Load Section has been spending a quiet week reading up on all the latest amendments to pubs. Tac Eval is coming closer each week and we want to be ready. (Think TacEval). The end of January marks the end of a 25 year career for MCpl. Phil Ryan. A party in honour of Phil was held last Friday and was attended by all his friends and fellow workers to wish him all possible success in his civilian endeavours. Phil is on his way to Ireland for a last fling before the steady daily work of civvy street takes up most of his time.

The THUNDERSTICKS have been very busy lately and we have three games to mention this time. True to form, the THUNDERSTICKS defeated the 407 Sqn. team by a wide margin of 10 to 4. Goals were scored by MCpl. (Kipper) Kip McLean, Pte. Nick Nichols, Pte. Ace Bailey, Pte. Ron Western, Pte. Andy Perkins and Cpl. Hal Fuhr. One of the few defeats was handed down by ATC when they squeaked a hard fought game 3 to 2. THUNDERSTICKS goals were scored by Pte. Ron Western and Pte. Smitty Smith. The team that has been giving the THUNDERSTICKS all the trouble this year, the MPs, was finally defeated quite handsily by a score of 8 to 4. Pte. Ron Western lead the scoring with a hat trick plus one, Pte. Smitty Smith put in 2

and Pte. Nick Nichols and good old Pte. Ralph Humphrey (Rotten Ralph) put in one goal each.

A final note, it would seem fitting to mention that Rotten Ralph, more recently Dobson's Dilemma, has taken over as the official truck steamer of the 409 Load Section. It is rumoured that in order to gain as much experience as possible in steaming trucks, Sgt. Dobson is willing to loan his favourite Pte. Rotten Ralph to other sections - for certain considerations of course.

Well, what's new? We have some new arrivals to bolster the ranks. MCpl Eric Matheson has returned to Crew 2 after a semester at high school where he finished off his credits.

MWO Sommen has reported in from Greenwood and will take up duties as Lead FE on Crew 6 where he will undertake to whip our new FE leader, Capt. Leroy Wood, into some semblance of shape. Sgt. Nex has also arrived to bolster one of the observer cells and Capt. Murray Field is back with Crew 6 as a nav, having attended volleyball "U" in Toronto. Capt. Fred Sander also is right up there with

Murray on the volleyball rules, having attended Staff School with him. He will be playing with the Standards team again while he lobbies for the posting of his choice. Maj. Peter Hamilton has just arrived as well following his recent completion of MOAT. It is suspected he will be joining Crew 1 while Capt. Bob Eby is off to Staff School. Hopefully, that is all the moves for now with one of greatest interest to me coming up.

Last, but not least, the deputy dog has finally convinced the boss that a change of scenery would do wonders for his nerves, morale and hair, and is just about to descend on some unsuspecting nav cell. It looks like Capt. Bill Reynaert is the next candidate for the rubber room. I hope you'll give him all the support, fine ideas and helpful hints you have given me, fellows. Just keep duckin' the big stick!

Now that we've discussed the personnel side of the house, what has been going on with the squadron and crews? Well, since the rest of Canada is up to its whist in snow, Comox seems to be the place to visit. We played host to the

annual Tactical Committee meeting with experts attending from all VP squadrons and CFMWS, etc. We've also had a visit to CFB Comox of local news media with presentations, briefs, and aircraft visits by all base squadrons. We have had Crew 1 off on a Norpat. The Obs and FE career mangler, CWO Gord Way, returned home to Comox to lay it on the line for the troops. I hear he started his speech with "once upon a time". We participated in a really nice parade for General Carr. This event was followed by a luncheon with the NCOs, a visit to the junior ranks' club, and finally a mess dinner. Wow! What a constitution!

We had a super squadron day with trade and general discussions in the morning followed by an 18-team sports marathon in the gym and then some kegged libations in the Totem Lounge. A good time was had by all. Crew 4 aircrew were the event top scorers, a position well earned. If I can scoop some of the pictures that were taken, we'll get them in the paper. That is it. That's all for this week. See you next issue, I hope. Keep all those newsy little items coming in, guys.

EXTRA, EXTRA!!

The Horrendous Decision has been made. We've lost an old friend! Servicing has lost its 7-3, 7-4 shift system and we now have 5 and 2. What? 24 hrs. daily 7 days a week. Impossible! But with some finalizing it looks like it just might work. It has some minor problems here and there, but nothing that can't be worked out. Word has it that personnel shortages and inexperience in many trades would not permit the old shift system to work - too many shortages. And those privates who began showing up in established positions two and three years ago, are now on Pay Level 5 courses for 5-6 months. A further loss to the system. Of course we've lost a good number of men this past year and we were carrying quite a few supernumeraries from the glorious days when we did our own Second Line maintenance. They've gone too. There have been quite a number of premature releases, like 4 Sgts., 5 MCpls., 10 Cpls. and 4 Privates and in next few months there will be 17 more. Enough of those sombre thoughts.

A tip of the hat must go to

Capt. Neil and his assistants who organized the best sports afternoon 407 Sqn. has had in a long time. No less than 18 different events in the Rec Centre followed by refreshments in the Totem Lounge. Mustn't forget to thank Lt. Ettinger and his Rec Hall staff who also provided their time and facilities.

And who took top honours: Crews Four, Two and Six (a clean sweep). Come on now you ground bashers - you can't tell me that they can cheat that well!! We did win the Arm Wrestling though so maybe we were just holding back. A lot of fun was had by all.

Does anyone have any pet early morning frustrations?? Well, here's one, "Did you ever open a fresh box of Raisin Bran Flakes and not get any raisins in the first pour?" How about an input from the rest of the sections. The next deadline for our beloved fishwrapper is the 14 Feb. HAPPY VALENTINES.

CLASSIFIEDS BRING RESULTS

Oyster Farming

"A Guidebook to Oyster Farming" has been published by the Ministry of Recreation and Conservation, Marine Resources Branch, to encourage development of the industry.

"At an annual wholesale value close to \$1 million, oyster culture is becoming increasingly important to the province," said Recreation and Conservation Minister Sam Bawif. "This book will help those already in the business to get the most for their efforts, and it gives a lot of good basic information for prospective oyster growers and for the general public."

More than 70 oyster growers operate in the province at present. The imported Pacific, or Japanese oyster is the basis of the industry, and the culture of this oyster is believed by the Marine Resources Branch to be the key to expansion.

The guide book was prepared by Dr. D.B. Quayle, retired from the Fisheries Research Board, and by D.W. Smith of the provincial Marine Resources Branch. It can be purchased from the Marine Resources Branch, Ministry of Recreation and Conservation, Parliament Buildings, Victoria, British Columbia, V8V 1X4, by sending a cheque or money order for \$2.00 payable to the Minister of Finance.



The clock in Salisbury Cathedral in England is believed to be the oldest working clock in the world. It was made around 1386.

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Because we believe an essential purpose of education is to ensure that our students acquire the skills and knowledge they will need to become well-rounded individuals and useful members of society, a Core Curriculum will be introduced into the public school system in September 1977. To explain the Core Curriculum, we have produced a new and easy-to-follow booklet. We call it Goals of the Core Curriculum and we think it's an important document. We'd like to know what you think of it. Copies have been delivered to every

school district in the province. Public meetings to discuss the goals of the core curriculum are being organized by school officials in your area. You are urged to attend these meetings and discuss the contents of the booklet and what it means for our students. To find out the time and location of the meeting nearest you, or to obtain your free copy of the booklet, contact your local school or your school district superintendent as listed below.

School District No. 71 (Courtenay) 338-5383

We've done our homework. Now it's your turn to have a say in what, and how, our children should be learning.



Curriculum Development Branch, **MINISTRY OF EDUCATION** Government of British Columbia, Victoria, B.C.

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For Details Contact LT. McNEIL AT LOCAL 251

Nuclear Disarmament

"We will move this year a step toward our ultimate goal" proclaimed President Carter in his inaugural statement, "the elimination of all nuclear weapons from this earth."

Complete nuclear disarmament cannot be possible without the accord of every nation. Should there be a single exception, then no nation, whether it agrees in principle or not, would eliminate its own nuclear arms.

President Carter may have the power to disarm his own country, and could exert considerable influence over the UK, but what are his chances of convincing the other nations of the nuclear family and exacting unanimous agreement?

The Soviet Union has always displayed considerable reluctance to enter into any negotiations from which it did not expect to reap advantages. President Carter would be hard pressed to convince them that they would have anything to gain by scrapping their 3,400 nuclear armed strategic rockets, and all their tactical nuclear arms which are so closely integrated with their conventional forces -- particularly after the USSR spent the past thirty years striving to win nuclear supremacy over the United States.

China, with about 300 nuclear weapons in its stockpile, could view President Carter's petition, officially at least, as merely a capitalist ruse to disarm the rest of the world, one which the Peoples' Republic is far too shrewd to fall for.

France, forever fiercely independent, would be reluctant to give up her nuclear arms as she would then lose her passport into the big power club.

Given the unspectacular results of the relatively limited in scope SALT 1 talks, President Carter must be exceedingly optimistic to believe he can convince all those nations to eliminate their nuclear arms. In a very short time he will be faced with the added problem posed by India and several other nations about to develop nuclear arms.

Perhaps a more realistic objective would be to achieve a halt in the proliferation of nuclear arms. In the hands of the super powers nuclear arms have provided a formidable deterrent to war, but in the hands of unstable third world nations they could prove a catalyst.

It is both desirable and possible for President Carter to help prevent the spread of nuclear arms. In fact, this goal must be achieved before the President has any hope of realizing his ultimate goal, that of complete nuclear disarmament.

"Help!"

It's a simple word, isn't it. Yet in how many instances is this cry for assistance misused, or worse yet, ignored.

We all know the story of the boy who cried wolf and what happened when there really was a wolf. Now let's think a minute what would have happened if somebody had heeded that last time. Instead of being short one human, we'd be short one wolf. Which is more important.

That four-letter word can mean so much, and yet is ignored so many times that one might think it could be a curse. It is even more poignant when it is silent.

No. That's not an error. There is such a thing as a silent cry for help. Have you ever seen an old person in some home with no one to talk to or be with? Many of them were raised during an era and in an area of the world that it just wasn't done, and are too proud to ask. How many Sundays have you gone off for a drive with plenty of room in your car without thinking of those restricted to four walls by their age? We

all have, many times.

What about your child's nursery school. How many times could you have helped out with outings but left it up to others to supply the transport?

Have you ever stopped at the scene of an accident and offered your help? More than likely, you stopped long enough to view the wreckage, then drove on. "Don't get involved," is a saying that is so much bunk. Maybe you would have that certain bit of knowledge that could save a life. Even if the police are on the scene, it only takes a second to ask if they could use another hand.

We all have ignored cries for help, both silent and otherwise; from old folks looking for friendship; from the destitute and down-and-out; maybe even from someone's wife with a flat tire, three screaming kids in the car, and no idea how to work the jack.

It's difficult at times to say, "Help". Wouldn't it be easier if people would learn to say, "Hi! Could you use a hand?"

W.L.E.

"Nourishment From The Throne Speech"

As is usually the case in the partisan assessment of suggested Government programmes, the debate in connection with the proposals presented by the British Columbia Government for the current Session of the Legislature, has been subjectively argued. The points for the most part were individually and specifically bisected. Irrelevancies surfaced to confound the principle objective of getting on with the orderly business of the House.

The proposals, while not specifically reviewed here, when assessed from a matter of general philosophy, should provide a degree of satisfaction and comfort to all of us in this province who are looking for the light at the end of an economically bleak tunnel. It is obvious that the Premier and his colleagues have plans for a "non-sense" Session, at least from their side of Government and their efforts to introduce far reaching and diverse motions.

The underlying satisfaction that we must take from the tone of the Throne speech is that finally we perceive an air of optimism. We are told that it is "cautious optimism", but the reminder that by the

economic fibre of our Province. Sure, we have had "tough sledding" in the last while, and all is not bright and rosy ahead, but this is still a good Province in which to live and there are many things about which we can be hopeful.

programmes already introduced, gains have been made in developing effective, economic and social progress. We should be heartened by the stated objective: that of encouraging the development of investment in the Province by those already established, and welcoming the participation of those from outside of the Province.

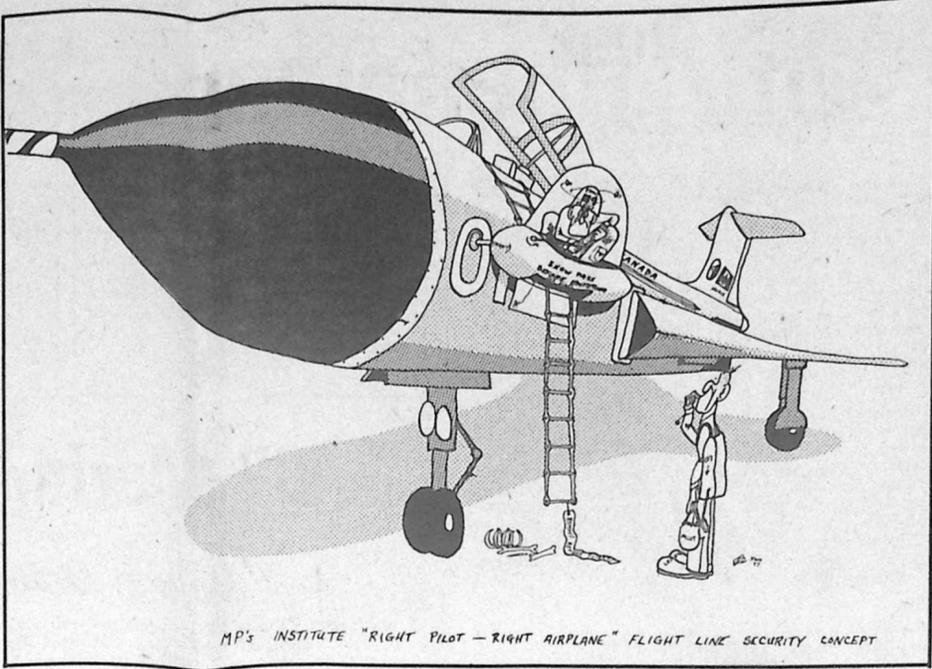
A clear statement of the intent to provide more opportunity for the private sector and to encourage less political interference, in what is referred to as the individual enterprise system, is heartening to the Vancouver Board of Trade, for this has been a position of policy advocated and promoted by the Board as an essential objective.

The recognition of a need for stimulation of the resource industry and business development, has also been advocated by every progressive thinking group. It is proposed, in the Throne speech, that only through this means can maximum benefits and opportunities for the citizens of this Province be realized. Mutual assistance, trust and cooperation on the part of both Government and business, are absolutely necessary if progress is to be achieved.

The indicated intention on the part of the Government of British Columbia to cooperate with other levels of Government, specifically Federal and Civic, is encouraging. It must be abundantly clear that time wasted in endless bickering between any two parties on insignificant matters or insoluble details, can only lead to frustration on the part of the parties and failure to reach any meaningful conclusions.

The Confederation issue is raised and the proposal that the Provincial Government is determined to support Federation and oppose those who seek to find a solution by breaking the nation apart is received with enthusiasm.

The caution expressed in connection with labour costs in the current and next succeeding year, is one that must



MP's INSTITUTE "RIGHT PILOT - RIGHT AIRPLANE" FLIGHT LINE SECURITY CONCEPT

New Boundary Markers

Monel metal, an alloy, 64 per cent nickel and 31 per cent copper, may solve the International Boundary Commission's problem of finding a salt-resistant metal to monument the border through a salt water environment.

Fifty-five monuments made from the corrosion-resistant high strength alloy have been, especially cast for the commission and will soon be installed along the Portland Canal between Alaska and British Columbia. The region is now marked by concrete monuments, installed in 1915, and is one of the few areas along the boundary where concrete monuments were used.

Materials that are easier to transport and install have been used elsewhere including cast iron in the East and aluminum-bronze in the mountains.

Tax Talk

Principal Resident Is Tax Exempt - Most Of The Time

From The Institute of Chartered Accountants of British Columbia

One of our few tax-exempt gains is a capital gain on the sale of your "principal residence."

As usual under our tax system, the rules for principal residences are surprisingly complicated.

A principal residence is virtually any kind of residence which you own and in which you are living. It need not be located in Canada.

A husband and wife can each have a principal residence, even if they are living together at all times. A husband can claim the city home as his principal residence and his wife the summer cottage provided the wife owns the summer cottage and the husband owns the main home.

Special rules apply where a taxpayer changes the use of his house and starts to rent it out or use part of it for his business, such as the rental of one or two rooms to boarders or the use of a room for an

office or a work area.

In the event that he does not claim capital cost allowance on any portion of the house, then a change in use of the property has not occurred and the entire residence will maintain its nature as a principal residence.

If a principal residence becomes income-earning rental property, the owner may elect to be deemed not to have commenced to use his property for the purpose of producing income for up to four years.

The exemption from capital gains tax will remain valid for four years or until the election is rescinded, whichever is earlier. During the time covered by the election the taxpayer will report all income from the property and may deduct expenses, but may not claim depreciation on the property.

Such an election must be filed in your return for the year in which the change of use occurred. This is normally done by including a signed letter in the return describing the property in respect of which the election is being made.

This election to retain the principal residence status applies, for example, to an individual who moves out of his home with the intention of returning to it at a later date and in the meantime uses it for earning rental income.

Watch for another kind of change in use: if you change an income-earning rental property into a principal residence you could have serious tax problems.

In cases where the house was used to earn income when it was first acquired, you will be treated as if you sold the house at its fair market value, thereby creating a liability for income taxes on any unrealized increase on value and on recapture of any capital cost allowance which had been claimed.

CPR Pressured

Premier Bill Bennett says the B.C. government is going to do all in its power to have the Canadian Pacific Railway live up to its contractual and statutory obligations as far as the operation of the Esquimalt and Nanaimo Railway is concerned.

"The railway is under the jurisdiction of the Canadian Transport Commission but my government intends to vigorously pursue all avenues, including interventions before the Canadian Transport Commission, to ensure that the railway's obligations are fulfilled," the premier said. The Canadian Transport

Commission held a 12-day hearing in March, 1976 in Victoria and Courtenay to consider the unilateral closure by the railway of the north end of the line from Parksville to Courtenay and also to consider the application of the railway to abandon its passenger service over the whole line.

"Largely as a result of the very strong opposition taken at the hearing by counsel for the British Columbia government, the Canadian Transport Commission ordered the CPR to restore operations on the Parksville to Courtenay section of the line," said Mr. Bennett.

"The province showed at the hearing that the northern part of the line is economically viable and the potential for development on the northern part of the Island is such that the prospects for continued economic rail operations are bright.

The province produced evidence at the hearing to show that freight revenue on the Parksville to Courtenay portion of the line has been increasing at an annual rate of 20 per cent since 1970 and that, even in the absence of an aggressive freight sales program, that portion of the

(Continued on page 9)

Curing The Consumer Binge

By KENNETH McDONALD

Governments, like people, learn as they grow older. During the last eight years, the present one has learned a number of things the hard way -- for us.

In 1969 it recognized the dangers of inflation. It then applied corrective measures, by holding wage gains to productivity increases, by trimming the money supply to the rate of real production, and by putting a lid on civil service growth.

The measures were right, for the long term. In the short run, however, they caused unemployment. The government was severely criticized by Opposition members and by the press. It retreated. The pressure was relaxed. The money tap was turned on again.

Deficit spending -- living on borrowed money -- created an artificial feeling of affluence. Everyone wanted more. The country went on

a consumption binge.

But the country was consuming more than it produced. Imports ballooned. So did trade deficits. So did borrowing abroad to cover them. Canada's costs moved out of line. Exports suffered.

The period was characterized by the process known as "fine tuning" -- short term changes in fiscal policy (tax adjustments, "incentive" programs, etc.) and in monetary policy (speeding up or slowing down the supply of money in circulation).

In its response to the debate on future public policies, the Canadian Federation of Independent Business has recommended a dual approach: sound, long-term, fiscal and monetary policy to control inflation; and a flexible small firms policy to create the necessary employment and regional development.

The hardest task the gov-

ernment faces is the short-term political problem of returning to fiscal and monetary responsibility, which is fundamental to long-term recovery. It will be accused again of heartlessness, of throwing people out of work, of cutting back on "essential" programs.

The paradox is that fine tuning, which is a prime example of central government "planning", destroys business confidence, because businessmen and investors don't know what to expect from one year to the next.

But that's the point. Many programs are not essential. They were spawned during the national binge and Canadians can't afford them any more. Already, with excessive social spending and too many imports, we're a long way down the British road. We must produce more of what we consume and export more goods and services to pay for imports.

Westcoast 'Saltchuck' Sold Short?

Dear Sir: In rebuttal to the editorial, "For the Defence," may I make the following remarks? It is true that the Halifax SAR zone has the longer coast line and area, however, the West Coast civil population, vessels and aircraft far outnumber the East; eg. over 250,000 vessels licenced in B.C. less than 100,000 vessels licenced in Halifax zone. In 1976 these numbers generated 831 marine incidents for Halifax RCC, and 2335 for Victoria RCC.

The editorial stated that there is more equipment available, but failed to indicate the extent of the eastern numerical superiority in federally owned equipment available for SAR response.

PACIFIC 92 Vessels - 5 Helo Capable, 12 Airplanes, 4 Helicopters; ATLANTIC 130 Vessels - 20 Helo Capable, 35 Airplanes, 45 Helicopters.

These are only numbers without consideration of the relative SAR capabilities of these vehicles. Obviously ships carrying Helos are potentially superior rescue craft. Could you explain why the East received an immediate increase to the number of lift boats and SAR Helicopters, while, "It takes time," for the announced increase for the West Coast? The argument for training of mariners and aviators is well founded

one of the functions of our meager SAR staff. However, in this regard one must also look to the nature of the terrain and sea conditions. It is well stated that the Pacific SAR region is a sea of mountains, and mountainous seas. Although a look at a map may indicate sheltered waters; tidal rapids, reversing falls, whirlpools, and 100 MPH Katabatic winds create extremely treacherous

conditions for all but the most knowledgeable seamen. Finally, I have yet to read one complaint about the SAR professionals, rather the reports seem to laud their ability to ever do more with aging facilities. Accidents happen even to the most knowing and careful, considering the number of vehicles involved, we have surprisingly few incidents. Don Graham RCC Victoria

CNA TOTEM TIMES

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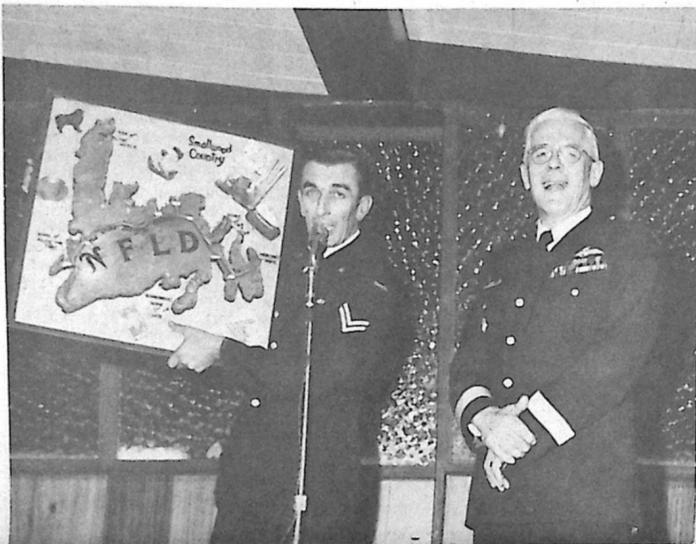
FRIENDLY GIANT - The USAF C-141 that appeared to have taken permanent residence here since dropping in last Nov. 11 is almost ready to go home. Base Photo



ACE GETS THE WORD - Pte. Ace Bailey listens attentively as Lt. Gen. Carr chats in the Totem Lounge during his recent visit. Base Photo



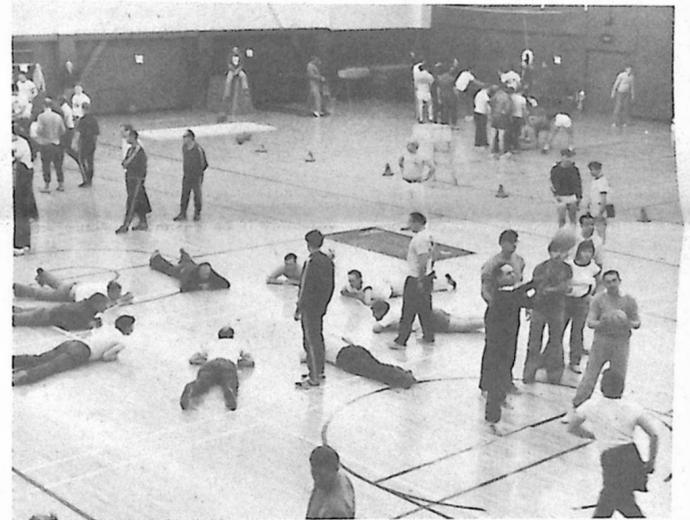
BUTTONS AND BOWS - old uniform night at the officers mess brought out some rare sights including Ron Breeden in his grandfathers Boer War Era Hussars uniform.



WHAT AM I BID? - Junior Ranks presentation to Lt. Gen Carr is displayed by Newf Faulkner. Base Photo



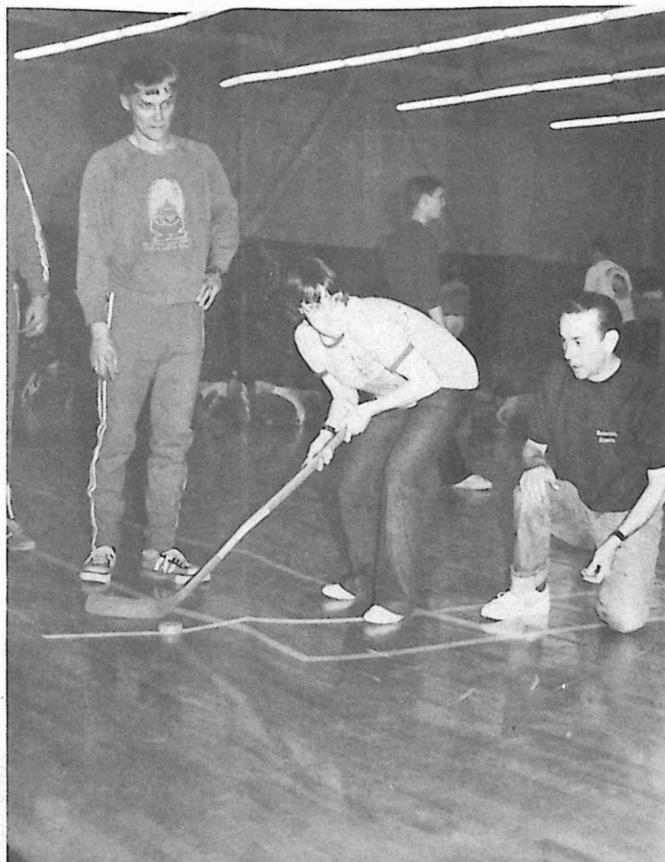
NO RANK PROBLEM - Flight Lieutenant and Captain or Captain and Captain, anyway now its Mr. and Mrs. Osler enjoying old uniform night.



DEMONS IN ACTION - During 407 Sqn. sports day one group quickly mastered the technique of lying on the floor in a circle. Hosford Photo



PUT TO GOOD USE - Sgt. Chuck Clements briefs Lt. Gen. Carr on some of the equipment used by Rescue specialists in the course of the many and varied tasks they perform. Base photo



SIGHTING IN - Pte. Gloria Boehl, a Weapons Tech with 407 Armament Section, gets all kinds of assistance in lining up a shot during the Squadron Sports day competition. Hosford photo



RESCUE READY - 442 Sqn. Aircraft bask in the winter sun waiting for another call. Hosford Photo



LUNCH BREAK - Lt. Gen. Carr shows keen interest as staff of the Warrant Officers and Sergeants Mess serve up their usual top quality meal. Dining with the Sr. NCOs also gave the General another opportunity to satisfy his wish to talk to as many base personnel as possible. Base Photo



BICENTENNIAL BIRD - recent visitor sports special spots to match significant serial number. Hosford Photo

Sportsbeat Comox

From The Jock Shop

ARCHERY

Comox Club Cleans Up
This weekend saw the Vancouver Island Indoor Archery Championship held in Courtenay. Competing in a field of some sixty archers, members of the CFB Comox Archery club shot extremely well and brought home their fair share of the prizes.

Winners in their classes were as follows:

MEN'S UNLIMITED: 1, Don Buchner, CFB Comox. 2, Gary Gauvreau, CFB Comox.

LADIES UNLIMITED: 1, Thanna Buchner, 2, Cathy Glennie.

JR. BOYS FREE STYLE: 1, Steve Cotton. 3, Garret Hjeldnes.

The impressive list of winners shows the keen interest in competitive Archery here at Comox. It should be noted that Thanna Buchner, Steve Cotton and Garret Hjeldnes are first year shooters and have succeeded in beating out more experienced people.

The next step from here is the B.C. Indoor Championships which will be held here at CFB Comox Recreation Centre at Easter. This shoot will bring out many of the top Canadian Archers, as the majority of the World Team are from B.C. So if you would like some interesting entertainment for the Easter break come out and have a peek at our people in action.

Congratulations to all of those that not only took part but placed in the Van. Island.

INTER SECTION HOCKEY

The Inter Section Hockey "A" League is back in full swing again and, other than the odd squabble with the officials everything else is running rather smoothly.

There has been a change in the League standings since the last stats update and as you can see the League is rather tight. There has been some really close and well played games as most of the teams are getting good support from their Sections. It is also interesting to note that there has been only one defaulted game to date.

Injuries have been down to

a minimum since the bodychecking has been allowed and the various cuts and bruises that are normally incurred have been almost nil in existence.

The league standings and the top ten scorers are as follows:

These are correct to the 17th Jan. 77.

Team	GP	GF	GA	W	L	T	Pts
409 Sqn.	12	51	33	6	5	1	13
442 Sqn.	12	36	39	5	4	3	13
MP's	13	37	52	4	7	2	10

Trusting that the scoresheets are correct here are the top ten scorers:

Name & Squadron	G	A	Pts
Williamson 409	9	8	17
Lacelle 409	6	10	16
Noseworthy 407	9	5	14
Martella 409	6	8	14
Wheeler 442	7	3	10
Galloway MP's	6	4	10
Hamel 407	8	1	9
Armstrong 442	5	4	9
Sutherland 442	4	5	9
Hay 409	4	4	8

INTERSECTION VOLLEYBALL

The Intersection volleyball has finally gotten underway but with the interruption of play by Base exercises the schedule may take a little longer and league play may get finished by the end of June.

Play is every Thursday afternoon beginning at 1315 hours but last week the Service women seemed to have forgotten about it and this makes it difficult for the PERI staff to keep things up to date.

The results to date are as follows:

ATC	11 pts
442	11 pts
Fire Hall	10 pts
Telecom	9 pts
Head Quarters	8 pts
Torp Shop	7 pts
Service Woman	4 pts
407	3 pts

INTER-SECTION BROOMBALL

The Broomball schedule is again in full swing with the Base Combines continuing to set the pace for the rest of the league.

Probably the best game of the season was played last

week when 407 Sqn. dug up all their big guns to take on a rather weakened Base Combines team (they were missing two of their top players), but after 50 minutes of excellent Broomball they had to settle for a 4-4 tie. It is nice to see someone else in first place this year after 407 Sqn had dominated the league for so many years.

Brian Lavigne and Jack Dupont are hard at trying to mold a team together for the Pac-Region Championships which will be held here in Comox 1-4 Feb. 77. **GOOD LUCK GUYS!!!**

Following are team and individual stats:

Team	G	A	Pts
Ross Roux-Base	17	12	29
George McNabb-Base	21	8	29
Rex Pitcher-Base	15	13	28
Denis Rochon-Base	9	16	25
Jack Michaud-407	9	6	15
Al Ettinger-Base	5	8	13
Jim Whelen-407	5	6	11
Keith Degruy-Base	8	2	10

Base	W	L	T	Pts
407	16	2	2	34
MP's	10	5	2	22
ATC	3	11	3	9
	3	14	1	7

PAC REGION BOWLING CHAMPIONSHIPS

The CFB Comox bowling team placed second in the Championship which was hosted by CFB Chilliwack.

We are proud to announce that Cpl. Dickens RC who is an AE Tech here at CFB Comox ended up in the top eight and will represent this unit and the Region at the Nationals which will be held in Gagetown around the middle of Feb.

PAC REGION CURLING CHAMPIONSHIPS

The CFB Comox Curling team ended up in second place in the Pac Region Championships held at CFB Chilliwack recently.

One of the stations walked away with top honors in this championship and will represent the Pac Region at the Nationals which will be held in Shilo the later part of Feb.

Totems Wanted

WANTED: Hockey Players. REASON: To represent CFB Comox in the Pac Region Championships.

WHEN: Immediately. That's about the size of it fellows. It certainly is a sad state of affairs when you have to call a player and tell him how good he is in order to get him out to practice.

Practices are currently underway with the hopes that we will be able to ice a strong team for the Championships with an eye towards the Nationals. At the rate the players are turning up we not only do not have enough, but we would be unable to beat a "B" League team.

Practices are held every Monday and Friday from 7:30 to 9:00 a.m. and Tuesday and Thursday afternoons from 2:30 to 4:00. We realize that it is very difficult for each of you to make every practice, but it should be possible to attend at least two a week.

You know how good you are, come out and show me how good you are.

For more information contact: the president-Capt. Gary Anderson local 207, WO Ken Banks local 474 or WO Earl "The Pearl" Thompson at local 315.

Cross Country Skiing

Lectures in Cross Country Skiing commence 7 Feb at the Comox Rec Centre. For four consecutive weeks lectures will cover equipment, waxing, day packs, safety etc. There will be films to complement the lectures. Registration now being taken at the Rec Centre.

The average age of Canadians suffering strokes is 50.

Bowling With Stan

The leagues are bowling this week for 4 teams (2 ladies and 2 men's) to represent CFB Comox in the zone playoffs.

The Gun Plumbers are leading the men's league with 44 points. At 225, Russ Engelmeyer is leading the averages. Jack Ball had the weekly single and triple (312 and 864). The previous week saw Russ Engelmeyer set a new single (348) and triple (865).

The Happy Hookers are leading the ladies with D. Dickens holding high average (211). Fran Marks took the season single and triple with 356 and 768.

In the ladies afternoon, the Whitebows at 34 points are leading and Dot Kern is holding high average (202). Grace Hill had the single (276) and Mary MacDonald, the triple (684).

In the Wednesday Mixed, the Old Timers are still maintaining a 3 point lead. Russ and Gail Engelmeyer are holding high averages with 228 and 196. Stan Prime has taken the season single with 333 for the men with Bill Harris taking the weekly triple (743). For the ladies, Marg Morris had the single (256) and Alice Allison the triple (642).

In the Sunday Mixed, the Thats It are leading with 43 points. Jim Brown (217) and L. Filler (202) are holding high averages. For the ladies, T. Lester had the single (291) and triple (687). For the men it was M. Blake for the single (284) and Merv Ireland for the triple (763).

In the YBC, the Bantams have the Osmonds in first place with 96 points. Patricia Stallard has the girls high average at 119 and took this weeks high single with a 143. Michelle Grosvenor took the high double with 244. The high average for the boys at 142 is held by Stace Blackmore. Richard Van Der Pyrt had a good week setting a new season single and double with his 207 and 378.

In the "4 Steps to Stardom" for the girls singles, it is

Patricia Stallard with a 119 average. For the team, it is Karen Alstad (1007 points in 8 games), Natalie Gagnon (877), Michelle Grosvenor (872), Susan Pokol (790) and Betty Belliveau (782). The boys singles with 142 average will be Stace Blackmore. The team will be Richard Van Der Pyrt (1272), Glenn Belliveau (1181), Raymond Hill (1065), Michael Eddy (1064), and Darren Lavigne (976). These people will be going to Nanaimo on the 20th of Feb. for the Zone playoffs.

For the Juniors, the Bad News are leading with 32 points. Janet Jones has high average with 169 and also took the weekly single (232) and double (449). Ronnie Shaw has the boys high average with 165 and also had the weekly single (183) and double (365).

In the Seniors, the Hustlers and Gutter Dusters are tied with 38 points. Kerry Salmon has the girls high average (187). Donna Rossiter had the high single (242) and the high triple (583). For the boys, Yvon Tailon's 182 is high average and he also had the weekly triple (619). John Shaw had the single (249).

Sports Awards

CBC-TV will present a special program highlighting the B.C. Sports Federation Athlete of the Year Dinner on Saturday, Feb. 5 at 12:30 p.m., on CBUT, Channel 2.

Steve Armitage is host of the half-hour program taped at the B.C. Sports Federation's 11th annual dinner held in honor of B.C. athletes who have excelled during 1976. M.C. is Ted Reynolds.

Awards presented on the program comprise Team of the Year, High School Athlete, Junior Athlete, University Athlete, Senior Athlete, Master Athletes and Overall Athlete.

Golfin' with Mona

The Annual General Meeting was held at the Club House on Monday evening.

Outgoing President Jack Lugg made a brief statement and thanked last year's committee for all their help. An equally brief statement was given by each outgoing executive member. A special vote of thanks was given Stan Hodgson for all his work through the year. Mr. Lugg then introduced the incoming President Mr. Norm Richardson. Before discussing any further business Mr. Richardson introduced Colonel Mortimer who gave information on past and present expenditures relating to the Golf course.

Norm then gave a 4 point program outline, all to be decided at the next executive meeting. One thing was quite clear. We need more members.

The new committee members were then introduced. President, Norm Richardson, Vice President, Lorne Blythe, Club Captain, Ron Bailey, Tournaments, Larry Cote, Greenskeeper, John Webber, Memberships, Earl Thompson, Secretary, Audrey Haight, Publicity, Mona Ledgard, Treasurer, Bob Duchin, Juniors, Gerry McLaughlin, Handicaps, Graham Walker, Ladies Rep, Joan Stevens, Voluntary work, Tom Finney.

As soon as the committee have their plans finalized an announcement will be made regarding fees for members, green fees etc. In the meantime anyone interested in becoming a member should contact either Norm

Richardson or Earl Thompson. Our membership drive will be getting into full gear shortly. Each section will, hopefully, have a representative in the meantime those interested may contact Earl Thompson at Local 315. 1977 dues are exceptionally good, viz. Males \$85. Females \$70. \$135 per couple, Family of two or more juniors \$155, family with one junior \$145, single junior \$25.

Our year will run from March 1st to Feb. 28. Applications for membership are also being invited from Ex-Service (male or female) receiving a service annuity. There will, in addition, be a limited number of Associate Memberships offered. Once again contact Earl Thompson at local 315 or write Membership Committee at Box 138, CFB Lazo.

Green fees this year will be: \$4 for 18 holes weekdays, reduced to \$3 after 1800 hrs., and a flat \$5 weekends and holidays. Locker storage will again be \$8 and in addition there will be some club storage available. This includes cleaning of clubs, at \$15 per season.

Our first mixed Social Sunday Tournament will be on March 27. The draw for the raffle will be made at this time and also the members will be asked to discuss the start of a BBQ and beer night, and their preference for Friday or Saturday night.

Ladies Day will be Tuesday again this year. A schedule will be made up and each lady member will receive a copy in the near future.

PAC REGION HOCKEY

The Pac Region Hockey Championships will be held 13 - 15 February at Glacier Gardens.

Opening ceremonies at the arena on Feb. 13th at 12:45 p.m.

WINNER GOES TO THE NATIONALS



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ACCEPTABLE TRADES CONSIDERED



CENTRAL MEATS

419 Fifth Street, Courtenay

2ND

ANNIVERSARY SALE

Continues to Feb. 5th

9 BIG DAYS TO SHOP & SAVE

FOR THE FREEZER

SHOW CASE SPECIALS

A1 ALBERTA GRAIN FED BEEF

SIDES
Average Weight 240-270 lbs. lb. **85¢**

FRONTS
Average Weight 125-140 lbs. lb. **69¢**

HINDS
Ave. Weight 125-140 lbs. lb. **1.15**

A1 CHUCK STEAK 10 lb. Limit lb. **69¢**

A1 CROSS RIB ROAST 10 lb. Limit lb. **99¢**

A1 WHOLE ROUND STEAK 10 lb. Limit lb. **1.49**

A1 BARON OF BEEF ROAST 10 lb. Limit lb. **1.59**

LEAN GROUND BEEF 10 lb. Limit lb. **99¢**

MEDIUM GROUND BEEF 10 lb. Limit lb. **59¢**

MAPLE LEAF WIENERS 1's lb. **79¢**

A1 TURKEYS Frozen, 6-10 lb. avg. lb. **79¢**

SMOKED PICNIC HAMS Home Cured lb. **79¢**

BACON Home Cured and smoked lb. **1.69**

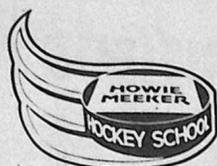
BONELESS STEW 10 lb. Limit lb. **89¢**

DEVON BACON 1's lb. **1.29**

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WIN A FREE SIDE OF PORK
Average weight 70 - 80 lbs.

In-Store Specials — Hourly, Daily & Weekly
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Again, until the boy has mastered the basics of stick handling and passing, I think he should use a straight or "center" blade - not one that is curved for left or right hand shooting. Having said that, I've satisfied my conscience. If you can get your boy to use a straight blade, please write and tell me how you did it. We can't sell, in fact, can't give away straight sticks at my hockey schools. I bought six dozen lie 7 four years ago. I finally got rid of them this summer after we applied the torch to the blade and curved or hooked the toe. In fact, the sticks I've designed for Victoriaville are hooked.

We've tried to keep the blade straight for six to eight inches and then violently hook the toe. We will explain why when we get to shooting.

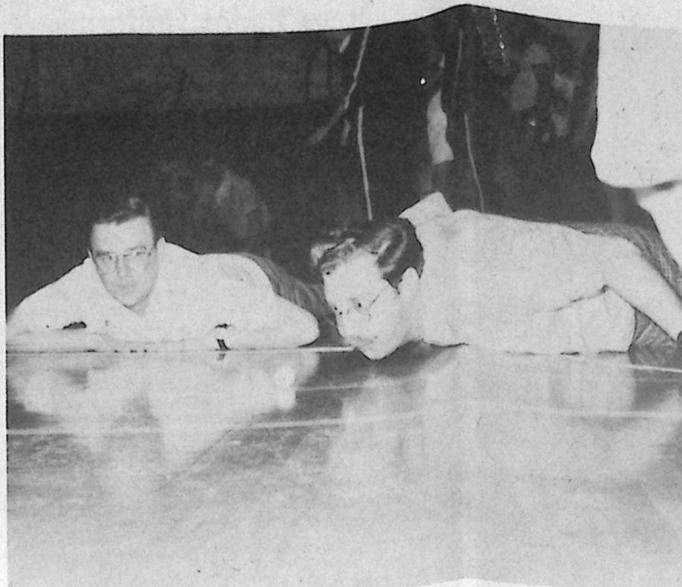
However, a straight blade is best to learn the puck handling skills. You deserve a pat on the back if you can get your son to use one. You should also stay away from blades with curved or rockered bottom

edges until the boy is old and experienced enough to determine if these special blades are of any advantage to him.

I am often asked, "What is the best stick on the market for a boy?" Well, there are so many sold nationally along with the number sold on just a regional basis, that I really don't know. All I can suggest is to find the manufacturer that makes the highest lie and buy the best boys stick in that line.

It has been my experience that some manufacturers of boys sticks put an adult sized handle on a small blade in their top line of youths sticks. This is a serious handicap. I am now convinced that the handle is too thick for small hands to grip, but combined with oversize gloves with thick palms, it does become difficult.

Generally, the adult sized handle is so stiff that it lacks personality and feeling and has no flexibility, but that's another ball of wax. More on the hockey stick next week.



THIS HERE IS HOW you watch ants play a soccer game - local enthusiasts Slater and Jocksch watch an exciting overtime match between the Reds and the Blacks. In an uncontrollable fit of excitement Slater sends a Black reeling across the floor - no fair Jim.

Hosford Photo

Youth Indoor Soccer

On 17 Jan. the league got underway again which saw the short handed Wolves upset 2-0 by the ferocious Lions with goals from the Eddy brothers - Terry and Chuck. In the other game the last place Bears moved into third spot by dumping the Falcons 1-0 with a goal from David Dobson.

24 Jan. saw Terry Eddy of the Lions score on a nice passing play from Chris Tingley to tie the Falcons 1-1 on Tad Tingley's goal. The Bears were upset 1-0 by the Wolves on a goal from Kevin Mann.

31 Jan. a tightly fought contest saw the Falcons squeak a 1-0 win over the Wolves on a nicely set up goal from Tad Tingley to Chuck King who tucked it away. The other game was a lopsided contest as Terry Eddy had a hayday. The Lions defeated the Bears 3-0.

Words Of Wisdom

From The Temple Of Health

Now that the "Festive" Season has come and gone, it is high time that we once again got back into the swing of the various activities that help make the WINTER months pass on into spring. The PERI Staff would like to apologize for not gathering together some tidbits for the last issue, but, we will more than make up for that effort from now on.

There isn't too much to chat about as far as activities that have been held over the holidays. However, the "Elderly Hockey Experts" were hacking or I should say,

"having at it" again and, other than a few newly discovered muscles, came out of two exhibition games with two victories.

The Minor hockey scene was a complete stampede as, there must have been a thousand, or as they say back east, "a tousand" games played. All levels of the Comox Valley Minor Hockey Association teams had Round Robin tournaments in their respective divisions. A special thanks must go out to all the organizers, directors, parents, and officials (who worked free of charge) for

making this Hockey Jam-boree a tremendous success. An extra special "Thank you" goes to Mr. Bob Hamilton who made a dream turn into reality.

The Inter-section Volleyball league which is comprised of nine teams has just gotten underway and they play every Thursday commencing at 1900. The players are certainly enjoying this activity and the calibre of play is pretty good as a starter. Interest is up somewhat over the past years as, "get this", the Regional winner will go to Germany for the Nationals. I

sure hope there is room for an old grey haired ball retriever. . . equipment man, trainer, jigalo. . . ANYTHING. Seriously though, it should make for a great place to hold an Armed Forces Championship. Schnitzel anyone???

The Comox Totems hockey team are undergoing heavy training in preparation for the Regional Hockey Championships which will be held here at Comox on Feb. 13, 14 and 15.

What Are The Odds?

The odds of recovering from cataract are great. Surgery can restore vision in 95 percent of cataract cases for which it is recommended.



The odds are 1 in 20 that your preschool child suffers from a vision problem. But it can be detected early and corrected. One aid in detection is the Home Eye Test available free by writing to The National Society for the Prevention of Blindness, SN, 79 Madison Ave., N.Y., N.Y. 10016.

Of the 45,400 new cases of blindness this year, 50 percent will be needless.

MOTORCYCLE FIELD DAY

Sponsored By The Glacier Motorcycle Club and The CFB Comox Motorcycle Club

WHEN - SUNDAY, FEBRUARY 6
WHERE - KNIGHT ROAD GRAVEL PIT

Competitors Sign In At 10:30 A.M.
Competition Begins At 11 A.M.

No Charge For Spectators
For Further Info Call 334-4804 or 339-3779

EW Mon. to Thurs. - 8:15 p.m.
Two Shows Fri. & Sat. - 7 and 9 p.m.
No Matinee the next two Saturdays

Courtesy
Adults \$2.50 O.A.P. \$1.00 Child. \$1.00

THURS., FRI., SAT., FEB. 3, 4, 5
David Bowie
The man who fell to Earth
Mature "Some nudity and coarse language." - B.C. Director

MONDAY TO SATURDAY, FEBRUARY 7 to 12
THE RITZ
Kay Ballard
... Your Key to Hilarity
Mature
"Coarse and suggestive language." - B.C. Dir.

MON., TUES., WED., FEB. 14, 15, 16
"REVENGE OF THE CHEERLEADERS"

STARTS THURS., FEB. 17
"TUNNEL VISION"
Chevy Chase
Top Comedy Mature

OFFICER'S MESS ENTERTAINMENT

Friday, February 4th, 11th, 18th - Regular T.G.I.F.'s
1700 - 1800 - Subsidized Drinks
1700 - Food - 1800 hrs Jackpot & Bottle Draw. Casual Dress.

Thursday, February 24th - Monster T.G.I.F.
TAC EVAL Wind-up
1700 - 1800 - Subsidized Drinks
Hip of Beef - 1730 hrs.
1800 hrs. - Jackpot & Bottle Draw

Saturday, February 12th - **VALENTINE DINNER DANCE**
Dinner at 2000 - 2200 hrs. - Hip of Beef
Dance at 2100 hrs.
Reservations by 1500 hrs. Thursday, February 10.
Informal Dress - \$8.00 a couple, \$10 per guest cpl.

Sunday, February 13th - **VALENTINE FAMILY BRUNCH**
1200 - 1300 hrs. Lunch Menu.
Casual Dress
\$1.40 Adults - \$1.00 Children under 12.

Saturday, February 26th - **WINE & CHEESE PARTY**
Dine - 2000 - 2200 hrs. Large selection of wines and cheeses.
Dance - 2100 hrs. "Punch"
Reservations by 1500 hrs. Thursday, February 24th.
Informal Dress - \$6.00 a couple, \$8.00 per guest couple.

W.O.'s & SGTS' MESS ENTERTAINMENT

FEBRUARY 4th - TGIF - Euchre Tournament
FEBRUARY 11th - **BOSSSES' NIGHT**
Time 1630 hrs. Games, Long Shuffleboard
Sub Suds Clam Chowder - Fish & Chips
FEBRUARY 12th - **VALENTINE'S DANCE**
Time 2100 to 0100 hrs.
Music by The Alley Cats
Food - Captain's Plate (Sea Food)
Cost - Members & Associates \$6.00 per couple
Guests \$12.00 per couple
FEBRUARY 18th - **MIXED TGIF**
Time 2000 hrs. - Dress - Members & Wives - Casual.
Sub Suds. Food - Sweet & Sour Ribs
Games - Shuffleboard
Members & Wives Free - Honorary & Guests \$3.00 per couple

MOVIES

MONDAY NITE MOVIES FOR FEBRUARY
Please Note: Starting in February there will be a charge of 50¢ per person to help defray the cost of these movies.
7th - HAPPY HOOKER
14th - THUNDERBOLT & LIGHTFOOT

Jr. Ranks Club

February 4, 5, 6
SOUND CRAFT - Easy Listening Rock Band.

February 11, 12, 13
GOOD NEWS. They entertained you at New Years' and now they are back to do it again. They are a very versatile band, hailing out of Seattle. If you missed them at New Year's you should make plans to see them this time. It's a group you will never forget. There will be a \$1.00 cover charge for this weekend. But they are worth it.

MOVIES

Feb. 8 - Happy Hooker - Lynn Redgrave
Feb. 15 - Thunderbolt & Lightfoot - Clint Eastwood

DISCO - Every Thursday Night
Doors open 1900 hrs. Music starts at 2100 hrs.

BINGO - Every Wednesday Evening
Doors open 1900 hrs. Bar open for refreshments 1900 - 2300

MOVIES ARE HELD EVERY TUESDAY EVENING
Doors open 1900 hrs. Movie starts at 2000 hrs.
Bar open for refreshments from 1900 - 2300

For further information call Entertainment Answering Service - 339-5212

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MP Talks Ferry Service

HUGH ANDERSON, MP
Comox-Alberni

For the last two years I have been embroiled in a controversy regarding the B.C. Ferries systems operation between Vancouver - Nanaimo and Vancouver - Victoria. In 1974-75 there was a general consensus that Vancouver Island residents should be given special exemption on ferry rates between the Island and the Mainland and I must honestly admit I was not terribly impressed with the argument when the rates were set at \$2.00 for passengers and \$5.00 for vehicles.

In 1976 as a result of the decision made by the Provincial Government of British Columbia the ferry rates were increased for most Vancouver Island residents from \$2.00 to \$4.00 per passenger and from \$5.00 to \$10.00 per car. The price for campers and other larger vehicles and automobiles was also drastically increased and as a result many Island residents refused to take their campers, boats, etc. over to the Mainland. After the announced ferry increase the issue became more heated in the Riding of Comox-Alberni, in fact it became heated all over Vancouver Island. Whether I travelled in Victoria, Nanaimo, Parksville or wherever, people obviously agitated, whether they be hard-hats, businessmen, or whatever, because all of us regardless of occupation were hit very hard where it counts and that is in our wallet.

It is generally known that the Federal Government subsidizes the ferry system between Nova Scotia and Prince Edward Island, as well as Nova Scotia to Newfoundland, in excess of one hundred million dollars per year. The argument has been stated Federally that the reason that this subsidy is paid is due to the articles of Confederation wherein both Prince Edward Island and Newfoundland came into Confederation on the stipulation that the Federal Government participate in the cost of transportation between the Mainland and their Provinces.

All well and good, I'm not against Prince Edward Island and Newfoundland receiving a lower cost service and if they can get more tourists to their Provinces then more power to them. The Maritimes are a depressed area and certainly require federal assistance, the only thing that sticks in my craw is that under present Federal philosophy Vancouver Island will have to separate before Federal monies will be put into the water highways between the Mainland and Vancouver Island.

The residents on Vancouver Island are concerned with four main industries.

Forestry of course is the number one industry but we also have mining, fishing and tourism for recreation. What has happened to our recreation and tourism business in the last year should only happen to the worst enemy. The number of tourists coming to Vancouver Island were drastically reduced from the preceding year and this can't be all blamed on economic recession since 1975 wasn't the best year either. Poor weather, high ferry rates, Canadian-American recession, high unemployment, no doubt were all factors in the reduction in tourism to the Island. However, very few of these factors do British Columbians have control over, except ferry rates.

For the last two years I have looked at the question of ferry service between Vancouver-Nanaimo and Vancouver-Victoria and I have come to the belated conclusion that yes, the ferries are our Trans Canada Highway, they are not land routes, but they certainly are part and parcel of the Trans Canada Highway system, the only thing is that we are not using land, we are using water. If this assumption and belief is correct then I would further argue that the Federal Government does have a responsibility and duty in the operation of this ferry service and should be supplying Federal money for the operation of these two runs.

The Trans Canada Highway operation was financed on a 50-50 per cent Federal-Provincial basis and I would urge both Federal and Provincial Governments to consider the fifty for fifty sharing of this run with the provision that the Federal Government have a say in the actual operation since they would be paying 50 per cent of the costs of operating this service.

A reasonable rate would have to be established by consensus between the Federal and Provincial Governments, however I would suggest returning to the original rating which had existed for many years, that is \$2.00 per passenger and \$5.00 per vehicle.

Many people in British Columbia, and especially on Vancouver Island, such as pensioners, people on fixed salaries, recipients of social assistance, cannot afford, simply stated, to travel between the Mainland and the Island and if for no other reason social conscience dictates that a reasonable rate be in existence. As a Federal Member of Parliament I pledge my efforts to establish a fair tariff for ferry users and would appreciate your comments and support in order that I can go to the Federal Government armed with your concern.



THANKS RALPH - Major Faubert presents Sgt. Guthrie with his certificate of service. Ralph's time includes service with the RCN, RCAF and Canadian Forces.

Base Photo



NEW CPL. LCol. Herbert presents Randy Doan with new rank badges.

Base Photo



DOUG RETIRES - 28 years service is represented by the certificate presented to Cpl. Doug Watson by LCol. Herbert.

Base Photo



VOODOO TARGET - TU-95 Bear occasionally spotted by ADC crews.

CF Photo

New Cadet Uniforms

Barney Danson, the Minister for National Defense, has announced: "sea, army and air cadets will receive green uniforms similar in color to those worn by members of the Canadian Forces. Cost of the program will be approximately 7.6 million. The new working issue differs from traditional dress uniforms. Rugged and comfortable, they are designed for challenging cadet training and activities."

In addition to the bush-style jacket, slacks and shoes, each cadet will be issued a turtle-neck sweater for winter wear, a crew-neck T shirt for summer, and suitable headdress. Leaders of Cadet Leagues and senior Officers will select distinctive badges and color combinations for the sweater and headdress of each cadet service.

In his announcement Mr. Danson said he understood the deep attachment some cadet leagues and their leaders had for the old uniforms. He said, "... it is the nature of the exciting and challenging programs, that many dedicated volunteer officers and parents support, that is the main attraction and value of the cadet leagues."

The cadet program is designed to develop qualities of leadership, fitness, citizenship, and military skills in boys and girls between the ages of 13 and 18.

While not a direct part of the forces, the cadets draw on the military for instructors, facilities and money. Last year cadet corps across the country received approximately \$30 million.

CLASSIFIEDS

RETIRING?
YOU only live once so why not enjoy your retirement in Sunny Victoria? For information on homes, lots, etc. in the Victoria area, write or call collect to

FOR RENT
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Friday, until 9:00 p.m.; Sunday, 12 - 6 p.m.

For Your **SEAFOOD** Needs

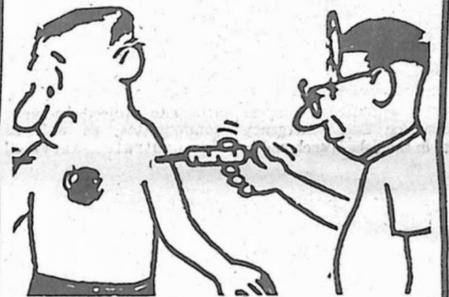
FEATURING
Salmon Steaks ... lb. 2.49
Cooked Lobster
Approx. **4.50**
1 lb. ea.

Butterfly Shrimp	Halibut	Shrimp
Clams	King Crab	Smelts
Cod	Lutefisk	Snapper
Crab	Lobster	Smoked Black Alaska Cod
Crab Meat	Oysters	Smoked Cod Fillets
Eel	Piscio	Smoked eel
Finnan Haddie	Prawns	Smoked Salmon
Fish Sticks	Salmon	Sole
Herring	Scallops	Trout
Haddock	Scampi	
Battered Prawns	Battered Scallops	

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You Should Know

Q. Is it necessary for both parents to sign the Family Allowances application form?

A. Yes. Both signatures are required. If one of the signatures is not available the reason should be stated on the application form in the space provided.

Q. Can a single parent receive Family Allowances?

A. Yes. If they are maintaining the child and other eligibility requirements are met.

Q. Is there any provision for retroactive payments?

A. Yes. Retroactive payment for a period of up to 12 months including the month in which the application is received can be approved if eligibility requirements during the period have been met.

Q. Does the Family Allowances payment end when a child leaves school?

A. No. School has no bearing on the receipt of Family Allowances.

Q. My wife and I are divorced. She and our children live outside Canada and I support my children at the rate of \$100 each month. Am I entitled to receive Family Allowances?

A. No. As your children are making their home outside Canada with their mother you would not be

eligible to receive Family Allowances for them even though you are sending money for their support.

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North Island College Spring Term 1977

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COMMENCING 7 FEB. 1977

- | | |
|------------------|-----------------------|
| Anthropology 120 | Mathematics 121 |
| Biology 102 | Mathematics 161 |
| English 102 | Philosophy 104 |
| English 110 | Political Science 100 |
| English 201 | Psychology 101 |
| Geography 102 | Psychology 210 |
| Geography 203 | Sociology 101 |
| History 102 | Theatre 110 |

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- | | |
|-------------------------------------|-----------|
| — Ancient Roots of the Modern World | 6 credits |
| — Modern Consciousness | 6 credits |
| — Introduction to the Renaissance | 6 credits |
- These courses combine the disciplines of literature, history and philosophy and examine ideas through the literature of different times in history. There is a large reading component in these courses.

Social Science Courses

- Introduction to the Study of Human Communities 6 credits
- Psychology Today (limited enrolment) 6 credits
- Anthropology 6 credits (This is a television course which will start in late February)

Science

- World Ecology 6 credits

Computer Science

- Computers in Perspective 6 credits

ADULT BASIC EDUCATION

Day and Evening High School completion courses are available in College Preparation or Basic Training for Skill Development.

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Evening Classes at G.P. Vanier Senior Secondary School (7 to 9:30 p.m.)

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HIST. 011 (SOCIALS 11) - Room 404 every Monday and Wednesday commencing February 7.

GEOG. 012 - Room 600 every Tuesday and Thursday, commencing February 8.

ENGL. 012 - Room 107 every Monday and Wednesday, commencing February 7.

Courses are 15 week duration. The fee is \$30 per course, payable upon registration.

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A series of five comprehensive examinations in the areas of English Composition, Social Studies, Natural Sciences, Literature and Mathematics. These tests provide an opportunity for adults to earn an official document stating that they have a Grade 12 Secondary School equivalent standing.

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These courses form part of the Business Management Diploma Programme, a 60 unit credit programme leading to a North Island College Diploma, in four or more semesters. It is planned to conduct the following business administration courses at the College's Comox Valley Centre in the evenings, from 7:00 p.m. to 10:00 p.m.

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- Principles of Accounting II - Business III
- Business Communications - Business 101
- Economics and the Financial System - Business 101
- Business Statistics - Business 231
- Principles of Management - Business 230

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Brochures outlining course offerings, times, locations and fees have been mailed to each household in the area. If you have not received a copy, phone 338-7291, or drop in at the office, the old Free Press building near the Post Office.

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- 6. Arts and Crafts
- 7. Vocational-Related Courses
- 8. Special Programmes

Roam At Home

The Enticing Queen Charlotte Islands



Beach On Queen Charlottes

BY NEIL G. CAREY
For all who enjoy outdoor recreation, the Queen Charlotte Islands offer an unusual and varied holiday where you may relax,

away from crushing crowds. Instead of fighting traffic, you will share the roads with shaggy-haired cattle, bounding blacktail deer and, occasionally, an

ambling black bear. The "Charlottes" are a triangular archipelago of some 150 islands and islets, 156 miles (250 kilometres) long by a third as wide,

forming the western shore of Hecate Strait. Their moist and moderate climate results from the warm Kuroshio current swelling around the Pacific rim, carrying along glass balls torn from Japanese fishing gear, treasures for lucky beachcombers.

Life's pace in the Charlottes is slower. There's time to enjoy a friendly chat with a visitor; to watch a bald eagle thermalling; to behold the flood tide swashing up the beach. Here, except for the great trees, large salmon and steelhead, all things, including problems, seem smaller. Streams are shorter, mountain peaks lower - under 4,000 feet (1200 metres) - and finger-like inlets seldom more than five miles (eight kilometres) long.

The climate is conducive to year-around enjoyment of camping, hiking, boating, rockhounding, beachcombing, scuba and skin diving, mountain climbing, nature study, fishing, spelunking, cycling and other activities.

Graham Island's spacious north and east coast, around Naikoon Provincial Park, has miles of smooth, golden sand beaches where delectable razor clams may be dug.

Numerous islands decorate the east coast of Moresby Island, protecting tree-flanked waterways especially attractive to boaters and divers. A soak in the tub at Hotspring Island is a must.

Near the turn of this century survivors of decimated Haida villages moved from their scattered ancestral grounds and gathered at two sites, both on Graham Island. Haida, two miles north of Masset, is home for over 800 Haidas. Here, in 1969, the first Island totem carved in 100 years was erected near the church. Other new totems now stand in front of a museum displaying Haida artifacts.

Skidegate Mission, east of Queen Charlotte City, is an attractive settlement of some 300 Haidas, where a single totem faces a shore once thick with tall carved poles and crowded with giant sea-going cedar dugout canoes. Nearby is a new regional museum, a good place to get acquainted with the islands' past and present.

Haida artisans in both villages carve argillite - a black, slate-like rock unique to the Slatechuck Mountains - into small totems and brooches. Others work with gold or silver, creating rings,



(B.C. Gov's Photo)

Old Totem On Queen Charlottes

bracelets, brooches and earrings of delicate lines and exquisite beauty, useful mementos of your not-to-be-forgotten vacation.

Most visitors arrive at Sandspit - the Charlottes only airport - via Pacific Western Airlines daily (except Wednesday) jet flight from Vancouver or from Prince Rupert on Trans-Provincial Airlines, or North Coast Air Service amphibians, landing at Masset. Seaplanes

operating out of Masset and Sandspit maintain scheduled flights to most communities, and are available for charter to remote areas.

Troops Build Cairns

OTTAWA - Canadian soldiers trekking through the Arctic this winter as part of Exercise Northern Viking will leave a legacy behind them.

It is planned that, during the next year, eighteen 25-man patrols from Mobile Command units will build and equip 50 to 60 survival cairns near northerly airstrips and along well-travelled routes.

Northern Viking patrols began operation in November to test the leadership and survival skills of field troops, but they will probably be remembered longest for the trail of eight-foot high cairns they leave above the 60th parallel.

Built to be conspicuous in all directions, the monument-like cairns will display plaques describing their emergency use in English, French and in

Indian and Inuit dialects.

Tons of rocks banked against aluminum A-frames will protect the tents, stoves, food and other survival equipment from hungry animals and the harsh Arctic climate. Future patrols will check the cairns every two years and re-stock them when necessary.

Besides building emergency caches, the soldiers participating in Northern Viking are making contributions to the native communities they visit.

While awaiting good snow conditions, one patrol recently spent a few days building a skating rink in Pangnirtung, a community on Baffin Island. Other patrols in the on-going exercise will be expected to help with projects in other communities, as well as demonstrate survival

equipment and first aid techniques.

The patrols fly into forward bases such as Sachs Harbor, Rae Point and Resolute Bay in the Northwest Territories.

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CPR Pressured

(Continued from page 4)

line was showing a modest profit.

The CPR appealed the decision to the federal cabinet but the federal cabinet rejected the appeal on Dec. 23 and ordered the reconstruction of two trestles on the northern end of the line and the commencement of service by Dec. 23, 1977.

A decision is still awaited from the CTC on the passenger service issue.

"History will show that Canadian Pacific, and its predecessor in title the E & N, have been most generously treated" the premier said.

"In 1883 a massive land grant on Vancouver Island equivalent to one and one half times the size of the province of Prince Edward Island and containing some of the most potentially arable tracts of land in the province was made to the railway by the provincial government. In

addition, the railway obtained over \$1.5 million subsidy from the Government of Canada.

"For many years this railway made a handsome profit. Even now it turns a profit on its freight operations. The purpose of the land grant is to compensate the railway company for the lean times on its railway operation. It's time for this railway to draw upon the millions of dollars it received from sales of land to meet the relative small losses being experienced on the passenger service."

Added the premier "I am not satisfied that all that can be done is being done by the railway to promote passenger service. I venture to say that most Victorians do not even know where the E & N station is located and I see no efforts being taken by the CPR to advise them or to advertise the schedule."

DID YOU KNOW???

That one of the weirdest aircraft ever designed and flown was the P-75 Eagle. It contained the tail assembly of a Douglas A-24, the wings of a P-40, the engine installation layout of the P-39, and the undercarriage of the F4U

Corsair. Only five were ever completed.

That the Mustang prototype was designed and built in 117 days. It was rolled out of the production shed without an engine, and on borrowed wheels.

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Neighbourly News

"Back Fence Chatter"

Chapel Chimes



Father Francis Swoboda-Base Chaplain (RC) Telephone 339-2211 Loc 774 or Residence 339-2102.

SUNDAY MASSES:

Saturday - 7:00 p.m. (Sunday Vigil)
 Sunday - 9:30 a.m. and 11:00 a.m.
WEEKDAY MASSES: Mass will be celebrated in the Chapel on weekdays at 9:00 a.m.
SACRAMENT OF RECONCILIATION: Confessions are heard before and after all Masses and at other times upon request.
CATECHISM CLASSES: Catechism Classes for Grades 1 to 8 are held regularly each Wednesday evening from 6:30 p.m. to 7:30 p.m. at the Airport School in PMQs.
BAPTISM: By appointment. Instructions for parents required prior to Baptism.
MARRIAGES: Minimum of three months advance notice. Marriage counselling and preparation courses are required prior to marriage.

CHAPEL SERVICES

D.L. Martin, Major (Base Chaplain (P))

The Protestant Chapel is located in Wallace Gardens (PMQ area) and Divine Service is held every Sunday at 11:00 hours. This is the Base Chapel and everyone is warmly invited to share in the Service.

HOLY COMMUNION: Holy Communion 1200 hours last Sunday of each month.

BAPTISM: Services of Holy Baptism are held every month.

WOMEN'S GUILD: All women are encouraged to support this group which is very active in missionary efforts. Meets in the Chapel Lounge at 2000 hours on the third Tuesday of the month.

CHAPEL CHOIR: Our Senior Choir extends a warm welcome to all new arrivals. New voices are always needed. Please speak to the Choir Director, Organist or Chaplain. Senior Choir Practice - 2000 hours, Thursday; Junior Choir Practice - 1800 hours, Thursday.

Sunday School: The Sunday School operates from September to June. Ages 6-15 meet in the Chapel at 0930 hours each Sunday, and the ages 3-5 hold their sessions during the Church period at 1100 hours. All children are invited to attend.

Office Hours-0800 to 1630 hours. Phone 339-2211 local 273.



CANADIAN FORCES BASE COMOX was the recipient of an award of appreciation for "services rendered" by its personnel in support of No. 808 (Thunderbird) Wing, RCAFA, Nanaimo, B.C. The award was presented by Mr. Jack Lightburn, (L) President No. 808 Wing and Mr. Norm Bain (R) President, Pacific Troup RCAFA, to Col. R.L. Mortimer (C) Base Commander, CFB Comox, who accepted on behalf of Base personnel.

Akela Says

This week, instead of talking about how many people we need to help with the program and what our problems are, I will try to explain a bit about how our group fits into the overall Scouting organization.

Boy Scouts Canada Headquarters is located in Ottawa and the National Council has the overall responsibility for the Canadian organization and our input into the World

Scouting Movement. Each Province has its own responsibilities and further breakdown from there is to Regions. The first Lazo Group is one of half a dozen Groups with the Comox Valley District which is part of the Islands Region based at Nanaimo. It is with our District and Region that we are most closely tied.

District had to send \$12.00 per boy to Region for registration this year. \$4.00 of this amount was subsidized by

District through such fund raising event as Apple Day and Christmas Tree sales.

Eight dollars per boy must then be provided from each Group. That is why we had to charge \$8.00 this year for registration. Some Groups in Courtenay and Comox charged more than this in order to have some operating capital for the Group Committee.

With Ocean Waves

Let's Dance

By RUBY WESLEY
 Did you know that the two very active square dancing groups who meet every week at the CFB Social Centre consist not only of local civilians but armed forces personnel both Canadian and American?

Yes - every Wednesday evening at 8 p.m. the Ocean Waves Square Dance Club dance to the lively commands of Caller Bob Jeglum who calls the basic movements of modern square dancing to the modern music of today. Then each Sunday evening at 8 p.m. the beginners' group, sponsored by the Ocean Waves Parent Club, are on the last half of their course in the basics of modern square dancing as well as simple round dance mixers, and will graduate at the end of April when they are then eligible to become club members.

Some members of the regular club took this same course last year while others have been square dancing for years. New dancers are always amazed as their newfound recreation unfolds with more fun, good fellowship and additional square dance movements every week. In fact, when they learned that square dancing is for anyone, they wished they had gotten in on this hobby earlier.

Many square dancers were initially taught modern

square dancing in the Comox Valley, and have been club members for a long time. Others have moved here from a club outside the valley and there are also those who are transferred out of the Valley and join another club in their new location. Square dancing is world-wide so no matter where one goes, there is nearly always a club to join. What easier way to have fun and make many new friends anywhere?

Most modern square dance clubs also participate in round dancing, which is synchronized couple dancing set to the modern waltz, the two step, etc. These are cued by the caller between sets of square dances as part and parcel of the evening dance

program. The OCEAN WAVES always has the welcome mat out for new members as well as visitors and every Fall they sponsor a class in the basics. If anyone would just like to come over to the Social Centre to sit and watch the fun, they are most welcome also.

The Executive of the club is: President - Vic Cotten, 334-4224; vice-president and publicity - Ruby Wesley, 339-3142; secretary - Gary Farthing, 339-4553; treasurer - Denny Bush, 339-4886; honorary members - Caller Bob Jeglum and Joy Jeglum, 338-8780.

Please do not hesitate to call any one of these members for information concerning club activities or news.

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PMQ Preamble

We haven't seen the first robin or flight of geese going north, but with all the sunshine we've had it can't be long. Salmon fishermen better get the gear checked over. The run of bluebacks can't be far away. But don't take down the storm windows yet - we just might have one big February blizzard. Our PMQ procrastinator predicts a hot dry summer, better than average fishing, and good golfing weather from early spring to late fall. This area as well as the plains will suffer a significant drought, so stock up on corn flakes, and tomatoes because the price is going up. If the salmon don't come in, the wheels fall off your golf cart, it rains all summer, and you are allergic to corn flakes blame the long suffering mayor and next publicity chairman. They will be accustomed to it.

SCHOOL BUSES
 The quality of the school bus service provided to the children in the PMQs has been a matter of concern to some residents. We have attempted to obtain some information on the subject. We're not an authority, but will pass along what was given to us and make a few observations.

The district school board contracts for bus service. This service is partially subsidized by the province. Whatever amount the subsidy does not cover must come from the district. These are funds that if not used for bus service would be directed to specific educational requirements.

The school board is not specifically obligated to provide bus service. It is fairly obvious, however, that a lack of bus service would constitute a serious deficiency and result in many children

will rapidly ignite they apparently didn't care. And, by the way, this practice has become a popular pastime in the PMQs - kids lighting and throwing matches - at each other, on and under cars, at houses, wherever. Fires, possibly deadly, are bound to result. We all might be well advised to check this one out with our offspring.

Back to the bus service. Growing to the next door neighbor won't help. Let the responsible official know if you have a beef. Check out Junior or Missy to see if they are behaving at the bus stop and on the bus. We should be concerned that the children get safely to and from school without being a nuisance to other children or the bus driver and that we are receiving the kind of service that we are buying.

Some few parents might check the bus pickup points on occasion to see how their children behave. A few children who have pushed, shoved and bullied have caused an entire lineup of kids to be left to find their own way to school. This has happened several times at the pickup point in front of the Airport School on the bus that picks up at 0815 to transport to Robb Road Junior Secondary School. While lining up early - apparently to get a good seat on the bus - students have been observed in all types of horseplay. Several youngsters have been observed throwing lighted matches at everyone nearby. If they were aware that nylon jackets and hair

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70 MAZDA 1500 Sedan	\$1095
74 VOLKS BEETLE A.T. Radio	\$2495
67 FIREBIRD H.T. V-8, A.T.	\$1695
69 FORD Sedan, V-8, A.T.	\$595
71 MAZDA 1500 Sedan, 4 Speed	\$1295
73 MAZDA RX3 Station Wagon, 4 Sspd. Std. New Paint	\$2495
70 FAIRLANE 500 H.T. V-8, A.T.	\$1495
70 SIMCA Station Wagon, Front Wheel Drive	\$1095
71 MAVERICK 6 cyl. A.T. P.S. P.B.	\$1695

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68 LANDROVER 6 Cyl. 4 door Station Wagon	\$3495
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74 FORD F-100 V-8, 3 Speed	\$3295
74 FORD F-250 P.U. V-8, A.T. P.S. P.B.	\$3295
CAMPERETTE For Small Pick-up	\$1895
71 MAZDA 1800 c.c. Pick-up and Camperette	\$1895

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The Adventures Of Superteck

By A.C. EINE
The Adventures of SUPER-TECK
Part 10.

Through a small, innocent action, Superteck had completely destroyed whatever good-will he had built up with the Base Warrant Officer. Whoever would have thought the Chief had that kind of a vocabulary. The chewing-out would be the topic of conversation for a long time to come around the Headquarters building.

When his alarm went off, Superteck was hard-pressed to get his head off the pillow. All that lifting and toting had taken the starch out of him, and it would take him a week to get all the stiffness out of his muscles. Fine way for a highly trained technician to be treated! There wasn't much use in trying for the day off though, so he dragged himself off of the bed and got ready for work.

He was propped against the door-frame when Sgt. Avion arrived. The Sargeant's laughter opened his eyes. "What are you going to do if you have a really tough day?" "Don't ask. What time is the coffee ready around here?" "Right about now. Don't forget, mine's black with half a sugar. The Chief likes his straight black."

Superteck was slowly rejuvenating with the addition of the coffee when the BWO marched in. "You look bloody awful. It looks like I'm going to have to find you some more work to get the kinks out." Superteck pulled a handkerchief out of his pocket and waved it wearily. "Truce, oh mighty and powerful leader! My peace offering sits steaming upon your desk. . . black, no sugar."

The Chief snorted approvingly. "That's better! A little servitude goes a long way around here. Nothing I like better than some genuine grovelling, from my underlings. I hope you remembered to bring your shaving gear with you. It pains me to have to nail a guy for failing to remember to show up for Duty NCO."

Superteck shuddered. This guy was unreal. He never forgot anything. "You're going to be busy tonight. That will help you keep out of trouble. There is an Air Exercise taking place, and a bunch of USAF birds will be RON here. It'll be up to you to transport the ground-crew up to the Transient Quarters and make sure they get settled in okay. Check in with Ops later, and they'll fill you in on all the details."

Superteck spent the rest of the day catching up on all the paperwork he'd missed the day before. Halfway through all the files, messages, memos, and assorted other garbage, he wondered if the

previous day hadn't been easier.

The supper hour in the Mess Hall was just about over when Superteck got the call from Operations. The USAF personnel were due in, and he was to sign out a mini-bus from the ME Section and stand-by for their arrival.

A few minutes later, he was parked beside the hangar. It was a nice evening, so he got out of the van to stretch and enjoy a cigarette. Wouldn't you know it, he no sooner got it lit when what seemed like a thousand bodies descended on the place. His mouth gaped open and the butt fell to the ground. There were Yanks running all over the place; some waving wands in strange rituals, some waving guns like it was suddenly World War Three, and others just waving. One gnarled old Sargeant detached himself from the common herd and walked over to Superteck.

"You the guy supposed to look after this mob?" He looked back over his shoulder. "Looks like a Chinese fire-drill. You ever see such a mess?"

Superteck shook his head in amazement. "They're worse than our panic-artists." The Sarg bent and retrieved Superteck's butt. "This yours? Got another?"

Superteck handed over his pack without taking his eyes off the excitement. The Sarg took one and shoved the pack into Superteck's pocket. "Look. They ain't gonna be ready to settle down for at least an hour. How about taking me up to the quarters and then back to your nearest watering-hole."

"Why not. Like you say, they're going to be a while. Throw your gear in the back, and let's get out of this panic zone."

On the trip to the barracks, the two introduced themselves. "How is it you just walked away from all that back there, Bob? Aren't you supposed to be in charge or something?"

"Superteck, I am a Crew Chief, and I have an agreement with my pilot. If he isn't happy with the bird, he gives me a call. If he is, he just leaves word what time he wants to fly next. It's taken me a while to train him, but it's been worth all that effort."

Superteck showed the Sarg into the barracks and fixed him up with a single room. As the guy said, let the slaves bunk together.

The Sarg threw his gear onto the bed and said, "Okay, now where's the bar?"

They climbed back into the van and drove off.

"You got the keys to all those rooms? Great. Drive around by the hangar and I'll help you out."

Once at the hangar, the Sarg leaned out of the window

and whistled. A technician ran up to the van.

The Sarg threw him the keys. "These are for your quarters. You're in charge. Make sure that everyone gets a place to crash. The quarters are one block up that road, turn right, and it's the building last on the left, Eighty-Five. Any more questions, I'll be in the Club."

And with that he waved Superteck on. "To the bar, m'boy!"

Superteck was beginning to like the way this guy operated.

He pulled up in front of the club. "There y'are! I'll drop back once I get the rest of them transported and settled."

"Leave them be. They're big enough to look after themselves. Beside, they could use the exercise. Lock it up and let's go. I'm buying!"

"Sorry, Bob. I'm on duty. On top of that, I'm in enough trouble for right now. If my boss finds out, I'm sunk."

"Well, I'm not going to tell! You have to have one with me; I can't drink alone, that's for drunks. Look! You're a Corporal, right? And I'm a Tech Sargeant. So come on in and sit down, that's an order."

Well, there it was. An order

was an order, wasn't it? Superteck pulled the keys out of the ignition. "If you'll just follow me, I'll be happy to let you buy!"

Luckily for Superteck, it was a quiet evening in the Club. . . not too many people to tell tales. Besides, the bartender on duty tonight was a buddy; maybe the guy would let the two of them use the back room.

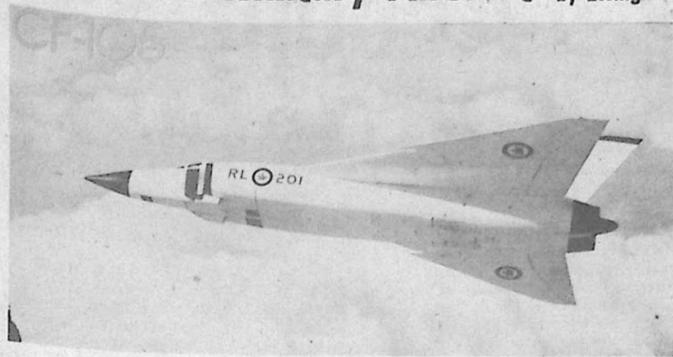
"George! Allow me to introduce you to a member of the USAF, Bob. Robert, here, has kindly consented to . . . excuse me, I mean . . . insisted, that he be allowed to buy the drinks tonight. If you will allow us to hide in the back room, I'm sure he would consent to your joining us. I've got to take it easy, though. Duty, you know!"

"Sure, Superteck. Go right in. Tell me what your pleasures are, and I'll keep the glasses filled."

Superteck's a baaaaaad boy!! Will the Chief find out? Will he report for work tomorrow with a hang-over? Will the swallows return to Capistrano? What do you think!! See you next time for further:

Adventures of SUPER-TECK!!

Canadian Military Aircraft by Ewing



PART FOUR-AVRO OF CANADA CF-105 ARROW

This Arrow was one that never was, "shot into the air". The design looked so promising that there was no proto-type, the aircraft being ordered straight from the production line. The initial aircraft to roll off the line became the test machine.

The Avro Arrow was designed around two Orenda Iroquois engines (30,000 lbs. thrust in afterburner each). As the Iroquois was still in test itself, mounted on the aft fuselage of a borrowed Boeing B-47, the initial aircraft flew using twin Pratt & Whitney J-75s (24,000 lbs. thrust in a/b). With the design specifications as a guide, it would have been

possible to stand the CF-104 on its tail, set off the afterburners, and have it take off straight up until it ran out of air for the engines at 60 to 70 thousand feet.

The Arrow was remarkably well-designed, proving to be virtually fault-free during the testing. The main problem was the amount of ground-handling gear required to maintain it. The CF-105 was an extremely long-legged beast, and was once forced to land at RCAF Station Trenton where no support equipment was available. The pilot had to crawl out of the cockpit, back along the fuselage, then walk out across the wing, and finally hang by his fingers from the wingtip before

dropping to the ground.

The Conservative government under John Diefenbaker cancelled the pride of Canada's aviation industry on July 22nd, 1959, fifteen months after the first test-flight. Immediately, all work on the Arrow was halted. Five flyable aircraft and sixteen in various stages of construction were scrapped.

While an exhaustive search has been made throughout Canada by concerned aviation enthusiasts for remains of this unique aircraft, only a forward fuselage with cockpit and one undercarriage leg are left to display at the Museum of Science and Technology in Ottawa.



Silver Jubilee

The Queen was born in London on 21 April 1926, the first child of the Duke and Duchess of York, subsequently King George VI and Queen Elizabeth. Early in 1942 the Princess became Colonel of the Grenadier Guards, and on her sixteenth birthday carried out her first public engagement when she inspected the regiment. In a broadcast on her twenty-first birthday, she dedicated herself to serving the Commonwealth, a pledge she repeated on her accession to the throne on 6 February 1952 when her father died suddenly.

The Queen, as the reigning monarch, upholds democracy and is a permanent reminder to elected officials that they are the servants of the public.

C to C

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Autonomy

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The members elect the board of directors from among the membership. They vote on policy, and they share in the profits of their Credit Union.

Because of this local control, each Credit Union is extremely sensitive to the

needs of its community. It will likely keep your money right there, helping community businesses and financing important community projects.

Service

Each Credit Union is free to tailor its services to the needs of its members. There are, for example, Credit Unions that are open six days a week, and Credit Unions that are open only on Wednesday afternoons.

Most Credit Unions, however, offer most financial services. Among them: savings accounts, term deposits and certificates; chequing services, some with interest; loans and mortgages; traveller's cheques and travel planning; insurance; income tax service; consumer advice and debt counselling.

If you're not among the 500,000 British Columbians who belong to a Credit Union, ask a friend about a nearby Credit Union you can join. He'll be glad to help.

How to join a credit union

Everyone in British Columbia is eligible. You can choose from: a community

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Accent Safety

— The Case For Seat Belts —

**Freedom To Wear Seatbelts? Yes!
Force People To Wear Seatbelts? No!**

The government is asserting that we, the citizens of B.C., are incapable, or too ignorant, or just too lazy to think constructively. Therefore, under the fantasy of helping and protecting its little children. Big Daddy has proposed to think for us, to force us to wear seatbelts.

But let us not forget that we are human beings! We are privileged and responsible to discover and express our inner potentials by being creative and original thinkers. Thus we will be strong, self-reliant individuals, capable of directing our lives with energy and intelligence.

How is change to come about? Do we become independent and strong by being told what to do? Certainly not. We must put forth effort and change ourselves.

The government's true responsibility is to HELP PEOPLE TO HELP THEMSELVES, not to play Big Daddy and look after them. The government is responsible to remove nursemaid policies, to stop mass hypnotism by profiteers, and then to provide incentives, opportunities, and right teaching of how to live constructively. If people refuse to exert themselves and live intelligently, they must then be free to learn through suffering, free to learn from their mistakes.

Educate people about seatbelts but let the decision be theirs.

You grumble "I won't pay money into ICBC, B.C. Medical, and income tax to be squandered in hospitalization and support for those who didn't buckle up." Well, who has failed to remedy causes of accidents? Who has allowed liquor outlets to flourish and the drinking age drop to 19? Who is allowing the continual bombardment of liquor advertising, even to the point of subliminal advertising? Who is standing back while liquor profiteers condition young minds to believe that the good life revolves around drunken insanity?

Let's pull our heads out of the sand and face realities. Let us do something to rid ourselves of these deplorable conditions that cause accidents, but **NOT FORCE HUMAN BEINGS TO WEAR SEATBELTS.**

D.M. Serensen,
P.O. Box 852, Westbank, B.C.
VOH 2A0

**You And Me And Society —
Seatbelts Will Reduce The Cost Of Accidents**

I have read with interest the letter of D.M. Serensen of Westbank, B.C. on the subject of mandatory seat belt legislation. The letter has apparently been widely circulated to the news media of the province and has appeared in a number of "Letters to the Editor" columns.

I cannot but agree with D.M. Serensen's opinions as they relate to many of the habits to be found in the life style of some of us today and the suggestion that people should be encouraged to behave in a more responsible way than they do.

However, I completely disagree on the subject of mandatory seat belt legislation. There is an insurmountable burden of proof that such legislation will not only save lives and injuries but will materially reduce the cost to society of the accidents which occur every year.

There are enough auto accident victims in B.C. each year to keep one 400 bed hospital permanently full, at taxpayers' expense. It has been proven that mandatory seat belt legislation, as opposed to education and individual decisions as D.M. Serensen suggests, would reduce this load by at least 25 per cent.

Regardless of the number of lives which could be saved, you Mr. Editor, and I, and D.M. Serensen, and every other B.C. taxpayer are paying good money to keep 100 people in hospital all year because we do not have such legislation. In dollars this cost of providing hospital services to 100 people for a year approximates \$4 million based on Department of Health figures.

Education has been tried but does not raise the wearing rate significantly above its present 15 - 20 per cent level. Legislation in other jurisdictions has proved it raises the wearing rate to a 60 - 70 per cent level. This is a saving in dollars and in suffering worth giving up some freedoms for. B.C. has already fallen behind much of the free world in this area - it's time we caught up.

Yours very truly,
B.C. Road Safety
Coordinating Council
H.B. Earle, Chairman.



Firing Away

Electrical Appliances

We have become so used to electrical living that we take our electrical devices for granted. Electrical cords are a good example. People walk on them, overload them, yank them out of sockets, children play with them, and some of them are even chewed on by mischievous pets.

Here are a few simple rules that if followed will help prevent electrical fires:

1. Buy only those electrical appliances which have the approved label of Canadian Standards Association, Underwriters Laboratories or Factory Mutual.
2. Electric motors are dangerous if they are not oiled periodically and kept free of dust and lint. Is your clothes dryer maintained?
3. Always use a non-combustible insulated pad,

such as asbestos, with electric irons, soldering irons and other such heated devices.

4. When cords become frayed, have them replaced immediately.

5. Never place cords under rugs. Cords should not be hung on nails, over piping or behind radiators.

6. Never use "octopus" wall outlet fittings which will allow five or six extension cords in a single socket.

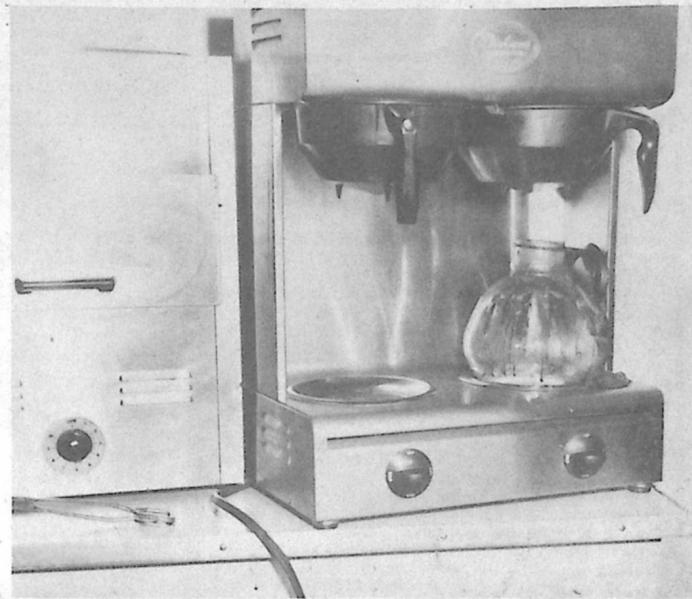
7. If the insulation on an electrical cord becomes hard and brittle it is a danger signal. The cord is being overheated, possibly by overloading or by short circuiting. Call a qualified electrician immediately.

8. Do not place the back of a TV or radio against other furniture. The back of a set contains heat vents and the set becomes dangerous if the

air cannot circulate through them.

9. Never leave electrical appliances unattended. Results could be a serious fire. The picture below shows results of a coffee machine left unattended. The incident created lots of smoke from the plastic handle melting but no fire because it was detected before it advanced to that stage.

**NEXT
TOTEM TIMES
DEADLINE
FEB. 14**



Hot Pot Melts Away Unattended

Preventative Dental Program

The Dental Health Services Division, under the direction of Dr. A. Abramson, Regional Dental Consultant, will make two visits to Grades Kindergarten, 1, 3 and 5 of each of the elementary schools in the Upper Island Health Unit area.

The first visit, September '76 to January '77 was concerned with individual visual

inspection of children's teeth by the Dental Hygienist and the self-application of topical fluoride paste and rinse under the direction of the dental assistants.

A "green" parent notification card will be given to each child, after the visual inspection has been completed, to be brought home at the end of the day. The

"green" card is to be taken to the dentist at the child's next dental visit. The dentist then returns the "green" card to the Health Unit indicating that the child is receiving dental care.

As last year, signed fluoride consent forms are required for those children who wish to use fluoride paste and rinse during the classroom lesson

on home care. Those children without parental consent will use regular toothpaste and rinse with water thus enabling the entire class to participate in the dental lesson. This part of the program has now been completed.

The second visit, February to June 1977, will deal with the second self-application of topical fluoride and follow-up

visual inspections.

All those students requiring dental attention from the previous visit will be re-inspected to determine if dental care has been received.

A "green" card marked "Second Notice" will be given to those children still requiring dental attention to take home.



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