



# TOTEM TIMES



If You Bought a Buffalo on Credit... Would You Get a Buffalo Bill?

VOL. 19 - NO. 23.

CFB COMOX TOTEM TIMES

THURSDAY, DEC. 1, 1977



JUST A MOD HERE AND THERE AND I THINK YOU HAVE SOMETHING HERE BOB!... A smug BOpsO looks on as the boss inspects his latest addition to the base defence force. Many of us however, were pleased to see the new additions

"melt" into oblivion as the big man upstairs realized his error and sent the white stuff back to its rightful resting place ... on the other side of the Granite Barrier.

Base Photo

## LRPA Program in High Gear

# Aurora Update

"That concludes the aircrew briefing and you are now cleared to man your PMV and take-off as scheduled." This could become the briefing officer's closing remarks once the CP-140 Aurora -- the Canadian Forces' new long range patrol aircraft -- is ready for an operational sortie in Maritime Command.

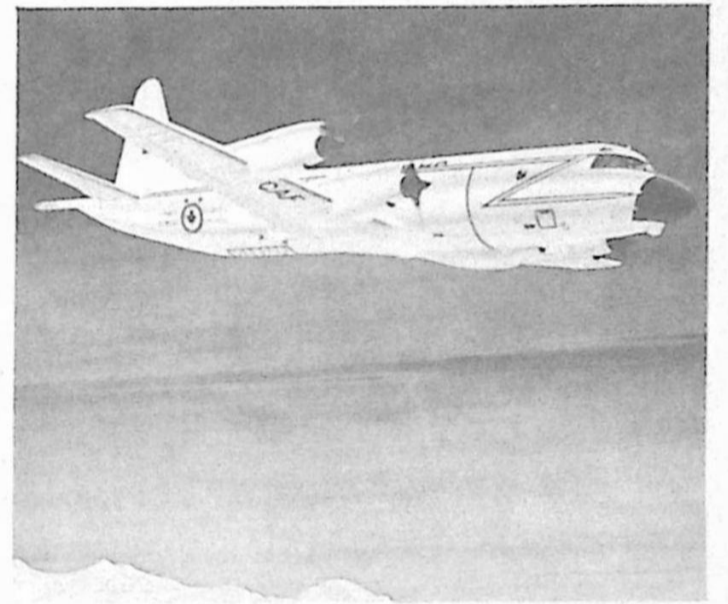
PMV stands for prime mission vehicle, and is one of the many new terms banded about by the Aurora program management people. It means the aircraft itself.

More new terms are "integrated logistic support," "data interpretation and analysis centre" and "ground support computer complex". If it sounds modern, highly technical and more complex than most of the present Canadian Forces equipment, it's because the Aurora program is just that.

In July, 1976 the Department of Supply and Services (DSS) concluded their main contract agreement with

Lockheed Aircraft Corporation to produce 18 CP-140 Auroras with their accompanying ground support and training simulators. Brig.-Gen. George MacFarlane, of Ottawa and Abbotsford, B.C., was named program manager in March, replacing Brig.-Gen. (now Rear Admiral) Thomas S. Allan. His objectives are "to deliver the full program on schedule, to specifications, and at or below our cost ceiling of about \$1.032 billion". There is a small budget for minor changes but he must be convinced that any such change in the program will benefit Maritime Command's future effectiveness or lower life cycle costs.

(Continued on page 9)



SOON A REALITY ... The LRPA Aurora will become a familiar sight in the Comox Valley skies in a few short years. The Aurora program is progressing nicely in the sunny confines of Burbank, California ... you lucky devil Ron.

## Vigilant Overview Overlooked

Canadian Forces' Air Defence Group aircraft, radar and people fought a mock air war Nov. 14-17 when NORAD tested its aerospace warning and defence systems.

Canadian NORAD personnel participated and some 180 NORAD fighters were scrambled to intercept up to 200 target missions, several by the Forces' Air Defence Group.

The full-scale exercise, called Vigilant Overview, was conducted by the U.S.-Canadian command headquartered in Colorado Springs, Colo. to provide a realistic picture of how well NORAD performed its mission of providing immediate warning of an air, space or missile attack.

One target was a Falcon fan-jet, recently assigned to 414 Electronic Warfare Squadron at North Bay.

About 12,000 American and

Target routes were over Alaska, southern Canada, northern U.S. and along the east and west coasts.

Flying activity was scheduled during the night of Nov. 16-17 when civil air traffic was at its lowest level.

NEXT TOTEM TIMES DEADLINE MONDAY, DECEMBER 12 1200 HRS.

## "Red Flag"

Canadian Forces' fighter aircraft were at "friendly war" in the skies over the Nevada desert, participating in "Red Flag", a large-scale U.S. Air Force exercise which ended Nov. 19.

Eight Air Command jet fighters -- four CF-104s and four CF-5s -- and 12 pilots from CFBs Cold Lake, Alta., Bagotville, Que. and 1 Canadian Air Group in West Germany operated from Nellis Air Force Base, Nev. since Oct. 23.

They were flying mock air battles with over 100 fighters from the USAF, U.S. Navy, U.S. Marines, Air National Guard and Air Reserve.

"Aggressor" aircraft imitated attacking enemy aircraft, and "friendly" defenders engaged them under as realistic-as-possible war conditions. The action was recorded by air and ground cameras and radar to assess the effectiveness of the latest tactical fighter techniques.

The Canadians flew up to 300 of the scheduled 2400 combat sorties, sharpening their skills in interdiction, close air support and reconnaissance with their American counterparts.

This was the first time that the Canadian Forces have participated in the "Red Flag", series. Earlier this year Britain's Royal Air Force was represented, marking the first time for another NATO nation.

## Operation Snowstorm

The season's first serious storm crashed into Winnipeg November 19 and, over the weekend, tried to bring Winnipeggers to their knees.

It did not succeed.

A total community effort was needed to keep essential services in operation. The Canadian Forces, especially the 2nd Battalion Princess Patricia's Canadian Light Infantry, were truly part of the community emergency team.

In response to the Manitoba Emergency Measures Organization, 2 PPCLI provided tracked and four-wheel drive vehicles for emergency transportation. Mid-afternoon Sunday Nov 20, the city's emergency coordinating committee pulled from the roads all 200 snow-removal ploughs, graders, trucks and related equipment. They could not keep ahead of the storm's effect. Consequently, all-terrain vehicles were needed to provide transport for emergency

services. One part of the emergency transport team was provided by 2 PPCLI.

Initially eight tracked armoured personnel carriers with three-man crews were positioned at city police stations. Later, ten four-wheel drive one and one-quarter ton vehicles replaced the APCs. The soldier-drivers were always ready to respond.

And respond they did.

Immediate transport was provided to a medical specialist team for heart surgery.

"Cardiac arrest" was another call, and the military responded with emergency transport. Yet another call for transport pertained to a need for an emergency blood transfusion. Another was for transport of a patient in need of dialysis treatment. Still another call -- answered promptly -- was to transport a 15-year-old girl, with a knee injury, to hospital.

A 2 PPCLI twosome and their "1 1/4-ton" were

dispatched with two police constables on patrol. The soldiers, Privates E.G. Lomand and R.A. Stewart, spotted a man riding on the hood of a moving car. After a brief chase, the soldiers assisted the police in the apprehension of the traffic law violators.

After the blizzard, Lieutenant-Colonel Larry Golner, Commanding Officer of the 2nd battalion PPLI, praised his soldiers: "They are true soldiers. They worked very hard and very well. They are an integral part of the community and did their share during the community's emergency."

Colonel D.W. McNaughton, Commander of Canadian Forces Base Winnipeg, was at his Command Post throughout the emergency. He too was pleased with the Canadian Forces' responses. On his base, 90 scouts were provided beds, food and medical care when it was realized that travel home would not be wise.

## Chuck Clements Honoured



Base photo

CDS COMMENDATION FOR CHUCK... Up and about again after his recent accident Sgt. Chuck Clements 442 rescue specialist "extraordinaire" receives a recognized for his many deeds of bravery in the cause of search and rescue. A very proud 442 CO Lt. Col. Demers looks on as Chuck accepts his award. We wish you our many congratulations Chuck and hope for your continued speedy recovery.

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## Miss Wallace Gardens

— the candidates



A BEVY OF BEAUTIES... Miss Wallace Gardens candidates for '77 left to right front row: Kim Bodnarek, Karen Olscamp, Lisa Fleming. Back

row: Nora Carscadden, Terrie Hooper, Patty Smith, Kathy Brown. More details on page 11. Base Photo

## What Price Credit

OTTAWA (CFP) -- "Dapper Dan" Hodgert, a financial counsellor with NDHQ's Directorate of Social Development Services, has authored many informative and helpful articles in the past for Canadian Forces Press.

Dan, an Ottawa native, had five years Second World War service with the Lincoln Welland Regiment and the Queen's Own Cameron Highlanders of Canada, rising from private to captain. He joined the Department of Veterans Affairs in 1945, and moved to DND in 1967.

Dan now is resuming his popular articles, and in this one discusses credit buying. The Dapper One says: Usually when I am prevailed upon to address a

group on personal money management some wag in the audience will make reference to my preaching about doom and gloom. It appears that some people believe I have a hang-up about buying on time.

Not so! Why I would even go as far as to speculate that most Canadians are enjoying the buy-now-pay-later way of life, at least to some degree.

So, I feel I must go on record and state that credit, if used intelligently, is a valuable financial resource. It is the grease that helps the wheels run, making buying easier for the consumer, and also for the businessman by making high-volume, low-price mass production possible.

Certainly attitudes and values have changed over the past 50 years. Back in those days, most Canadians were strongly prejudiced against buying on time. It was 'cash on the barrelhead' and I can remember my old Pater say,

"I'd rather starve than owe anybody a nickel!"

But, let's face it -- today

credit has become a way of life to millions of Canadian families. A lot of us live from payday or from payment to payment. The only problem here is that a minority not only live right up to their income but often a bit beyond.

In my next article I will deal with some of the danger signals you must watch out for.

WE EXTEND OUR DEEPEST SYMPATHIES TO THE NEFF FAMILY IN THE LOSS OF THEIR BELOVED HUSBAND AND FATHER MWO FRANK NEFF

# Section News

what's happening at Comox



Base photo

**SMALL ARMS CARE** -- M-Cpl. Don McMillan, Base Armament, receives award from Lt. J.A. Chesney of Number 2781 Powell River Cadet Corps. Don McMillan handles the maintenance and repairs of the Corps Small Arms.

## Demon Doins

Christmas is around the corner and along with it comes our annual party. 407's Christmas party is on December 16th. There will be a band, food and door prizes, so get your tickets now.

Crews Four and Five have finally beat their way through the air and are now safe and sound down under. They will be long remembered at various points en route for different parts are sure to follow for weeks.

Squadron hockey is in full swing and 407 is actually winning games this season. However, with people away the teams often lack for bodies, so if you can skate come on out.

Our newest arrival on squadron is Lt. Tanner. Welcome to 407 and to Crew One.

Capt. Reynaert is back in full command of the deputy

dog's office. Capt. Snoddy is back to more useful employment after the removal of a chunk of plaster.

Major Bossons is off on a three-week vacation to Halifax. However, in his spare time he has to fit in an ADAC course.

407 Servicing has been kept hopping these past few days. The worst appears to be over and some daylight is showing through.

Crew Two has been busy doing flight plans and run-ups but getting airborne has been a different story. Hot on their heels is Crew Six with a similar track record.

If someone is jumping up and down in Standards these days, don't be alarmed. It's just an enthusiastic Capt. Corney because of all the snow up on Forbidden Plateau.



**A FOND FAREWELL** -- Mrs. Elsie Hibberd receives retirement certificate after eighteen years with the department of National Defence at Comox. Mrs. Hibberd, a wartime member of the Royal Air Force, Women's Division, will be retiring in the Comox area. On 23 Nov., civilian members of the base gathered for a luncheon to wish her well.

## Cold Weather Survival

**OTTAWA** -- "Cold can injure or kill, even in large cities." This grim warning comes from Canadian Forces arctic medicine experts, backed by years of experience in far-north operations.

"At minus forty degrees celsius in a wind, it can take only seconds to become frostbitten. That's the time it takes most people to go from their car or bus to the office," says Major Ken Nickerson, a medical officer with the Forces' directorate of preventive medicine here.

He is critical of the winter dress he sees on city streets every day. "Cold injuries are easily preventable. People don't buy proper winter clothing or just don't use the clothes they do have. Business suits and fedoras are not adequate for even short periods outdoors in winter."

"But then," he added, "even soldiers with extensive arctic experience sometime forget cold weather survival rules when they move south. They occasionally forget what civilians rarely realize -- that severe arctic-type weather occurs even in southern Canadian cities."

Records at the Forces' directorate of meteorology confirm this. Every major Canadian city encounters temperatures which, when combined with sufficient wind, are well within what experts consider to be the danger zone.

"Wind is especially dangerous" says Maj. Nickerson. "When the air is still, even if it is very cold, the face radiates heat which forms a protective layer of slightly warmer air next to the skin. The slightest breeze destroys this effect by removing the warm layer and passing the cold air directly over the skin."

### Frostbite is Fast

Under these conditions, frostbite can strike quickly. The first warning is tingling, stinging or a dull aching sensation on the most vulnerable exposed parts, the face, hands, and feet, followed by numbness. The skin reddens briefly, then pales to a waxy white. Blood vessels constrict, reducing the flow of blood which supplies heat to the skin. Moisture on the skin may freeze and some tissues will be damaged.

Doctors have identified four degrees of frostbite injury. First degree, the most common and least severe, involves painful swelling and reddening, lasting eight to ten days. Second degree produces a blister, indicating some tissue breakdown, and can take up to a month to heal. Third and fourth degree involve severe tissue damage to deep layers of skin. The skin will peel and ulcerate, and scars will form. Skin grafting or amputation may be required.

"Fourth degree frostbite is rare, and results only from hours of exposure to extreme cold, but first degree frostbite is a common occurrence and each exposure makes you increasingly vulnerable," commented Maj. Nickerson.

"Moreover," he added, "even if you never get frostbite, there are long term effects. Habitual exposure of hands, face, feet and ears to numbing cold over a lifetime can accelerate the stiffness and poor circulation we associate with old age."

## Firing Away

About 1:45 a.m., a passerby discovered a fire in this single-family dwelling. He called the fire department. When fire fighters arrived, flames were shooting about 15 feet into the air through patio doors on one side of the building. Fire fighters entered the building with hose lines to attempt rescue of the occupants. They found one child in a bedroom in the northeast corner of the dwelling. Two more children were found in the dressing room of that bedroom; a fourth was found in another bedroom and the fifth child was found in the fifth child was found in the dining room, with the phone at her feet.

Attempts at resuscitation and treatment of the children in a hyperbaric chamber were not successful. All five were declared dead by 7:00 a.m.

The fire started in a couch in the living room. The cause is undetermined (probably because was carelessness with smoking material). Investigators estimate that the fire had burned for 1½ to 2 hours before it was discovered. By that time, the heat and smoke were too intense for neighbours or police to enter the building. If the house had been equipped with smoke detectors and the occupants trained in home fire drills, this tragic loss of life might have been avoided.

How, then, should you protect yourself when wind chill sends the temperature plunging?

### Military Well Equipped

Tasked with the maintenance of Canadian sovereignty, the Canadian Forces must be capable of living, working, and if necessary, fighting in the North. A look at their cold weather clothing is instructive.

George Hodges, of the operational clothing section at National Defence headquarters, explains the Forces' approach to winter wear: "We develop clothing that is warm, lightweight, and of minimum bulk. The basic principle for resisting cold is the collection of as much 'dead air' space as possible around the body. We do this by a 'layer system', in which several pieces of clothing cover each part of the body, each an insulator in itself, and each trapping dead air beneath it for additional warmth."

Testing new cold weather clothing is done by the Defence Research Establishment, Ottawa, in a room-sized cold chamber which can duplicate temperatures of more than minus forty degrees celsius and 16 kph winds. The data obtained help to define why clothing works the way it does.

The result is Arctic combat gear with which soldiers can remain active in temperatures down to minus 60 celsius. The first layer is thermal underwear, followed by a heavy flannel shirt and trousers, wind-proof overpants, rubber-soled mukluks with a woven wool lining, a parka and a balaclava.

The current pattern of parka, first issued in 1974, took four years to develop. Its most noticeable feature is the absence of the traditional fur-trim on the hood. "We used to use wolverine fur," Hodges explained, "because its oil shedded frost and it was less susceptible to freezing and breakage. At the request of conservationists, we stopped using it. Synthetic fur becomes brittle and breaks off in cold weather, getting into the eyes, so our new parkas have a detachable hood lined with a wool melton fabric. When gathered around the face in a tunnel effect, it protects the face as well as fur did."

"Another notable change in the parka is a detachable sleeved lining of polyester batting. We used to use wool, but polyester was found to have equal thermal properties, at half the weight and a fraction of the cost of wool."

A variety of accessories go with the Forces' Arctic outfit. Anti-cant gloves coated with tiny plastic discs are worn on the hands to prevent sticking to cold metal surfaces. Over these are two pairs of mitts, the outer pair have a strip of fleece on the back for wiping the nose. A face mask, still under development, has a cup of moisture -- absorbent material over the mouth to prevent breath from freezing on the face. Dark glass goggles, to prevent snowblindness, have polycarbonate frames, because most other materials are too brittle in the cold.

While no one is expected to wear Arctic clothing in the city, nevertheless Maj. Nickerson warns that "in severe winter weather, several layers of clothing and a parka, hooded coat, or similar head covering are necessary, and anything less is dangerous."

### Trench Foot a Problem

Trench foot is another winter problem. The cold and damp of First World War trenches are duplicated to a limited extent in boots and shoes when moisture builds up from perspiration. Stockings, especially light summer ones, accumulate moisture, reducing their insulation value and thus exposing the feet to the danger of freezing.

## learn from the experts

To counter this, advises Maj. Nickerson, "don't go outdoors with the same pair of socks you came in with earlier. Use wool or cotton socks -- they absorb more moisture than nylon socks. Also, a foot must breathe, so if you try to stuff heavy winter stockings into summer shoes, the resulting tightness will restrict circulation and hasten cold feet."

How susceptible are you to the dangers of the winter weather?

Drawing from extensive literature on the topic, Maj. Nickerson listed some of the factors that increase your vulnerability to cold: "First, age -- the older you are, the more susceptible you tend to be because your circulation is already weaker. Rank, civilian or military -- the lower your position, the more likely you are to work outdoors, and the less likely you are to have the knowledge and experience that keeps you aware of the danger of cold. Previous injuries, especially cold injuries, because old wounds, even when fully healed, have had their circulation reduced and are more vulnerable to cold. Mental or physical fatigue -- a particular problem for troops in combat, or anyone struggling through heavy snowdrifts, because it makes you apathetic and careless. Smoking -- because nicotine constricts blood vessels. And alcohol -- which anaesthetizes the senses, so you are less aware of the cold."

"Your water intake is also a potential problem. Cold weather reduces thirst, so you drink less even though your liquid requirements remain the same. Dehydration may result. The problem is severe enough in the north that it has proven necessary to order soldiers to drink more."

"This problem is not as serious in the city where we spend much of our winter indoors, but some of the tiredness and lethargy many people feel in winter could be due to slight dehydration."

### Psycho-Social Factors

"The most complex factors affecting vulnerability to cold are the ones we term 'psycho-social'. These include people's habits, attitudes, and perceptions towards cold. For instance, there is the fact that, in the city, buses and buildings are so close. People will put up with an amazing amount of discomfort from cold, so long as they can say 'the bus or office is only minutes away!' -- but that's all it takes in a minus 40 wind chill."

The worst psychological cold weather killer is the automobile. "People dress carelessly when driving in winter. They feel very warm and secure in their automobile, ignoring the fact that every year, people die because their car breaks down in the suburbs or on the highway, and they aren't dressed

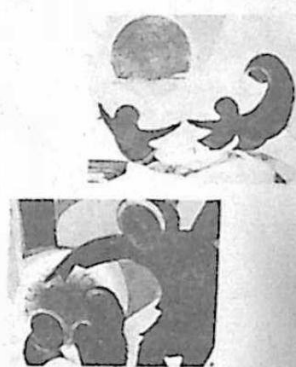
to stay alive, whether they leave the car or not. Old blankets, or clothes, or even sleeping bags should be left in the car in winter."

"Cars aren't the only place you can freeze to death. People have been found dead in a snowbank on city streets, less than a hundred yards from the party they had left the night before."

"Cold," concludes Maj. Nickerson, "is a very real, but generally unrecognized danger to city dwellers. It can be avoided easily by simply dressing for the climate outdoors, NOT for the climate in your bus, car, or office."

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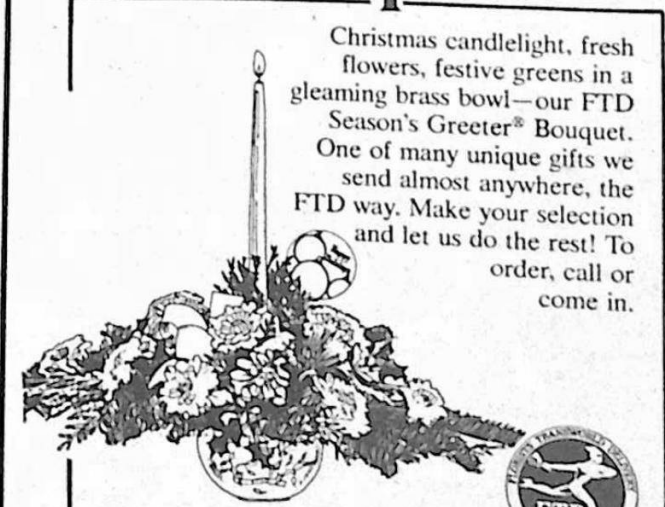
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# Nighthawks Nest life with 409 squadron

In response to a news release concerning the NORAD exercise "Vigilant Overview" held the night of Nov. 16, CBC-TV did a news story on the role of 409 Squadron in NORAD. The report was televised on the evening news program Hourglass and included an interview with the BComd Col. Burgess and film footage of 409 Squadron in action. In a practise scramble from the 'Q', George Wissler and George Kulka were seen in high speed action.

If you looked closely at the navigator (which George?) you would have noticed that in the excitement he forgot to don his Mae West. Some of the squadron balloons, Andy, Dave and Jake were filmed looking serious and attentive as they listened to Bob Lamb give the mission briefing for the afternoon lift. On take-off Andy impressed the TV crew with a fine demonstration of how to hang the nose gear.

In ground school, which was held prior to the exercise, Bruce Arnold received a reprove half way through when he was called upon to fly Captain Hillier, the new flight surgeon, to Las Vegas. While there Bruce said he never left the base to go to the Strip. Sure Bruce!

LCol. Herbert and Frank Martin returned from North Bay, where the CO was attending a Commanders Conference, just in time for the start of the exercise.

During the exercise Terry and Tom added a touch of excitement by running a little low on fuel. Both now know the location of their low fuel recovery charts in there checklists. Actually, McChord was more excited than Terry and Tom, who in true aircrew style kept their cool even though it was noticed that their voices were a little squeaky on the radios.

Dave Burt finished his Combat Ready Training and was awarded his Combat Ready ticket. He is now able to join his comrades in the Q. At present, Dave is in Toronto to bring back his wife.

On Thursday, 17 Nov. 2 crews led by Major Mahon flew down to McChord to prepare the 25th region

controllers for an influx of 5 more crews on Friday. Also a staff car driven by George Kulka and accompanied by the SAMCRO Larry Riegert, and Cpls Hooper and Glover from the CAC was sent down.

Thursday evening Mike, Bob, Doug and Ray spent most of their time looking for a bar they never found. On their return to quarters the MP's stopped them for slightly exceeding the speed limit. It was Major Mahon's ability to talk himself out of tight corners, which he probably learned during his year in the Middle East, that kept everybody out of the brig for the night.

Although everyone had the opportunity to observe intercept from the controllers side of the fence, only Ray Harpell and Doug Evans did any controlling and they happened to be 409 interceptors. On one of Doug's longer set-ups George Wissler's voice, slightly sarcastic, came over the radios "Is this intercept ever going to end?" Doug, like any conscientious controller, took the criticism for what it was worth and set-up the next

intercept at a more reasonable range. George's voice, slightly humble, came over the radios with the proper terminology for "We missed."

The remainder of the afternoon and evening was spent at the club and having a meal with the controllers. Overall, the trip served its purpose of making the aircrew more aware of the controllers job and also helped to build rapport between 409 aircrew and the McChord Controllers.

B Flight was out on the range for their annual qualification on the 9 mm pistol. Jim Reith was the top gun shooting 93 per cent. Most of the other aircrew were pretty good gunners also. Jake brought up the rear with a score of 80 and that was only because the target was the size of a barn door.

On Thursday, Nov. 24, 4 crews went down to McChord to stand Q for the 318th Squadron for their Thanksgiving and also their DB Cooper night. DB Cooper was a hijacker who parachuted from his hijacked airliner somewhere between

Seattle and Reno and neither he or the ransom was ever seen again. The 318th was scrambled to follow the aircraft but did not see where DB Cooper jumped out and since then the 318 has celebrated DB Cooper night. During the party, Kent and Hazen played GI Joe with Kent's tennis ball cannon and proved themselves to be fine artillery men.

Terry Day and Brodie Templeton, who was out from North Bay to do some flying, diverted to McChord last Thursday night after failing to see the runway at Comox on returning from an evening mission.

During the past week some

of the aircrew were able to test their skills against the Falcon, which is currently in the process of replacing the CF100 as an electronics warfare training aircraft. Although it hasn't been fully equipped with its ECM equipment it still does pretty good work.

The Squadron hockey team is continuing to perform well. In its last two games it defeated 442 by a score of 4-2 and tied the MP's 6-6.

The Squadron briefing room has just been renovated and the dust and noise which has made briefings inconvenient for the last week and a half has come to an end.

# Mushroom Mutterings

For those who happened in the Mushroom Farm and were astounded by the sight of several unidentified Navigators groping their way around the hangar floor, there is an explanation...weird, but an explanation nevertheless. With the cancellation of the scheduled Southern Trainer, they were practicing finding their way over flat surfaces. The rumour that one got lost somewhere near the Supply Section is completely unfounded. However, three times around the toolbox rack is enough to unnerve anyone.

White out there for a while, wasn't it? Heathcliffe Seagull was quite put out by it all and even more vocal than normal when the "Pillsbury Doughboy" wouldn't open the door and let him in where it was warm and dry.

The crew of 304 must have had a real good time up at

Williams Lake after SAR "Bauer". They stretched out their stay long enough for two searches. (Oh, that's right, there were two searches this time, weren't there.) Word is that the offerings in some of those local eating spots were quite good...but an extra week?!? Actually, the entire crew plus attending techs are to be awarded the famous, "Crossed Wrenches, with Oak Leaf Cluster" for meritorious duty above and beyond the usual call of duty in hazardous conditions. Never before have so few done so much to achieve so little. The maintenance troops applaud your efforts and thank you for carrying out most of their next inspection on 304.

The search spanned twenty-three days and racked up over 600 flying hours on the squadron aircraft. The missing Cessna was located

by a civvie pilot who flew over the wreckage at the right time and at the right angle.

The BBC TV crew all departed our fair shores, taking with them monumental Canadian hang-overs after hosting a farewell bash for the squadron. Now we are enjoying the company of an MRP from Boeing-Vertol of Canada. The crew is here to install the new Night-Sun searchlights in the Labradors. My, but it's nice to be popular!!!

Judy (our gal in 6 Group) finally graduated to four-wheel vehicles and now defies the elements in her leopard-skin Jeep. She got her licence next in time for the snow. Better than sliding around on her "sickle", I suppose. By the way, Judy, do you plan seatcovers to match your colour scheme?

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— The Editor

**For The Record**  
Tips On Choosing And Using Your Record Player

To be eligible for warranty service you are sometimes required to fill out and mail a warranty card that is packaged with the equipment. It's a good idea to do this as soon as you unpack the unit. Also, file the sale slip away should proof of the purchase date be required later, say the experts at the Electronic Industries Association.



If there's no power coming in to your stereo unit, before you call the repairman, check to see if your unit is plugged in. If it is, check the fuses in the rear of your receiver. If one has burnt out, it is very inexpensive to replace.

Much of the poor performance in audio equipment is the result of not properly installing and operating the equipment. Before you buy, ask a salesman to familiarize you with the installation requirements and operating instructions. Follow the directions carefully and be sure to save all manuals and operating instructions in case you have a question later on.



Base photo  
**I CAN'T BEAR TO LOOK** -- LCol. Herbert presents M-Cpl. Jim Dodge, 409 Arm. Section receives a suggestion award for a Intervolometer he designed for use on the CF5 and CF104 aircraft.

# A.T.C. News

# MONEY FACTS & FANCIES

It looks like it's going to be quite a week. It's only Monday and we already have been up to our armpits in airplanes, had a barrier engagement and a simulated off base crash. A VU-33 T-33 found the "downed pilots" in short order west of Constitution Hill. I imagine that all sections will also get a chance to try out their new checklists as Exercise "Get Smart" progresses.

Congratulations to Pte. Eric Howk on his checkout as a Ratcon B-stand. Eric will be working straight days till we get an extra body. Cpl. Brian Swallow is progressing well on his pre PAR course training. He has managed to get several live (directly monitored) radar final runs and should be in good shape when he goes on course.

M.Cpl. Don Diemo is back from sunny Egypt but will be going on about 3 months leave so we won't be using him for a long while.

Capt. John Flanagan has passed Primary flying school in Portage and will be attending the winter survival school in Edmonton and then the sea survival school at Comox before Xmas.

Major Howard is back from ICP course in Winnipeg and landed in the Command Post on his first day back.

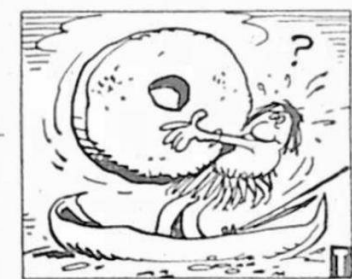
The section Grey Cup pool winners included Val Venne with the correct final score and Kirschner, Roy, and Howk as additional winners. I hope the Edmonton fans recover.

The ATC. Telecom Xmas Party will take place on December 10. Festivities start by gathering in the Totem Lounge after 7:30. Dinner will be at 8:30 sharp downstairs and dancing starts at 9:30. See you all there.

VR ATC will be at Comox December 8, for a hockey game and later at a get-together in the golf club. The Section Team has also been invited to attend Hockey 78 West, an International ATC Tournament to be held in Vancouver in early February. Teams will include us, plus ones from all over Western Canada and Alaska.

You may not know heads or tails about coins, but here are some money facts and fancies that you can bank on.

Probably the smallest coins in the world were the Nepalese 1/4 dam which date from 1740. They were so small that 14,000 of them would weigh one ounce.



The reverse of that are the heaviest coins in the world, which are reported to have come from the Yap Islands in the Western Pacific Ocean. Some of these massive stone discs had diameters of 12 feet and weighed up to 185 pounds. A medium size "coin" might be worth one canoe.

# Roxanne's Fashions

# Grand Opening

## CELEBRATION

WE CARRY A FULL LINE OF:

- SHIRTS
- BLOUSES
- SLACKS
- SWEATERS
- TOPS
- SCARVES
- PANTY HOSE
- DRESSES
- Short and Long



- 2-PCE. PANT SUITS
- 3-PCE. CO-ORDINATE SETS
- HOUSE COATS
- SLEEP WEAR
- WONDER BRA
- SKIRTS
- Short & Long

USE OUR CONVENIENT LAY-AWAY PLAN

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CATERING TO JUNIOR AND MISSY SIZES

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SOME LINES OF TOPS & SWEATERS 20% OFF REG. PRICE

We Do ALTERATIONS

Fun Fur Coats 20% OFF

Long Skirts 20% OFF

Be Sure To ENTER OUR \$10000 GIFT CERTIFICATE DRAW

TWO PIECE PANT SUITS 30% OFF REG. PRICE

HOLIDAY DRESSES Arriving Daily

# Editorials

## Death of the Corporal

The past ten years have changed our nation in nearly every respect. Rapid growth has brought about incredible advancements in all fields, from amazing new medical discoveries to ultra-modern, push-button housing projects. No branch of our Nation's structure has evaded the overwhelming influx of efficiency experts.

Some of the more staid bastions of traditionalism have become Benedict Arnolds to their causes, welcoming these locust and inviting inevitable disaster upon themselves. Among the victims of this modernizing plague has been the Canadian Armed Forces.

The Armed Forces has, in the past decade taken on a completely new appearance: from a total change in construction, to a revised rank structure with no stone being left unturned.

Zero-ground of this holocaust has been the corporal, a once proud and revered rank. What happened? In the years prior to 1966, the corporal had to be considered as the fulcrum of the Armed Forces a stalwart in our nation's fighting machine and without a doubt a vital link in the network's chain of command.

Whereas it used to be the corporal who delegated and commanded work details, CFAO's new inform us that the minimal rank of Sergeant is required to supervise even the trivialities of the military's daily work load. No more is the corporal to lead, set the example or to assume responsibility for the myriad of tasks once the domain of the Jr. NCO.

The pride and glory "Corporal" has diminished to such an extent as to have all but destroyed the need for such a position.

## The Human Factor

I wish I understood why, when something is basic and simple, somebody has to come along and make it involved and complicated. Just the other day, one of the Chiefs in the office asked me to order a pencil from stores; a job which would seem simple enough, when you really think about it.

It has been a few years since I have bothered to order anything from the supply system and I reckoned things couldn't have changed that much, so I went hunting through the stationary cupboard for one of those semi-card-board Transaction Vouchers. After I had the entire contents of the cupboard unloaded onto the desk, I guessed quite correctly, that we didn't have any. I asked around the office and nobody knew what I was talking about. I decided to phone base supply.

I was given a description, after I told the young lady that a "Form (bunch of numbers)" didn't mean a thing to me, of a multi-copy, multi-colour, handy dandy (complete with carbon paper), each one, order form. All I would need, I was told, was the stock number of the pencil I required. I thanked her and promised I would look again.

I proceeded to haul reams of paper from the cupboard, stacking them neatly in eight foot piles. This inconspicuous obstacle caused an accident, for which I am sure the Chief Yeoman of Signals will eventually forgive me. Regardless of that, in the rear-most portion of the top shelf, I found a small pile of spider-infested worms which matched the description I had been given over the phone.

I was back on the phone within seconds.

## Parliamentary report

Concern for Canada seems to have been thrown overboard by the Opposition Parties recently in their eagerness to attack the R.C.M.P. and to lay un-documented charges against the federal government. As is too often the case, the Opposition in their eagerness to discredit the government, slanders innocent individuals or organizations with no thought of the consequences.

"Canada bashing" is the phrase coined by syndicated columnist, Charles Lynch. After sitting in on the Tories recent national convention in Quebec City, Lynch wrote: "The Liberals were supposed to be the prime target, but Canada took most of the shots." He called it "Canada bashing" - more in the Part tradition of the Parti Quebecois than in the long tradition of the Progressive Conservatives.

There is a great deal that is disturbing in the way the Opposition has behaved in the House of Commons Debate on the R.C.M.P.

Their free-wheeling attack on the force has been irresponsibly indiscriminate, when they know full well that the allegations of wrong doing have been referred to a Royal Commission of Inquiry headed by Justice Macdonald of the Supreme Court of Alberta. This Commission was set up in July of 1977 to

inflation and unemployment in the monetary world are the prime evils! So too are they in the military. The rank of corporal is so inflated due to revised prerequisites, allowing any of four years service to attain the corporal level with minimal effort, knowledge and experience. A corporal as a Corporal is so unemployed that he may as well be a private. "Missus is abusive."

The scarcity of privates has meant that positions of minimum responsibility once held by many corporals this means relinquishing honoured positions and working beside and at the same level with men they once led and instructed.

Still another lamentable aspect of this system is that today you may hold the least and tomorrow be held by it. The new system has undoubtedly benefited all members of the forces financially but lost pride and rank status can not be recompensed with money.

Full circle has come again. We lost the Lance-Jack and gained the Corporal, lost the Corporal and gained the Master Corporal. The circle is not yet complete however; lance-jacks were at a premium and the position took more than time-rank to acquire. This is not yet true of corporals.

The corporal has therefore become a statistical problem and there are not apparent steps being taken to alleviate this.

It is the intention of this missile to serve as an open invitation to all the "experts" to attend last fire ceremonies surrounding "The death of the corporal".

Courtesy Voxair

"Good Lord, lady!", I said, "You have to be a computer to figure these things out!"

I received a fifteen minute spiel on the new supply system. She told me of "Push replenishment", Devils and other phenomena which, at the very least, totally confused me.

Again, I thanked her. Don't ask me why.

I decided to take the matter into my own hands and, in my best supplier's words, in the SPECIAL INSTRUCTIONS section, at the top of the form, "I want a pencil, HB, ea one, for the Chief". As proud as a Kangaroo with a luggage rack, I stuck it in an envelope and mailed it off to Customer Services, Base Supply.

"This time, she phoned me. 'We can't accept this,' she said, 'because the computer will reject it.' After a long conversation, she finally agreed to fill in the required blocks for me, and asked that I learn how to do so myself before ordering any further items. I lied, and said I would comply."

It was two weeks later that I realized the supply system hasn't changed all that much. It still took fourteen days to get my pencil, and it came in a box large enough to store a typewriter in.

Ah well. The price we pay for progress.

Oh yes! Have you seen the new message forms? I can hardly wait for the phone calls asking how to fill in the top. It has to be correct or the computer will reject it!

Dave Tyre  
Esquimalt Lookout

everywhere. Its work in keeping Canada a peaceful country is enormous, serving as it does as the provincial police force in eight of the ten provinces, the Yukon, and in the enforcement of federal law throughout Canada. It should be pointed out that only a small number of people in the security service of the R.C.M.P. have been identified as having taken part in alleged illegal activities.

One of the serious disadvantages to the cause of Confederation is that the Opposition attack is aiding the Separatist government in Quebec in its scheme to bring the R.C.M.P. under the jurisdiction of the Quebec Justice Commission and that, in fact, the Opposition's irresponsible line of attack is giving the Parti Quebecois fuel for their anti-Canada propaganda.

Just as disturbing has been the Opposition's willingness to use less than reliable evidence. In their haste to throw charges of political cover-up against the government, the Opposition has misinformed the Canadian public.

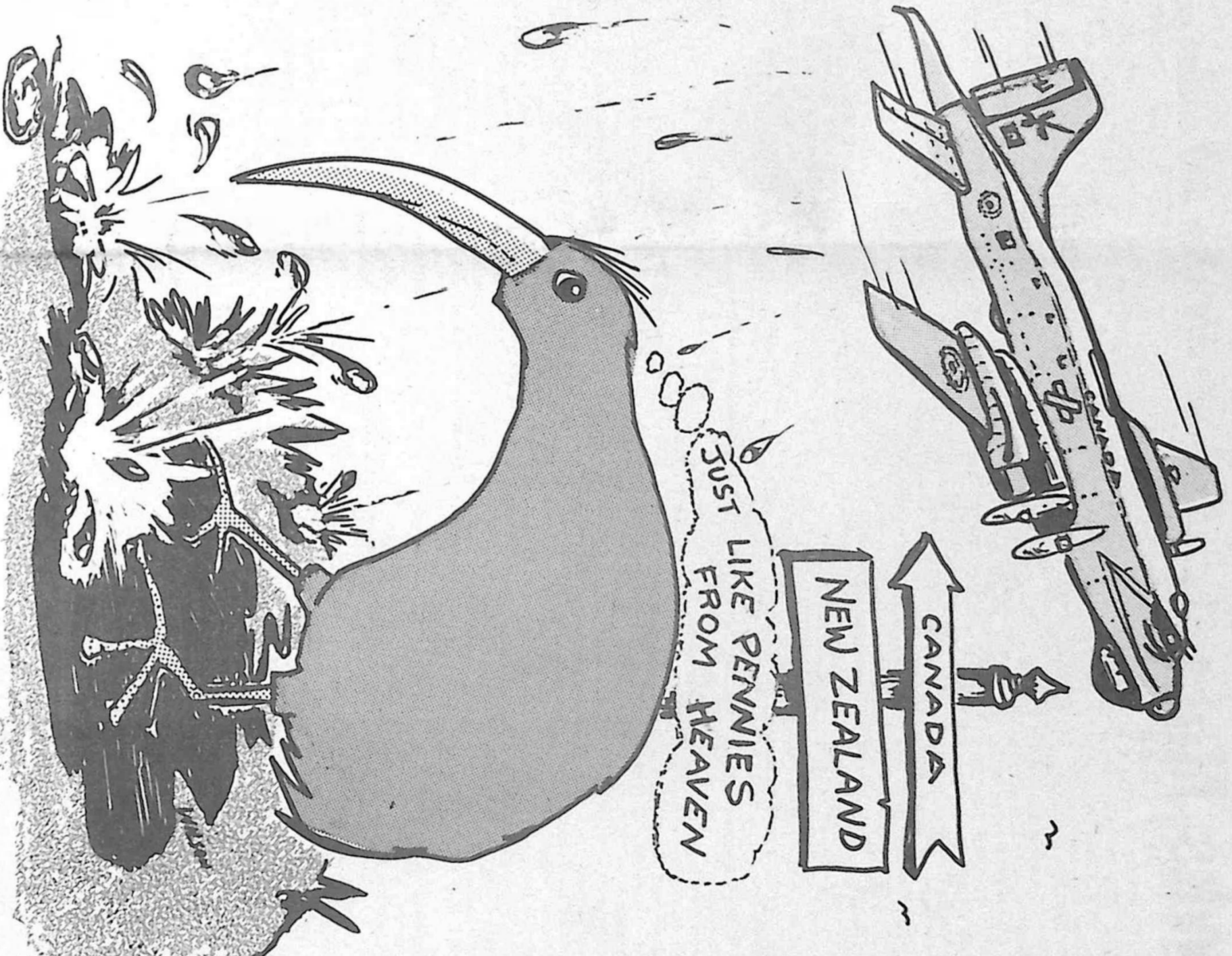
The N.D.P.'s claim that top British Columbia labour leaders were under R.C.M.P. surveillance turned out to be based on a forged document, Surely before making such allegations public, the N.D.P.

## Hugh Anderson, M.P.

should have checked with the Solicitor General's office and the fact that the documentation was forged does not mean that the damage when British Columbia, across the border, that top labour leaders were under surveillance. The charges by Joe Clark, that a P.C. conference room telephone was bugged, seems to have been based on very nebulous evidence and the recent report by Bill Canada would seem to indicate that the Progressive Conservative conference telephone was, in all ways, normal.

In Commons Debates on November 15, 1977 the Solicitor General, Francis Fox, I believe summed up the situation by saying, "In spite of the severe criticism of the R.C.M.P. in the past few weeks at the hands of the loyal Opposition, I believe Canadians and the government retain great confidence in the force and the manner in which, generally speaking, they have conducted themselves in carrying out their responsibilities."

The Royal Commission of Inquiry should be allowed to hold its Hearings, collect evidence, and in general examine the role of the security service in a No doubt changes will occur in the future as a result of this Inquiry.



## Demons 'Oir' The Kiwi Economy

What would happen if all the business in this country, for one day, just stood still? Can you imagine Vancouver at a complete standstill? It could happen - how, and why, I will try to explain in the following story.

Chuck woke up with a start; the sun was pouring in through the window. Realizing that he had overslept, Chuck looked at the clock. "Obviously, a power failure," he said to himself and reached for the telephone. "Better let the boss know I'll be in late, Jim tends to worry."

But he was not the only one to be worried for Chuck found the telephone was dead. It wasn't possible to call anyone. Muttering a little, he threw down the receiver, decided to dress quickly and rush over to

the plant. His temper was not improving - no water, no electric shave, no toast or coffee - it just was not his day!

Bidding his wife a grumpy farewell, he stomped out to the garage. Momentary relief followed the first sweet purr of the old chey engine but it was soon replaced by an annoying rattle. The radio had power from the battery yet there was no sound, nobody was broadcasting that morning.

Chuck cruised alone, disturbed by the unusual quiet of the streets. Pulling into his favourite gas station he found it was deserted. He saw the bus stop with no lights in the stores. The buses were not running and finally, when he arrived, there was nothing happening at the plant.

Amoyance turned to fear, the butterflies in his stomach turned into a cold ball of dread. What was wrong? Why had Vancouver turned, into a ghost town overnight, into a ghost town? Feeling frightened Chuck decided to return home and check on the rest of the family. On a peculiar day like today, anything might happen. Suddenly he realized that he was about to pass the home of his plant boss Jim. On an impulse, he wheeled into the driveway and knocked on the door. "Maybe he'll know something," he thought. "It's Jim's response as he opened the door was not encouraging. 'Come on in, I've been expecting you,' he said pecking you" he said ominously. Sitting facing him across the kitchen table, Chuck asked the all-important question: "What's happened?"

The explanation was not long in coming: all business had stopped - no industry, no services, no buses, no power service - nothing. Jim explained that business had gone on strike for a day, a lone demonstration strike to make a point.

Public criticism is undermining the competitive enterprise system. Everyone enters a consumer, every business and services but it is business that takes the financial risks. It is business that is described as "rippling the consumer" if it makes a profit; or, alternatively, is "mismanaged" if it shows a loss.

Yet it is that same business that invests money, provides jobs and pays taxes. It is

in business; his attitude counted. On him, as everyone else around him, lay the responsibility to keep business going.

Vancouver Board Of Trade

Dear Sir:-

I read, with interest, your editorial of November 3rd regarding welfare benefits. Certainly your expression of concern is consistent with what I have been suggesting for the last two years regarding welfare benefits.

For whatever reason, welfare has come to be regarded by many as a right rather than, as you suggest, an interim measure to get people back on their financial feet once again.

While we have moved in the last two years to raise welfare benefits so that deserving recipients are accorded a decent standard of living, we always had to keep in mind the kinds of disincentives that high welfare rates tend to involve.

For your information and for possible future editorial use, I am enclosing a copy of a response I recently made regarding welfare rates in British Columbia. You will note that there are some comparative statistics with other Provinces, quite clearly showing that B.C. is among the leaders in overall benefits of Income Assistance.

Again, we must take into consideration those rates being provided elsewhere in the country. In fact, British Columbia attracts all persons

## A Letter

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taking Income Assistance. It is a delicate balance between providing adequately for families and children in need and, at the same time, assuring that our programmes do not provide a disincentive for people independent lives.

I have found your editorial quite consistent with what we have been trying to accomplish in the Ministry and appreciate your words of support for our position.

Yours sincerely,

William N. VanderZaun,

MINISTER

Editors Note: We thank the Minister for his interest and the Totem Times will publish some of his figures in future issues...Cont.

## Legislative Report

Last week's announcement that the British Columbia Ferry Corporation will now be the responsibility of Sam Bawlf, the Social Credit minister of Recreation and Conservation, has some interesting ramifications for those of us who live on Vancouver Island.

First, it confirms what most of us have been saying for the past two years: that Transport Minister Jack Davis, who has been responsible for the ferry systems since the last election, has been a failure. Our once proud and efficient ferry system - a model for other coastal ferry systems throughout the world - has become a shadow of what it used to be. Start morale is low as evidenced by the defiance of ferry workers during last month's strike. Service has become embarrassingly shoddy. Frequency of sailings has been cut. Food facilities are bad, to say the least. All this has occurred under the administration of Mr. Davis.

Also while Mr. Davis was the minister responsible for the ferry system, fares were doubled in a foolish effort to cover costs. But the real result was that revenues declined because people refused, whenever they could, to take the ferry and pay the exorbitant rates. More significant, the result of the fare increase was to bring to its knees the tourist industry on Vancouver Island and push up the already high cost of living for us Islanders. All this under Mr. Davis.

Now Sam Bawlf is going to take over the system. As a Vancouver Island M.L.A., he will have particularly heavy responsibilities. He will not be able to bury his head, as Mr. Davis has done, when things go wrong because his own constituents will be affected and Islanders are known to have short tempers and long memories when it comes to the ferry system.

Regardless of our partisan differences, I wish Mr. Bawlf good luck in this new responsibility. More than that, I wish him good sense. The time has come when the government must recognize the B.C. ferry system is an integral part of the basic transportation pattern and it is as ridiculous to expect it to be a money-making enterprise as it would be to expect the highways to be a money-making enterprise.

The government must recognize that, while the ferry system on the books is not a profit maker, an efficient and frequent service benefits the whole economy and it is out of a healthy economy that steady government revenue (and consequent government services) derives.

It is time that the current administration understood that government enterprise should complement and facilitate the private sector of the economy. Profit-seeking just isn't a function of the state.

Let's hope Mr. Bawlf can understand that.

Karen Stanford, M.L.A.

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Editor: Gord Kruger (291)  
Assistant Editor: Steve Milan (308)  
Editorial Staff: Chris Hoferd, Bill Ewing, John Windish, Ole Johansen, Laurie Haines.  
Feature Writer & Cartoonist: Al Wilson (321)  
Advertising-Distribution Manager: Ken MacLennan (275) or (338 5188)  
Special Advertising: Chris Hoferd, John Windish.  
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**CNA TOTEM TIMES**

BLUE RIBBON AWARD 1977

# Safe Driving Week

drive safely and arrive alive



Seat belts—a way of life!

## Handling Emergencies

Emergency situations develop suddenly. Drivers may have only a fraction of a second to make the correct move. Some drivers freeze at the wheel because they don't know what to do. In these tight situations, special driving skills are needed. Know them and practise them.

**Brake Failure** — should this happen, a driver should immediately follow this procedure:

1. Pump the brake pedal as fast and hard as you can. This may activate the brakes enough to slow or stop the car. In a power brake failure, brakes will last about 3 pumps. Use both feet on brake pedal.
2. Shift the car to a lower gear to use the braking power of the engine.
3. Apply the parking brake. To make sure you remain in control, hold the parking brake release lever in the "Off" position so the parking brake can be released if the car starts to skid.
4. If none of these steps slow the car fast enough, reduce speed by rubbing the tires along the curb or against a dense hedge. Continue to look for a way out.

**Stuck Accelerator** — if this happens while the car is moving, the driver should do three things:

1. Turn off ignition switch.
2. Shift to neutral or just press in the clutch in a stickshift vehicle.
3. Steer to a safe spot off the road. If the car has power steering, extra effort will be needed to steer vehicle.

**Loss of forward vision** — at night if the headlights start to flicker or go out, a driver should take the following action:

1. Slow down while following from memory the image of the road just before the headlights went out.
2. At the same time, the driver should hit the dimmer switch several times. If the lights do not come on, use the turn signals, parking lights, or emergency flashers for added light. These lights may work since they are on a different circuit.
3. When the car has slowed down, the driver can pull off the road to a safe spot. Use passenger for guidance on edge of road.

**Threat of head-on collision** — if you find yourself threatened with a head-on crash and have some time, you should:

1. Slow down as much as possible.
2. Start moving to the right and onto the shoulder. Don't go left.
3. Flash headlights and blow horn to alert the oncoming driver in case the driver fell asleep at the wheel.
4. If your lane is blocked at the last second, you should make a quick lane change to left or right in the shortest possible distance.
5. Decide which direction provides the best escape route.
6. Grip the steering wheel firmly. Keep eyes open and go in desired direction. Do not hesitate. Running into a ditch generally has less impact than a head-on collision.

## All About Pedestrians

During Safe Driving Week, which the Canada Safety Council sponsors in conjunction with many local agencies every December 1st - 7th, every driver is asked to consider for himself or herself the question "What is my legal and moral responsibility for the passengers in my vehicle?" and to drive accordingly once a decision is reached.

Passengers entering a car don't always give it much thought, but they are trusting the driver with their very lives...and do not want to risk injury, disfigurement, blindness, or any of the other drastic results that can follow a moment of carelessness.

The need for special care is even greater when some of those passengers are children, who can be so trusting.

And, if you know of a driver who wants a selfish answer to the question "Why should I worry?", there is one! The feeling of being responsible for an accident resulting in death or painful injury to a relative, friend, or child is far from pleasant.

"Safe Driving Week" ends on December 7th. A driver's responsibility for passengers never ends.

Every time a driver sets out with a young passenger, that driver is responsible for the child. Accepting that responsibility as an adult means making sure the child is safely buckled in an approved child restraint system. If not buckled in, the child becomes a small human projectile when that unexpected crash occurs.

Notwithstanding laws in some provinces, some adults claim the right to choose whether or not to wear safety equipment — often without questioning the value. Neither those nor any other adult has the right to make that same choice on behalf of a young child.

## From The Prime Minister

Because of the continuous efforts of the Canada Safety Council and its volunteer supporters, December 1 to 7 has become established throughout Canada as Safe Driving Week. It has shown what can be accomplished when the majority of those who use our streets and highways make a conscious effort to drive defensively and to think positively about the safety of themselves and pedestrians.

I seek the support of all for this worthy safety campaign, but I especially ask each driver to drive at reasonable speeds and use his or her safety restraint system, not just during the Safe Driving Week, but throughout the year.

Please support the Canada Safety Council in its efforts to make Safe Driving Week - 1977, the most successful ever.

Pierre Elliott Trudeau

## From The Canada Safety Council

If you were to fly in a helicopter with a traffic reporter you would see below you many drivers performing the driving task. This means the job of driving that each driver has to do. As you looked at the variety and number of vehicles on the roads, you would be amazed that so many drivers could cooperate so smoothly. Drivers must perform complex tasks. They must observe the whole traffic scene and identify possible problems around them. They must predict from previous experience what other drivers, motorcyclists, pedestrians, and bicyclists may do. Then they must choose actions that will not endanger other road users around them. Drivers must constantly make decisions while their cars are moving, and must control their cars with skill so they will not become a problem or a menace to others.

Knowledge and skill are essential in the safe operation of motor vehicles. Equally important is the willingness of each driver to share the highways with others in the system.

Safe Driving Week, sponsored annually by the Canada Safety Council from December 1st to 7th, provides a special opportunity for us to think about our driving and pedestrian habits in light of other highway users. It is a time to resolve to improve our skills and to conduct ourselves in the traffic environment so that we will contribute to its safety rather than to its risk. We must resolve to drive defensively so that we may contribute to a reduction of vehicle accidents, injuries, and deaths.

Safe Driving Week will be successful again this year if it is given the support of all drivers. We must improve our accident record. The present cost in lives and suffering must not be maintained.

Please, wear your safety restraints, slow down, practice safe driving rules, and give Safe Driving Week your full support.

W.L. Higgitt  
President

## All About Passengers

It may seem strange to focus attention on "pedestrians" in Safe Driving Week. Strange, that is, until it is realized that collisions involving vehicles and pedestrians result in the third largest group of Canadian traffic fatalities.

But that's not the whole problem.

Using the latest figures available, more than 64 per cent of all Canadian pedestrian fatalities are people either under the age of 15, or over the age of 55. In other words, people least able to watch out for themselves. People who lack traffic experience, who may be wrapped up in an imaginary game, or whose eyesight may be fading and whose reactions may be slowing down.

It is simplistic to simply tell drivers to take extra care around pedestrians, but on a more positive note drivers can be advised to pay special attention when they see either children or the elderly at the side of the road, and to expect just about anything!

Most frequently, regardless of age, pedestrian fatalities result more from pedestrian errors than from driver negligence. The Canada Safety Council has no panacea for pedestrian accidents, but reiterates time honoured maxims:

Never emerge into traffic from between parked cars.

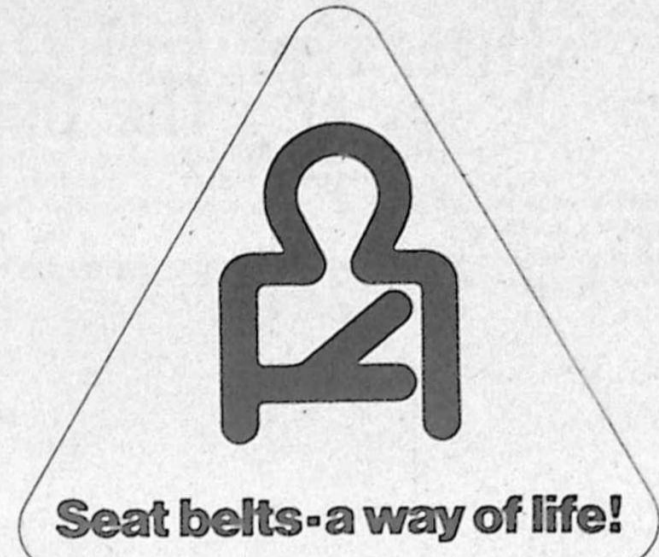
Cross only at intersections or controlled crossing areas.

If using a crossing, give on-coming drivers a chance to stop.

Walk facing traffic when there are no sidewalks.

At night, wear something white — or better still — reflective.

Use common sense. In pedestrian-vehicle accidents, the pedestrian always comes off worst.



## Minimizing Effects of Collision

In any collision situation, panic is always a threat. In any situation where a collision is about to occur, a driver should —

1. Try to steer for something "soft" that would cause the least damage or injury. Instead of hitting a car or a telephone pole, the driver should try to run into a hedge or into an open field.

2. Above all, don't give up. Each action that lowers speed will help the driver maintain control of the car and work out the situation.

3. Alert passengers to protect themselves by bending forward and bracing themselves on the dash or on the back of the front seat, wear seat belts.

## Facts About Alcohol

**DID YOU KNOW** — An amendment was made in 1976 to the Criminal Code of Canada which allows police officers to stop drivers on suspicion of drinking, not just impairment? And for more immediate confirmation, they can use a portable electronic breath tester right at the roadside to determine in seconds whether the driver has had one too many. It's against the law to refuse this roadside test.

A driver whose roadside test is positive will be asked to take a formal breathalyzer test at the nearest station. If this reveals a blood alcohol concentration (BAC), over the legal limit, a formal charge is made. Conviction can bring fines as high as \$2,000, and as much as two years in prison. It also means a criminal record — A lifetime reminder of a foolish choice. And remember — even if your BAC is below 80 mg per cent, you can still be charged with impaired driving if your driving is erratic enough.



It is said that the Greek playwright Aeschylus was killed when a vulture dropped a tortoise on his bald head, mistaking it for a rock.

## Classifieds

### Real Estate

**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:

BAZ PHAROAH  
RCAP-CAF RTD.  
NEWSTEAD REALTY LTD.  
1637 Fort Street, Victoria, B.C.  
Office: 598-5166 Home: 658-8449

### For Rent

One and two bedroom modern apts. Good location - near new. Includes heat and hot water, w.w. carpet, drapes, stove, fridge and cable. Coin laundry. Adults, no pets. Cedar Apts., 1009 - 10th St., Courtenay, B.C. V9N 1R5. Ph. 338-8578.

### For Sale

1975 Dodge Darts - two to choose from take your pick at... \$3295  
1975 Ford F150 pickup 360/V8. Automatic, power steering, Powerbrakes... \$3950  
1974 Volkswagen Dasher 2 door coupe. Automatic front wheel drive... \$3290  
1973 Grand Torino 2 dr. Hardtop. Body rough. But priced right... \$1895  
1970 Dodge Wagon - A real lumber wagon. Lots of room... \$895  
1970 Volkswagen Van semi camperized. Lots of miles but motor has good compression... \$1595

**FRESH TRADES**  
1977 Rabbit 4 doors standard transmission. Lots of warranty. Nothing runs better than a Rabbit... \$4450  
1974 Super Beetle. well kept. They don't make 'em no more... \$2450  
1975 Toyota Corolla SR5 2 door coupe stand. trans. Very clean - extra set of tires and wheels... \$3750  
1973 Datsun 510 4 door stand. trans. Much above average condition. Good buy... \$2150  
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Phone 334-3016

# Your property is now assessed at a percentage of actual value... a fairer way to share.

Changes in assessment law now make it possible for property owners to accurately measure whether they are fairly assessed.

Your 1978 property Assessment Notice, issued by the British Columbia Assessment Authority, is in the mail and will be arriving at your door shortly. An information brochure explaining the changes accompanies the notice.

When they arrive, please take time to read both carefully...

### Why changes in assessment law?

Assessments had become outdated. They had become inequitable in terms of their actual value relationships. Properties having identical market values were assessed at widely differing amounts. This resulted in some owners paying more than their fair share of taxes and others less.

The new law required production of the 1978 assessment roll based on fixed percentages of assessment roll based on fixed percentages of actual value for each class of property. This actual value for each class will be removed, and means that the inequities will be assessed on the same basis. In all, it provides a fairer way to share the cost of essential local services.

### What will happen to taxes?

The assessment roll provides the rate base used by municipalities, school boards and other local governments to raise the funds necessary to provide essential local services.

The costs of these services determine the overall amount required to be raised by local property taxes.

The purpose of the change in assessment law is NOT to raise more taxes but to provide a fairer basis upon which to apportion the costs of essential local services more equitably between property owners.

Since assessments are now directly related to actual value, your assessed values may be higher or lower than in previous years. An increase

or a decrease in your assessed values from those in effect last year does not necessarily mean that your property taxes will change significantly. Tax notices based on your new assessed values will be issued later in 1978.

### Is my 1978 assessment fair?

As your assessment is now based on a fixed percentage of what your property is worth its fairness can be measured by actual value comparisons.

The Assessor's estimate of your property's actual value (market value) is shown on your 1978 Assessment Notice.

The fairness of your assessment may be determined by comparing the Assessor's estimate of actual value of your property to your own estimate of its current market value as well as by comparing it to the current market values of properties of similar worth.

The percentage of actual value at which each class of property will be assessed is:

- Residential — 15% (includes apartments, condominiums, mobile homes, etc.)
- Business and Other — 25% (includes commercial, some industrial)
- Industrial, Utilities, Machinery and Equipment, Forestry — 30%

The Assessor and his staff will give you every assistance necessary to properly check your assessment.

### What appeal do I have?

Your Assessor is prepared to provide you with a detailed explanation of how your assessment was determined.

If you are dissatisfied with the assessment and wish an independent review, a right of appeal is available to you. The procedure to complain is simple and is fully explained on the reverse of your 1978 Assessment Notice. The deadline for any written appeal is January 20, 1978.

The new assessment method is fully explained in the brochure that will accompany the mailing of your individual Assessment Notices.

Look at your Assessment Notice... it's different this year!



It now shows both the actual (market) value and the assessed value on which your 1978 taxes will be based.

BRITISH COLUMBIA ASSESSMENT AUTHORITY



Among the fun things in learning XC is the use of waxes to use under which snow and temperature conditions. The next fun thing to learn is that most wax manufacturers also have two wax systems with one wax for below 0 degree C and one for above 0 degrees C with the option of kilster, usually purpose, for the most changeable conditions on ice crusts.

Why wax? First of all it protects your skis from moisture and wear. Then if you have done it well you get more glide and a better grip on the snow for your kick. A bit of sour news for those who rushed out to get no-wax skis; they also need wax for reasons like protecting the sole of the ski and helping the glide. Good news for owners of no-wax skis is that the wax is only used at the shovel (the curved pointy front of the ski) and the tail (the squared off back) of the ski.

How to wax; well, let me start with wood skis with their first waxing. First of all sand very lightly to remove the varnish the manufacturer put on to protect the ski till it was sold. Next tar the ski, if you have a torch you can use ordinary pine tar (if you're renting you can skip this bit) which is painted on the sole then heated till it bubbles and wiped to remove the excess. After discovering you don't own a torch you can buy some air-drying tar which is merely painted on and allowed to dry, usually followed by screams and divorce if your spouse is not a skier and you haven't liberally papered the area with old Totem Times while in your oldest clothes.

Next comes base wax which is much neater than tar. After watching your three year old at work on your newly painted PMQ wall, take your orange wax or an old paraffin candle and cover the sole of the ski. Then using your torch, or an electric iron (not on steam setting) melt the wax to a smooth coat. After the wax is cool take your cork and really rub the wax to a fine shine.

Waxable fibreglass skis start at the point where you take some paraffin wax and melt it into the sole of the ski. With a scraper, either a ski scraper or a spatula, scrape off the surface layer of wax. Then you polish what's left!

No-Wax skis benefit from the previous treatment plus a coat of green wax at shovel and tail, also well corked and polished, with a bare hand. Remember not to apply any base coat or wax to the steps, fish scales or mohair.

After this tarring, then base waxing (the base wax holds onto the tar and the wax holds onto the base wax) we take out the appropriate wax for

the snow conditions where we are going to ski. Tarring and base waxing are only done as necessary, in some parts of Canada where it's cold and humidly once or twice is enough in a year. Around the Comox Valley with the often warm icy crusts tough-ups at shovel and tail may be needed after each trip with an over-all job after only 30 to 40 km of the other-wise fine skiing offered around here.

To get some idea of scale, that distance is only four family Sunday tours up Cougar Main, two day trips up the Browns' Main or one hard day trip to the head of the Browns River. At higher elevations you could ski for a month on the same tar.

Now you are ready for the surface wax, so please notice that around the valley snow conditions change with distance from the salt-chuck and the altitude. It then stands that you wax when you have reached where you are going to ski. Down here the snow, if any, is heavy and wet needing soft waxes and klister. On the hills the snow is colder and drier so you use harder waxes. If you wax, for sea-level you discover that soft waxes will go on over hard waxes, but hard waxes will not go on over soft wax. Fore-warmed is fore-armed!

To select a wax without a thermometer, look at it to see how old it looks. Is it fresh and fluffy or long settled or turned into corn or crust. If it's icy or running wet use klister. If when you pick it up to make a snow ball, the ball falls apart in a powdery pile, use green.

To apply the wax, crayon it, onto the sole either side of the groove keeping it to a thin even coat. With your waxing cork smooth the wax and lastly polish it with the palm of your hand. To see all this done go out to the Rec. Center

Seeing is easier than reading and there is no way I can explain on paper the hand polishing technique. You can polish by rubbing, but the other way is more fun and spectacular.

To apply klister (a very necessary evil around here) squeeze a thin ribbon out onto either side of the groove then with your scraper smooth it out and remove any that gets

into the groove or onto the sides of your skis.

Now we come to the nitty-gritty. Put on the skis and ski for a couple of hundred yards to set the wax. If done properly, with the correct wax, every "kick" will slide you forward efficiently with no snow sticking to the ski or back slide. If the snow is sticking very badly along the length of the ski you must scrape off and re-wax. If every kick makes your kicking foot slide backwards then you must add about two feet of the next softer wax under your foot, this can be corked. If you still slip, but only a little, add more of the softer wax, but leave it a little rough.

**YOU ARE NOW READY TO SKI!**

I bet you thought we would never get to the fun part, but here we are. This is easy and fun and the basic technique is already in your feet. Just walk in your skis on a flat area to pack the snow in a straight track for a hundred yards. Now to turn around, pick up the ski on the side of the direction in which you wish to turn. Move the shovel about thirty degrees and the tail very little by keeping the tail on the ground. Keep this up till you are pointing back along your track.

Now, without your poles, flex your knees, bend forward a little from the waist, put all your weight on one ski and slide the un-weighted ski forward. Transfer your weight and continue to slide the un-weighted ski forward by pushing on the weighted ski. Soon, as you get the rhythm

## with Mister Klister

you will find yourself gliding in the period as you transfer weight from one foot to another.

After you are used to the motion, back and forth on your track, take your poles and practice with them. Place the opposite pole about even with the leading foot as you pass the pole, holding on with a relaxed grip that goes from four to one finger holding at the extreme back reach. Extract the pole and pendulum it straight forward.

**YOU ARE NOW SKIING!!**  
You have just mastered the kick, glide, poling and step-turn (which you can do on the move) and can start going on tour on relatively flat land. The next article will be on going up hill and down-hill and enjoying both.

"God Tur"

## YOUTH BOWLING

AS OF 26 NOVEMBER, 1977

### BANTAMS

First Place - WHITES; Second Place - PURPLE; Third Place - PINKS.

Weekly High Single: Boys - Chris Everill 183. Girls - Beverly Stacy 147. Weekly High Double: Boys - David Everill 350. Girls - Michelle Maniak 258. High Average: Boys - Peter Bourgeois 139. Girls - Michelle Maniak 126.

### JUNIORS

First Place: No. 4; Second Place: No. 2 Third Place: No. 10.

Weekly High Single: Boys - Barry Collins 212. Girls - Janet Jones 193. Weekly High Double: Boys - Barry Collins 257. Girls - Margaret Jones 362. High Average: Boys - Roc Lefort 163. Girls - Janet Jones 170.

### SENIORS

First Place: GROOVY GOOLIES. Second Place: GUTTER DUSTERS. Third Place: DINGALINGS.

Weekly High Single: Boys - Daryl Englymer 240. Girls - Debbie Marks 252. Weekly High Double: Boys - David Perron 566. Girls - Margaret Jones 600. High Average: Boys - Ron Shaw 193. Girls - Margaret Jones 183.

On November 20th, YBC held a Master/Senior Tournament and out of 9 teams the winners were: MARGARET JONES, KEVIN OSLAMP and DAVID PILON.

On November 13th, YBC held a Master/Junior Tournament and out of 8 teams the winners were: THERESA POKOL, BARRY COLLINS and BRENDA JONES.

## Rec Gen

### BROOMBALL

The Inter-Section Broomball league has once again been providing us with a very exciting brand of Broomball.

There are four teams in the League this year and all games are played over the lunch hour period.

The League Standings are as follows:

Base Headquarters	17 points	First place
407 Sqn	10 points	Second
409-442	7 points	Third
MPs	2 points	Fourth

The top four scorers in the league after two months of play are:

Name	Goals	Assists	Points
Russ Roux	12	3	15
Al Ettinger	4	8	12
Pitcher	3	6	9
McNabb	5	1	6
Brown	4	2	6

### INDOOR SOCCER

One of the most successful leagues on the Base is the Dependents Indoor Soccer League. There are four teams in the league and games are played every Monday night. m.Cpl. Ev Swann is the league co-ordinator and has things well under control. The ages are the children are 8-12 years of age boys and girls.

TEAM STANDINGS AS OF 28 NOV. 77

Yellow Jackets	9 pts	1st.
Green Demons	8 pts	2nd
Purple Panthers	5 pts	3rd
Red Barons	2 pts	4th

Name	Goals	Assists	Points
Mike Eddy	3	2	5
Mike Redmond	2	1	3
Michael Grosvenor	2	0	2
Todd Redmond	2	0	2
David Ettinger	1	1	2
Charles Eddy	1	1	2

The game played last Monday (28th Nov.) saw the Red Barons take an early lead over the Yellow Jackets, as Dave Chamberlain took advantage when the defense of the Yellow Jackets sagged, and scored the first goal at the 7 min. mark of the first half. The Yellow Jackets rallied in the second half as Chuck King passed a good low ball out to Ken Jennings who scored the equalizer.

The play became fast and furious until late in the second half when Dave Ettinger took a long pass from Bruce Page and blasted the winning goal into the Red Baron's net.

The second game of the evening proved to be a real thriller also as the Purple Panthers and the Green Demons played scoreless soccer until the last two minutes of the game. Mike Eddy broke out of the back field, dribbled the ball down the wing, and put a beautiful pass out to Mike Redmond who fired a low hard drive into the low corner of the net making the final score 1-0 for the Green Demons.

League action will continue Monday (5th Dec.) with the Yellow Jackets playing the Green Demons at 18:15 followed by the game between the Red Barons and the Purple Panthers.

### CFB TOTEMS BASE TEAM

Practice times have been set aside to prepare the team for the upcoming Regionals. All interested personnel (players) are to give WO Earl Thompson a call at local 315. The first practice will be held on Tuesday the 6th Dec. commencing at 1315. These sessions will be held every Tues., and Thurs., with the exception of the Holiday period.

Equipment is available. All you are required to have is your skates, Garter Belt and an Athletic Support.

We will even have some sticks available...

## Barkley Sound



What's wide and blue and dotted with islands like currants in a bun? Vancouver Island's Barkley Sound.

The over a hundred tiny islands, clustered in a rich maze, belong to the Broken Island Group, a feature of Pacific Rim National Park. Not yet well known, the islands' lovely anchorages are almost empty of visiting boats. Families with trailer boats bring them in from Port Alberni, Toquart Bay or

Ucluelet. Larger power and sailboats are sailed in from sea by way of Victoria. Landlubbers board the M.V. "Lady Rose" for day trips out of Port Alberni.

The famous lighthouses of the island's west coast played an inspiring role in the past rescuing shipwreck victims. While there is no sign of these old shipwrecks, Barkley's most recent victim still protrudes above the waves. On the seaward side of Austin Island, the "Van

Leen", a freighter from Japan, went down only a few years ago.

Barnfield is a tiny fishing community, and home for the Barnfield life boat. In summer the fishboats jockey for elbow room with holiday boats calling in for supplies.

Ucluelet, located on the opposite shore of the Sound, is a much bigger town.

(This Roam at Home story is part of a series provided by Tourism British Columbia).



Operation Lifestyle

Canada's Food Guide suggests 4-5 servings of fruit and vegetables each day. Fall is a good time to buy cabbage, broccoli, beets, cauliflower and squash as well as apples, pears, plums and grapes. Make good nutrition a part of your Lifestyle.

## C to C

### COAST TO COAST REAL ESTATE SERVICE

As an Associate Broker of the A. E. LePage Coast to Coast Real Estate Service, our Company can obtain information concerning your housing needs from more than 160 highly reputable realtors across Canada. An advance referral can have an agency waiting to greet you with your specific requirement having been researched ahead of time.

To assist your advanced planning, we have comparative catalogues available in our office and experienced salesmen to advise you.

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DAVE AYENT	338-8333	MERT FLETCHER	339-2484
JOHN CALDER	339-3839	TONY NAGY	337-5030

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### "Nearly New Clothing"

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We sell top line "nearly new" clothing at very low prices.

Come see our stock.

Bring your cleaned clothing in. Browse & chat with us.

HOURS:  
TUES. TO SAT. - 10 TO 5:30,  
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Mavericks, Comets, Pintos  
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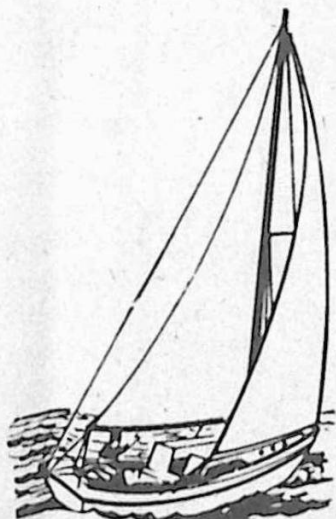
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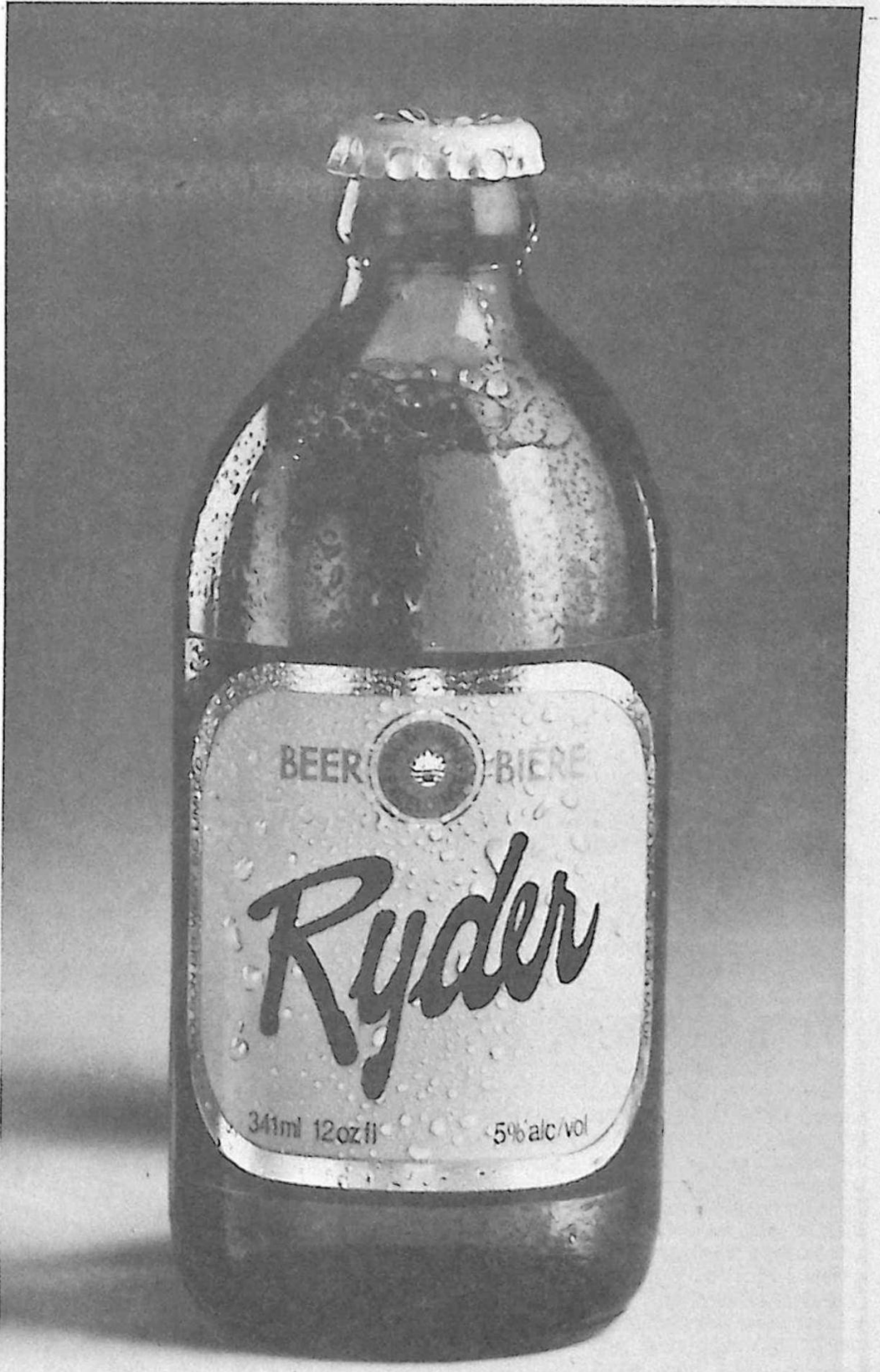


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British Columbia has a flavour you won't find anywhere else.

# Promotions

# The Last River



Base photo  
OVER AT 407 SQN... It was W.O. Jocksh and Sgt. Cox being congratulated by their CO., Lt.Col. Bart Konings. Well done guys.



Base photo  
ACCELERATED TO CORPORAL... Lt.Col. Bart Konings presents early hooks to a "new" Cpl. Glover of 407 Armt. Our congratulations to a young man on his way up.



Base photo  
ALL SMILES IN THE COMPANY STORE ... As a brand new Sgt. Whaley is given the Golden Grip by Major Jack Lugg. Congratulations on the new boost and all that extra loot.



Base photo  
A MAPLE LEAF FOR A NEW MASTER CORPORAL... Lt. Dan Martella hands over the big leaf to a new M Cpl. Cuthbert. Don't spend all that new loot in one place!

## Assessment Changes

"When the assessment notices arrive the address of the local assessment office will appear on the notice. A brochure will be enclosed with the notice to explain why the changes are necessary and how to read the assessment notices," Mr. Morton said.

Local assessment staff will be available to assist property owners by answering any questions which may arise.

This year, to ensure that assessments can be more easily understood, the notices will show both the actual value of the property and the assessed value.

The assessed values have been set at a percentage of actual value for school and hospital purposes as prescribed in the revised

Assessment Act. Local municipalities have options to vary the percentage of assessed values for general purposes.

As these new assessed values, based on actual market value, come into effect some property owners will have increased assessments while others will have reduced assessments. Most homeowners will have a change of less than 15 per cent up or down from the previous year, he said.

Property owners who consider that the assessor's estimate of the actual value is not fair or that the property is incorrectly classified should contact the local assessment office for an explanation or additional information.

The Tsitika River is the last major river on Vancouver Island to remain virtually untouched by human enterprise. It represents the last chance for us and our descendants to experience a wild river system which has developed, without interference, from its beginnings, centuries ago. Time is running short, and that last chance is nearly gone.

The Tsitika rises in a mountain divide between Campbell River and Woss Camp, and flows northward into Johnstone Strait. It drains an area of 195 square miles, and within that system can be found almost everything that characterizes Vancouver Island in most of our minds. There are forested mountains and glaciers, bogs and marshes, countless small lakes, and high mountain meadows. Deer, cougar, beaver, Roosevelt elk and wolves call it home. From source to mouth, the Tsitika itself is a fisherman's dream. Every species of Pacific salmon comes to the river to spawn, two to five thousand a year in the case of Coho. The ponds formed by beaver and by fallen logs, as well as the marshes, form shelter for young salmon and for cutthroat, rainbow and Dolly Varden trout. The Tsitika has the largest summertime run of the elusive steelhead anywhere on Vancouver Island's east coast. The river has cut canyons in some places and broad, slow-running courses in others. There are waterfalls and tributaries and small creeks flowing into the mainstream. All of this has remained essentially untouched, until now.

The area between the Tsitika River and Gold Lake, at the northwest corner of Strathcona Park was placed under a logging moratorium, of sorts, in 1973. The two-year moratorium was enacted in response to pressure from environmental groups, including the B.C. Wildlife Federation. Gradually,

however, logging began to proceed on the land between the Tsitika and Gold Lake. The Tsitika watershed itself is still intact, but there's more to the story.

The whole area under discussion is on Crown land, and has been leased to Canadian Forest Products Limited and MacMillan-Bloedel Limited under Tree Farm Licences 37 and 39. These companies are very anxious to proceed with logging operations, since the licences represent one of the last sizeable stands of virgin timber on Vancouver Island. MacMillan Bloedel's chief forester Grant Ainscough says that his company is suffering financial losses as a result of the moratorium. But public pressure against the logging of the Tsitika watershed has continued, and two things have happened as a result.

The first was the announcement by James A. Nielsen, Minister of the Environment, of the formation of a Steering Committee to prepare an integrated management plan for the Tsitika watershed. The committee, chaired by the Ministry of Forests, includes representatives from Macmillan Bloedel, Canadian Forest Products, Rayonier Canada (all licensees), and the Fish and Wildlife Branch, Federal Fisheries Service and the Ecological Reserve Program. Public comment is invited, according to Mr. Nielsen. The announcement of the formation of the planning group was made on November 7, 1977. The target date for completion of the plan is March 1978.

The second thing to happen was a press release issued on October 28, 1977 by Mr. Sam Bawlf, Minister of Recreation and Conservation, entitled "New Parklands for Northern Vancouver Island." Mr. Bawlf announced the formation of two new provincial parks. One park will add the 8,745 acres surrounding Gold Lake to Strathcona Park

(parts of which are now being logged). The other park consists of 20,243 acres around and including Schoen Lake, which lies near the Tsitika River. Over 9,000 acres around Schoen Creek will be released for logging.

A very careful reading of the press releases reveals that the logging moratorium on the Tsitika watershed will continue until an integrated plan is approved - in March. Neither Tree Farm Licences nor the present Forest Act allow for integrated resource planning.

No public meetings have been scheduled for discussion of the plan before it is completed. Mr. Nielsen has stated that the public will be invited to view and comment upon the finished plan, but has announced no means for public discussion while there is a change that public opinion might make a difference. There is a chance that a public meeting might be held, if enough people ask for one. Requests for such meetings, and letters and briefs stating your views may be sent to the Chairman of the Committee, Mr. Ostby, care of Ministry of Forests, 631-355 Burrard Street, Vancouver, B.C. V6C 2H1. Brochures containing information and asking opinions about the Tsitika may be obtained at Ranger Stations in Port McNeill, Sayward and Campbell River, and at the Fish and Wildlife Branch office at 324 Terminal Avenue, Nanaimo.

Biologists, ecologists and resource managers are anxious that the Tsitika be preserved as a "benchmark" area for the study of plant and animal life in a natural setting, where the natural sequence of events takes place. They have no other basis for comparison when attempting to determine man's impact on nature. For the rest of us, the Tsitika River represents an absolutely irreplaceable part of our heritage. Perhaps there is still time to save our last river.

# COMOX SHOPPING CENTRE

COMOX AVENUE AND PORT AUGUSTA ST., COMOX, B.C.



## COMOX SHOPPING CENTRE CHRISTMAS HOURS

DEC. 8TH	9 a.m. to 9 p.m.	DEC. 17TH	9 a.m. to 6 p.m.
DEC. 9TH	9 a.m. to 9 p.m.	DEC. 19TH	9 a.m. to 9 p.m.
DEC. 10TH	9 a.m. to 6 p.m.	DEC. 20TH	9 a.m. to 9 p.m.
DEC. 12TH	9 a.m. to 6 p.m.	DEC. 21ST	9 a.m. to 9 p.m.
DEC. 13TH	9 a.m. to 6 p.m.	DEC. 22ND	9 a.m. to 9 p.m.
DEC. 14TH	9 a.m. to 6 p.m.	DEC. 23RD	9 a.m. to 9 p.m.
DEC. 15TH (THURS.)	9 a.m. to 6 p.m.	DEC. 24TH	9 a.m. to 6 p.m.
PARENT NIGHT	7 p.m. to 11 p.m.		
DEC. 16TH	9 a.m. to 9 p.m.	DEC. 25TH - 26TH - 27TH	CLOSED

**SANTA ARRIVES -BY FIRE TRUCK**  
THURS. NIGHT DEC. 8  
AT 7:00 P.M.  
All boys and girls who visit Santa will be eligible for the  
**FREE TOY DRAW 2:00 P.M. ON CHRISTMAS EVE**  
DEC. 24th

**SANTA'S HOURS**

THURS., DEC. 8	7:00 p.m. to 8:30 p.m.	TUES., DEC. 20	2:00 p.m. to 4:00 p.m.
FRI., DEC. 9	2:00 p.m. to 4:00 p.m.	WED., DEC. 21	2:00 p.m. to 4:00 p.m.
FRI., DEC. 15	7:00 p.m. to 8:30 p.m.	THURS., DEC. 22	2:00 p.m. to 4:00 p.m.
SAT., DEC. 10	2:00 p.m. to 4:00 p.m.	FRI., DEC. 23	7:00 p.m. to 8:30 p.m.
SAT., DEC. 16	2:00 p.m. to 4:00 p.m.	SAT., DEC. 24	2:00 p.m. to 4:00 p.m.
SAT., DEC. 17	2:00 p.m. to 4:00 p.m.		
MON., DEC. 19	2:00 p.m. to 4:00 p.m.		
	7:00 p.m. to 8:30 p.m.		

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# Aurora Update

Continued From Page 1

## Fast de-briefing

Originally two data interpretation and analysis centres (DIACs) were planned - a large, highly sophisticated one for CFB Greenwood, N.S. and a mini-centre at CFB Comox, B.C. Plans have been revised and now there will be a marked improvement in the Comox facility. The new computer in Greenwood's DIAC now will be smaller, but will still perform the same analysis functions and will adequately fulfil its role. The Comox DIAC, with fewer aircraft in support, will remain relatively small, but designed so that it can be readily expanded should the emphasis ever shift to the West Coast.

The DIACs will streamline the old-style base operations functions such as mission planning, communications and debriefings. Incorporated are computer analysis of the aircraft's sensor tapes for fast, accurate and comprehensive crew de-briefings immediately following their mission.

Changes in the DIAC specifications should not be confused with the highly publicized Ground Support Computer Complex which will produce the software programs and is slated only for Greenwood.

Plans are also afoot to standardize some of the software with that in use at Maritime Command's Acoustic Data Analysis Centre at Halifax, and Canadian Forces' engineers are amending the specifications to computer hardware and programs to make the whole system interoperable with the United States Navy ground analysis system.

are engineers and technical NCOs, many involved in analysis of the life cycles of the various avionics and electronic equipment going into the aircraft - a vital requirement before the "spare parts" program can be set up.

The aircrew trades are also represented by a small cell working hand-in-hand with company personnel in the design of aircrew training packages to include lecture outlines, visual aids and student handouts. This group will assist Lockheed in covering the 404 Maritime Training Squadron staff to the new aircraft at Burbank and will later be assigned to key positions within the Aurora program.

It is planned to deploy a maintenance training development team of about 46 more Canadian military to Burbank by next summer. They will work side-by-side with Lockheed staff to become familiar with the various avionics and test and analysis equipment. While there, they will produce complete training packages for maintenance technician training courses which they will conduct back in Canada.

Some of these people will return to Greenwood and Comox in time to start the training program, but the last of the detachment will not come back to Canada until the last aircraft is delivered in the spring of 1981.

The first Canadian-made components have arrived at Burbank from Enheat Ltd. in Amherst, N.S., Bristol Aerospace Ltd. in Winnipeg and Fleet Industries in Fort Erie, Ont., and assembly of the first CF-140 will begin soon.

avionics components have been signed with several plants in the Toronto area. Sperry Univac Defence Systems have opened a new plant in Winnipeg to manufacture digital magnetic tape units for the Aurora, and nearby the Bristol plant is producing ailerons and leading edges for the wings. In Montreal, Canadian Marconi is working on their doppler radar contract, Canadair has begun work on Aurora maintenance trainers and CAE Electronics is busy with magnetic anomaly detectors and flight simulators for the program.

It is expected that the contracts for spares and other support equipment will be let by DSS within the next year. And it is planned to involve the Canadian aerospace and electronic industry as much as possible in future support requirements for this "weapons system" - a term which those involved say is more appropriate than "aircraft."

Because of the complexity of the system, Gen. Macfarlane stressed that the Aurora must have highly skilled configuration management in the avionics field. Because of its integrated computerized system, no longer will piecemeal modifications to the black-box hardware be acceptable since they would interact with the software and adversely affect the program.

## Techs Important Cogs

One of the more important cogs in the revitalized maritime squadron "machine" will be the technician who can master the integration of the electronic systems in the aircraft. The radar technician with a NORAD background will be uniquely suited to maintain the aircraft's APS-116 radar, because radar contacts are converted to a digital output and displayed synthetically to the operator, in much the same manner as NORAD's semi-automatic ground environment system.

The computer expert - technician and programmer - will be in great demand. The PMV (the aircraft) has ten computers with a capacity almost five times that of the latest helicopter-equipped destroyer - the DDH 280. The ground-based weapons support system has 31 computers employing six languages with a total memory of almost a million words.

The computer equipment for the ground support computer complex is already in operation at Univac's Valencia, Cal. facility, and after a short period of testing will be moved to Lockheed's Burbank plant late this year. Together with the integrated avionics trainer it will form the backbone of the system integration laboratory (SIL).



# Accent Safety

## WHEN HALFWAY DOWN SEEMS FURTHER THAN UP.

We passed along some safety tips for winter driving to reach the Forbidden Plateau ski area. Having got you there in theory, it would be irresponsible not to get you back down again, by adding a few pointers for your winter-downhill-driving skills.

One of our closing uphill tips was to avoid parking at corner locations so that your car becomes an obstacle to downhill traffic. One of your first downhill concerns is obstacle visibility and any time taken to clean off the snow, scrape the windows and run the engine and defroster will pay large dividends. This is especially important if the weather is mild and you are carrying a load of partially wet skiers, all contributing to the relative humidity inside your car.

Quite often, the rationale of posting the "Chains Mandatory" sign is based on the requirement to check your downhill speed. It is on those days when halfway down can seem further than up. So here comes tip number two - leave your chains on until you're back down to the "cat shack". Oh sure - you can get along without them quite often, but then there's those "other" days.

On "other" days, the combination of slippery conditions and a few unskilled drivers can make you very, very happy about having those chains on for "the last run" of the day.

Having your headlights on going down is just as important as the uphill leg for it adds the "be seen" part of the fundamental rule: "See and Be Seen". Keep to the right of the road and remember that

Aunt Gladys may be coming uphill to pick up Fauntleroy and Gwendolope and you are responsible for maintaining a safe road position and whenever possible, yielding most of the road to uphill traffic.

Once these driving considerations are taken care of, you begin the more serious task of getting your Detroit toboggan down the mountain. On a busy Sunday we had one of those "other" days. What a spectacular downhill event! Our car was parked nearly level and alongside the road, but we failed the very first test - we couldn't move the six to eight feet and ungracefully slid to the left with all passengers now outside and pushing right on the front end. After about 150 yards of brake pumping, yelling and sliding we came to rest alongside the snowbank to take inventory.

Fortunately, among the one-mile-per-hour passersby was a friendly face without saucer-like eyeballs and rigor mortis of the brake foot. To his enquiry I assured him we were not stuck, but could not steer the beast, despite our best flat-lander techniques.

He came through with this major advice, "Don't touch your normal brakes, just use your emergency brake". At this time I was willing to try anything that would give directional control back to my steering wheel. To make a long story short, his advice was sound and very much appreciated. Although my brake foot twitched and hovered nervously over the normal brake pedal, I was not to touch it again until we were off the mountain.

How did this simple technique win the day? To understand the effect, we only

need to know that the emergency brake acts only on the rear wheels. With the chains still installed, the emergency brake acting on the rear wheels serves to do all of the braking, leaving the front end to do the steering. The downfall of the normal system is that in order to check the forward speed of the rear, chained wheels (which

have more traction) the front wheels (which have much less) promptly lock in place and cannot steer.

So thanks, Bob, for the tip, and here's our final tip for anyone who goes downhill in winter: Take time to ensure that your emergency brakes are in good working order and practice using them.

Watch your bird!  
SAFETY SAM

## Canex Big Winner



Base photo

**LUCKY WINNER** - LCol. Burrows presents Sgt. Don Yamane with a microwave oven as Canex's latest bi-monthly "winner".

"Be careless in your dress if you must, but keep a tidy soul."  
Mark Twain

## Group at Burbank

The program is using two groups to bring it all together - one at NDHQ to manage the program and another at Burbank, Cal., headed by Brig.-Gen. Alan Pickering, of Niagara Falls and Sarnia, to handle the day-to-day dealings with Lockheed.

At present, 60 specialist Canadian Forces personnel are in Burbank. The majority

## Contracts for Canada

The promised industrial benefits for Canada are already taking effect. Lockheed is well ahead of its goal to assign 67 per cent of its sub-contracts to the Canadian aerospace-electronic industry. The total evaluated industrial benefits to Canada as of Sept. 30 amount of \$88.4 million.

Contracts for electronic and

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# Inflation isn't someone else's problem.

# Neither is fighting it.

The inflation rate in Canada has improved over the past couple of years, thanks to the efforts of Canadians who recognized the dangers of spiralling prices and wages. The moderation has helped and it's a good thing it happened, as we all know from the fears we were experiencing back in 1974-75. We're doing better, but we can't be satisfied. Inflation still exists - and it hurts. Ask the poor, the pensioners, the Canadians who have worked hard for years to build up some retirement savings - they know better than anyone how truly critical this problem can be.

A serious part of the overall problem is the popular belief that the rate of inflation can't be influenced by individuals. That's just not true. Inflation exists as a result of all our actions; it will be beaten by all our actions, including government, labour, business, and yes - individuals.

We have to work together in a co-operative effort to fight inflation. The more we know about it, the better we can handle it.

Learn more about inflation, why it happens, what it is, and what you can do to fight it, send for "Kick the Inflation Habit". You'll find out how inflation steals jobs in a section that helps us understand how employment suffers by inflation; that there's no free lunch because whatever we get, we pay for, whether it's government services or "free" samples; and it will tell you about the vital business of budgeting and living within one's means.

"Kick the Inflation Habit" also discusses smart shopping, wise use of credit, the importance of arming yourself with information - all things that not only fight inflation, they make it hurt a little less. "Kick the Inflation Habit"... now.

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For your copy of "Kick the Inflation Habit", send your name and address to: Anti-Inflation Board, P.O. Box 10153, IBM Tower, Pacific Centre, 701 West Georgia Street, Vancouver, B.C. V7Y 1E4.

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**TELEVISION:** le lundi soir à 18h30, à la chaîne communautaire: La Francophonie and you.

**JOURNAL FRANCOPHONE HEBDOMADAIRE:** Le Soleil de Colombie, 3213 rue Cambie, Vancouver, V5Z 2W3. Tel. 879-6924. Un an: \$10.00.

Pour envoyer un TELEGRAMME EN FRANCAIS: 112-800-463-3350.

**LIBRAIRIE FRANCOPHONE:** Le Bouquinier, 1222 rue Robson, Vancouver. Tel: 687-5936.

**ORGANISMES ET ASSOCIATIONS** pour des activités socio-culturelles de toutes sortes:

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Le Centre Francophone d'Alberni, 2943 - 10e avenue, Port Alberni. Tel. 724-0212.

Le Club Canadien Français de Victoria, 1318 rue Broad, Victoria, V8W 2A9. Tel. 383-5335.

Le Club Bon Accueil, Centre Bon Accueil, 4695 Avenue Marine, Powell River. Tel. 485-2031.

Saint-Sacrement, Parioisse française, 101-3196 Heather, Vancouver. Tel. 874-3636.

La Fédération des Franco-Colombiens, 3170 rue Willow, Vancouver. Tel. 873-3581.

Le Centre Culturel Colombien, 795 ouest, 16e avenue, Vancouver. Tel. 874-9105.

L'Alliance Française de Vancouver, 6161 Cambie, Vancouver. Tel. 327-0201.

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3. Synthétiser à 97.7 FM en orientant lentement l'antenne, et en déplaçant l'appareil si nécessaire.

4. Régler le bouton de la tonalité vers les sons graves et presser le bouton Mono s'il y a lieu.

N.B. La qualité de la réception est soumise à différents facteurs tels le lieu, l'élevation, la proximité du détroit, le temps, etc....

Au plaisir...

Nicolle Cantin  
professeur de français  
à BFC Comox, poste 348.

## Coach's Clinic

(Continued from page 6) therefore, gives better protection. The elbow is a very vulnerable place as the player falls often and this usually takes a lot of the weight. Bone chips are a direct result from improper fitting elbow pads. If the pad is too loose and moves around the thickness of the sweater, it

does nothing in protecting a fall. Shoulder pads: This item may seem rather cumbersome to the player, old or young, but even though the most expensive do not give you ultimate protection, they are certainly required. The arm portion of the pad should come down to and slightly

overlap the upper part of the elbow pad. They should fit the shoulders so that the cap fits right over the main shoulder-arm joint. This should minimize the possibility of a separation of the shoulder and serious bruising. The helmet and face masks: There is quite a controversy over these two items. Both the

helmet and the face mask must be CSA (Canadian Standards Association) approved. It is of the utmost importance that these two items fit each other properly. The type of your selection is entirely up to you and your child, but make sure that if your child takes a small size, get him a junior size and vice-versa.

# Your Dental Health

The primary task of dentistry is not to extract teeth but to preserve them.

By partially or fully removing a tooth's diseased or injured "nerve", your dentist may be able to keep a tooth in your mouth that would otherwise soon be lost. These so-called dead or non-vital teeth can last just as long as normal teeth and are always superior to false ones.

Treatment of teeth with an injured or destroyed "nerve" is called endodontics. Endodontic treatment is used when the tooth pulp - the innermost core of the tooth that contains the nerves and blood vessels - has been injured, or attacked by deep decay. Such a tooth may become infected; and the

bacteria causing the infection can spread throughout the entire pulp, eventually reaching the bone around the tooth and damaging it.

If the diseased portion of the pulp is removed and the bacteria destroyed, healing takes place - just as it does in any other part of the body. A protective layer of "secondary" dentin will form where the pulp has been only partially removed. Where the jawbone has become involved, the bone will grow back normally once the infection is gone.

Sometimes, only part of the pulp needs to be removed; sometimes, removal of the entire pulp is required. In either case, the dentist will fill

the pulp canal with a special material and cap the tooth to prevent penetration of bacteria or fluids. The fibers that attach the tooth to its socket continue to hold it firm.

Endodontic therapy is being used more and more to save even baby teeth, whose retention in the mouth is so important to proper positioning of permanent teeth.

So healthy and strong are these pulp-treated teeth that they can even be used as anchors for partial dentures replacing those teeth that could not be saved by endodontic treatment.

(Next article: Dental X-rays)

# Femme Gen . . .

by Liz Graham

Every year at this time, I find to my surprise that I am becoming quite a sports fan, and actually beginning to enjoy hours and hours of football and hockey. (Mainly due to the complete, absolute, continuous coverage presented by our T.V. stations.) I have been told that I am peculiar - that most wives cannot tolerate T.V. sports, and after doing a small survey, I have come to the conclusion that the reason most wives hate football and hockey is that they don't understand them. Although I still get rather confused myself, over the whys and wherefores of these games, the following is an attempt to explain the rules of these two most popular sports events. As you will see, they are very exciting, and once you learn the simple rules there should be no reason for wives not to enjoy a morning, afternoon and evening of T.V. viewing with their husbands.

**FOOTBALL:** Much like baseball, football can be played day or night - sometimes both. It is often necessary for football to be played on an ice-covered field, although - depending on the toss-up - it can also be played in snow, mud, or the nearest swamp. The object of the game is to crawl as many yards as you can with the opposing team on your back. It is for this reason that football players have to be very strong, and have no necks. The game starts with each team lined up facing each other in the middle of the field. This is naturally called a "face-off" and must not be confused with an "off-side" which is the view presented to the spectators when the teams get into a huddle. The team which has the ball begins the game by calling out numbers, this is done by a player standing at the back of the line. The opposing team has to guess which number is right, and when they do this they all surge forward and try and crush the number-caller, who grabs the ball and runs for his life.

Often-times, in order to confuse the opposing team, he will run backwards, or throw the ball away. When the other team does manage to throw themselves onto the player with the ball, the umpire stops the game and everyone goes back to do another face-off. Eventually, one of the teams players scores a home-run and wins points for this, although no-one believes it until the ball is kicked over a washing line at the end of the field. Football is very exciting.

**HOCKEY:** Hockey is Canada's national game, and every red-blooded Canadian watches it on T.V. or goes to the skating rink to yell at the teams. The true hockey fan shows his affection for his favourite team by hurling tender obscenities at it when the other team scores a goal. The object of hockey seems to be to score as many hits as you can, preferably with the long club that all the players carry. Each time a player hits another with his club, he is rewarded and sent off the ice

for a well-earned rest in a little box. The players can also hit a little flat ball with their clubs, and the score is tallied by the number of times it gets past a fat man standing in front of a fish net. Hockey is a very fast game, and as it is played on ice, some of the players may fall down. Occasionally, one will grab onto another player to stop from falling, when this happens they both drop their clubs and hang on to each other to keep their balance. Other players often try to help at this time, and before you know it the skating rink is covered with gloves, clubs and sweaters that the players have discarded in order to go to the aid of their pals. For some reason, this helpful gesture is against the rules, and three men, blowing whistles, have to come and get all the players sorted out and back up on their skates. Hockey is also very exciting. (I think.)

# A Thank You

The Protestant Chapel Guild wishes to thank all the people who helped make our Annual Fall Bazaar and Tea a great success this year.

We would especially like to thank the following stores for their donations - Safeway, Comox Super-Valu, Overwaitea at the Druitwood Mall, and Goods Groceteria.

Winners of the door prizes are as follows: Linda Fillier - Painting of Comox Glacier; Jo Anne Lovell - Pewter Cross Pendant; Bernie MacInnes - Doll; Mrs. E. Warren - Macrame hangar and flower pot.

We would also like to thank the Airport School for letting us use the gymnasium to hold our bazaar.

## Dig In

A new handbook for Canadian gardeners has just been published which fulfils a long-felt need in gardening books for this country.

Canadian Garden Perennials was written by one of Canada's most widely read garden columnists, A.R. Buckley. Mr. Buckley, before his retirement in 1973, had been a horticulture specialist with Agriculture Canada.

The book includes information on perennials suitable for Canadian climatic conditions as well as many hints on garden care. Published by a British Columbia publishing house.

## Rock Talk

Six ladies rinks from Qualicum challenged Comox Valley ladies on Friday and lost 73 to 56 points with the trophy stay: at the local rink for another year.

The luncheon catered by Doreen Gibson and Leah Johnson that followed had something for everyone's taste and was greatly enjoyed.

Barb Parker and her rink missed the event as they were at Port Alberni's Open.

As the season gets under way the results in most cases are not decisive. Sunday mixed have M. Fellbaum and B. Carscadden tied. A three way tie on Monday Mixed "A"

between Black, Kraus and Elvins; although in the B. league Sutcliffe is alone in the lead. C. Hogg in Wednesday Mixed A hasn't lost a game yet, but in the B we will have to wait and see. Tuesday Men's league are in the same boat with many ties. G. McDonald, however, in Thursday No. 1 league has now lost a game with G. Steidl winning all except one tie.

## Officers Wives Club

by Wendy Cummings

The Officers' Wives Club of CFB Comox held a Christmas Pot Luck Supper at the Officers' Mess Nov. 16. Approximately 100 women sampled dozens of casseroles, salads, breads and desserts.

A Christmas food hamper was made up from donations brought in by members and guests for the Comox Valley Friendly Visitors Service. The service helps low income families who are not receiving assistance through welfare or other means.

A craft show and sale took place after dinner. A special thank is extended to the Courtenay Florist without whose help we could not have done justice to the many beautiful oil paintings that were displayed.

There will be no OWC meeting in December due to the rushed holiday schedule. The OWC will meet again Thursday, Jan. 16, 1978 and at that time will host Dr. Lawder.

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Sunday - 9:30 a.m. and 11:00 a.m.

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L.R. Coleman, Maj. (Base Chap (P))

C.V. Patey, Capt. (Chap (P)).

CHapel SERVICES

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 (ACC) 12:00 hours first Sunday of the month.

BAPTISM: By appointment. Consultation with parents expected 2-3 weeks in advance of Baptism.

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 second Wednesday of each month.

CHapel CHOIR: Our Choir extends a warm welcome to all new arrivals. New voices are always needed. Please speak to the Choir Director, Organist or Chaplain.

Junior Choir: 1830 Hrs. Thursday at the Chapel.

Senior Choir: 2000 Hrs. Thursday at the Chapel.

SUNDAY SCHOOL: The Sunday School operates from September to June. Ages 6-15 meet in the Chapel at 9:30 hours each Sunday, and the ages 3-5 hold their sessions during the Church period at 11:00 hours. All children are invited to attend.

OFFICE HOURS: 0800 - 1630 hours. Phone 339-2211, Loc. 273.

HOSPITAL VISITATION: The Chaplain would appreciate the co-operation of the members of the congregation and would request that they phone the Secretary's office (339-2211 Loc. 273) to report the names of any members of the congregation who may be in the hospital.

## Western Ski Adventures

BY DIANE ALDER

The Europeans have found it, the Californians came to try it, and eastern Canadians from as far as Cape Breton skied last season at British Columbia's newest ski resort, Whitewater, 12 miles from the historic mining town of Nelson in the southern interior of the province.

Whitewater, located high in the Selkirk Mountains 11.2 km (seven miles) by highway and 8 km (five miles) by all-weather road from Nelson, is renowned for its powder snow. Two chairlifts serve the beginner-intermediate and more expert terrain which stretches 390 m (1,300 feet) vertically up the ridge of Mount Ymir. Snowfalls are normally 4.2 to 4.8 m (14 to 16 feet) in the packed areas.

Kimberley Ski Resort, less than 3.2 km (two miles) from the city, is one of the featured Pacific Western Airlines Ski Bird packages. Prices begin as low as \$110 double with accommodation in Kimberley motels, and range to about \$135 for on-hill accommodation. Prices include transfers from Cranbrook airport, five days and six nights accommodation, day and night lift tickets, hotel tax, Ski Bird pin, and optional cross-country skiing with a guide.

British Columbia's highest ski area, Big White at Kelowna, will again be a Ski Bird destination this season. A new triple chairlift into Easter Bowl for powder and packed skiing will open for the 1977-78 season at Big White, augmenting the 180 m (6,000 feet) long double chair and 1,650 m (5,500 feet) T-bar. Accommodations at the mountain are now up to 950 beds with new condominiums just completed, and package prices here start at \$211 double, for five days and nights, with lifts, lessons, two meals per day and entertainment.

One of B.C.'s most popular ski areas, Silver Star in the Okanagan Valley, will again be a Ski Bird package destination and will also feature its own package vacations. Silver Star's three chairlifts, three T-bars and Poma and handle lifts make the area B.C.'s third largest, and always a favorite for family skiers or singles. Accommodation is in town, with an easy 24 km (15 mile) drive to the ski area. Children eight and under ski free at the Star, where well-groomed

trails and runs all funnel back to the expanded daylodge, ski shop and ski school headquarters.

Tod Mountain, the giant of British Columbia's interior ski areas, boasts a 330 m (3,100 feet) vertical served by two long chairlifts, a baby T-bar and a free handle lift. Served by a cafeteria, with lounge, beerstube, babysitting and brown-bag areas, Tod is one of the biggest ski areas in the province. The mountain offers skiing to challenge the experts or satisfy beginners, and runs are up to 8 km (five miles) long.

Cross-country is not being neglected by the package operators, with the popular 108 Ranch Resort the destination of the Ski Bird package for tourists. Situated in the heart of the Cariboo, with gently rolling hills and excellent dry snow conditions, the 108 Ski Bird package includes use of the 65 kilometres (40 miles) of tracks, or you can set out on your own for log huts along the mapped routes, or trails for beginners, intermediates and advanced cross-country buffs.

Possibly B.C.'s largest destination ski resort is the mega-mountain, Whistler Mountain, just 120 km (75 miles) north of Vancouver. Whistler Mountain will have well-groomed new slopes this season, plus added accommodation and night life in the valley below to attract

those skiers who really are keen on the powder snow and North America's longest vertical drop served by lifts. To ski Whistler from top to bottom, you will go through 1,284 m (4,228 feet) of vertical, with runs three to 11 km (two to seven miles) long. Whistler has one of the longest seasons of any ski area in the world.

British Columbia has often been called a 'Little Switzerland' and indeed, once seen, the mountains will be appreciated as comparing with the Alps.

Among the other areas worthy of mention for vacationing skiers are Panorama, Fairmont Hot Springs and Fernie in the East Kootenays; Red Mountain in the West Kootenays; Apex and Baldy in the Okanagan area; the newer areas dotted along the Yellowhead route, Smithers, Terrace, Prince Rupert, Purden Mountain and Tabor Mountain out of Prince George, all of which are becoming destination ski areas of note; the Canadian Mountain Holidays Heli skiing package weeks into the Bugaboos; Cariboo, Manashees, Boby Burns and Radium regions, Forbidden Plateau on Vancouver Island, Canada's most westerly resort, as well as the Vancouver local areas of Grouse Mountain, Seymour, Cypress and Manning provincial parks, Hemlock Valley and Hollyburn Mountain.

## C.W.L. News

December 5th: Monday; Driftwood Mall at 6:30 p.m. We have agreed to help the Senior Citizens of the area including the Glacier View Home with their Christmas shopping. The stores will be open strictly for the Senior Citizens. Refreshments will also be served.

December 6th: Tuesday;

Courtenay Catholic Church 7:30 p.m. The Courtenay C.W.L. have invited us to their Christmas Party. Mass will precede the festivities. A small unwrapped gift is requested which will be placed in Christmas hampers for the needy.

December 13th: Tuesday;

Our Base Chapel at 7:30 p.m. Our Council will host the Ladies of the Protestant Guild at a "pot luck" supper.

## EXTRA INCOME

Men or Women to operate own vending route. New invention. No service problems. 4 hrs. per week to operate. High profit locations supplied.

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## ANNOUNCEMENT



Northgate Motors Ltd. is pleased to announce the appointment of Allan Griffiths to their sales staff. Allan is another prairie native who comes to us from Moose Jaw, Saskatchewan, where he spent the last eight years in car sales. Allan and his good wife, Nita, plan to make the Comox Valley their permanent home. They have two children, Delilah and Dwayne, aged 11 and 10 years. Allan is socially active and has already transferred his membership to the local Kinsmen Club. We believe that Allan is a pleasant and knowledgeable young man. Come in and meet Allan. We think you will like him.

Northgate Motors Ltd.

## Time To Burn

One of our readers came up with this answer to those of you who gripe about not getting enough time off:

So you've been crying about how much work you're doing. Never get any time off, eh? Well, let's look at it this way. You are entitled to 30 days leave (average) and have the privileges of travelling time, special leave, sometimes overtime leave, days off prior or after schemes (called Make & Mends for SEA types), which is good for at least 8 days a year, leaving 327 days.

There are approximately 16 National holidays and 104 Saturdays and Sundays. That narrows the balance to 189 days. You sleep approx. eight hours a day and spend another 8 1/2 off duty. That takes up another 129 days of your year and leaves you 78 days.

If you take an hour a day for coffee, cokes and incidentals like lunch, that's 15 days a year, 20 days for the minimum amount of time required to get in shape again and run for your twice yearly 1 1/2 weeks, leaving 43 days. At least 4 days off to probably read all the military material which circulates yearly, i.e. Personnel Newsletter, standing orders (Sailing orders for Hairies), base newspapers, Defence Quarterlies, Sentinel, memos for sub-sections, etc., etc. - leaving 39 days. Time off for parades, speeches given, meetings and correcting your UER's and PER's - usually another 6 more days - and you're down to 33 days.

There's 24 pay days, and you know how much you get done then, that leaves 9 days. Statistics show that the average person spends 2 days a year in the dental clinics and 6 days undergoing medical treatment (usually after your semi-annual runs). That narrows it down to one day. And brother, if you can NOT figure how to goof-off for one day, you'd better get out.

(We know how he spent his one day - figuring out how to get the other 365 off!)

complaints you have known to your ward councillor.

By now you should all have received a flyer indicating the dates of a baby sitting course to be held in the school classrooms. Remember it's the 6th, 7th and 8th of December and while the initial deadline for names was the 30th of November, if you are still interested you can still get your name in, but Friday, the 2nd of December is definitely the final closing date.

We held our monthly meeting last Friday with the two main topics being vandalism and going hand in hand with vandalism was the venture playground. Positive action has been taken in that a committee has been formed to look into all facets of the growing delinquency problems in our community. The committee will make their findings known by the 15th of December.

You should be made aware that we consider the parents as the source of most of the problems - i.e. the parents of the kids who continually insist on causing the majority of the problems. Base authorities are extremely concerned that some of the parents show such little concern for the welfare and upbringing of their children. If you, the parents of these kids have any doubts as to where you stand with regard to the remainder of us who live here in PMQs let there be no further doubt - you and your kids are not welcome. Most of us want to see a small community atmosphere with only the normal amount of interruptions and we do not want to have our kids associate with yours.

Now back to the normal goings on - The Rec Committee reports that indoor soccer is still going strong with good turn outs and good competition. Attempts are also being made to form a recreational basketball league for teens ages 13 to 17. We would like to have three or four people volunteer to assist in this worthwhile venture.

Anyone interested? Contact Murray Haines at 339-5762 or George Scholer at 339-5732.

Speaking of my old buddy George, he would like to get some of your teens 14 yrs. and up to participate in a Saturday morning weightlifting class - duration one hour - 9-5732 is still the number if you are so inclined.

THE MISS WALLACE GARDENS competition will be held on December 5th at the Totem Lounge. Don

Leblanc and his committee of one (Mrs. Leblanc) have been very busy getting everything organized for the big event. So far we have seven young ladies - all lovely, talented and waiting for the big day.

The young ladies are: From ward three Karen Olskamp and Patty Smith, from Ward four Mora Carscadden. From Ward six Kim Bodnarek and from Ward seven Kathy Brown, Lisa Fleming and Terrie Hooper. To all of you girls we say good luck and thank you for entering the MISS WALLACE GARDENS competition. Also a very sincere thank you to Courtney Florist who will be sponsoring our MISS WALLACE GARDENS.

We have been informed by the Bado that some time in the near future the Canex Snack Bar will be open during the evenings on a trial basis. It will be up to all of us to patronize the facility if it is to stay open. The snack bar like most other conveniences is designed as a profit making outlet. Without our support it will not stay open beyond the trial period.

We have been somewhat disappointed at the lack of support generated on behalf of the Neighbourhood Watch program. Most of the councillors have almost had to force the engravers on some of you. If you are not at all interested please indicate so. However, if you are still interested and would like the use of an engraver please contact one of your councillors - he can probably get you one within an hour.

And from the desk of the little people - Be it known that the Scouts, Cubs and Beavers will be holding their Christmas party on December 11th at the Airport School gym. The party is being sponsored by the Group Committee and the Ladies Auxiliary.

The Scouts and Cubs would like to thank all the people who supported their recent bottle drive and take this opportunity to make it known they will be holding another bottle drive immediately following the New Year. That has to be an ingenious time to hold a bottle drive if I ever heard of one.

The Beavers had just a super time at their "skating" party with a number of parents present to help lace the skates, etc. A special thanks to, once again, the Ladies Auxiliary for the delicious hot chocolate. The Beavers will be having their last meeting for 1977 on December 13th and will meet again on January 10th, 1978.

## Special Chapel Services

SCHEDULE - ADVENT & CHRISTMAS CONFESIONS.

-For children in Catechism classes:

-7 December - Grades 6, 7, 8 (at the school) - 6:30 to 7:30 p.m.

-14 December - Grade 3 - First Confessions (at the Chapel) - 6:30 p.m.

-SUNDAY, 18 DECEMBER - 3:00 P.M. Penitential Service for adults and teenagers not at Catechism classes.

-TUESDAY, 20 DECEMBER - 7:30 P.M. Penitential Service at Canadian Martyrs, Courtenay.

This Service has an advantage of having an option of four to six priests for Confession.

-MONDAY TO THURSDAY - 19 to 22 DECEMBER - Ten minutes before 9:00 a.m. Masses.

- 4:15 P.M. to 4:45 P.M. - FRIDAY - 23 DECEMBER

- 7:00 P.M. until all are heard.

- SATURDAY - 24 DECEMBER.

- 11:00 A.M. till noon.

- 5:30 to 6:30 P.M.

- NO CONFESIONS BEFORE MIDNIGHT MASS.

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MASSSES

- During Advent, regular Sunday and Weekday Masses (except as noted).

-CHRISTMAS EVE - 24 DECEMBER

- Mass at RC Chapel - 7:00 p.m.

- Midnight Mass, preceded by carols at 11:30 p.m. at the Protestant Chapel.

CHRISTMAS DAY.

- One Mass at 11:00 A.M.

## THE BASE RECREATIONAL LIBRARY

will close for the holidays after hours (1200 - 1500) on Thurs. 15 Dec. We will be back again on 04 Jan. If you have books to return before that, just slip them through that handy slot in the library door!

MERRY CHRISTMAS!



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TUES.	1000	TO	1700
WED.	1000	TO	2100
THURS.	1000	TO	2100
FRI.	1000	TO	2100
SAT.	1000	TO	1700
SUN.	1200	TO	1600
DEC. 25 - 29			CLOSED
DEC. 30		1000 TO	1700
DEC. 31		1000 TO	1700
JAN. 1			CLOSED
JAN. 2			CLOSED
JAN. 3			Return To Normal Hours
Mon., Tues., Wed., Fri., Sat.		1000 TO	1700
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