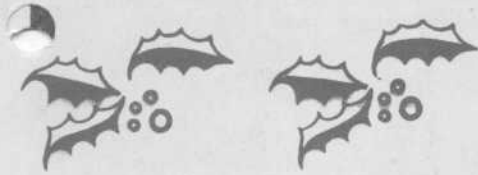


*W. W. Feod*

# Season's Greetings



NEWS ON THE DOT  
CHRISTMAS 1953



## POLAR YULETIDE

The story has it that Santa Claus comes down from the North Pole but in at least some instances he's going in the other direction. Many in the DOT work in out-of-the way places, and special plans are made for those at the Arctic Weather Stations to keep away that 'isolated for Christmas' feeling.

It's a well planned, co-operative effort on the part of the Basic Weather Section of the Meteorological Office, the Arctic Section of the U.S. Weather Bureau, the DOT purchasing agents and the R.M.S. section of the Post Office Department, to see that Christmas comes to the Arctic. The special Christmas sled is an R.C.A.F. aircraft that is loaded at Winnipeg with the Christmas trees, turkey, fresh vegetables, fresh meat and all the trimmings for a real traditional Christmas away from home. Mel Robertson, of the Met at Winnipeg, and the boys of the R.C.A.F. AMU check the list to see that nothing is missing.

All this planning starts early in the year. Meat, turkey, and cranberry sauce are ordered in February. Some of the food goes in by boat to Resolute in July; but the fresh vegetables

the fifty turkeys and the trimmings, go in by air. Each of our Arctic stations gets about 400 pounds of fresh food on the Christmas flight. Included in the cargo - and most important of all to the weather and radio men at Resolute, Mould Bay, Isachsen, Eureka, Alert and Arctic Bay - is the Christmas mail, for this brings the news of families and friends, the parcels of Christmas gifts, cakes and special Christmas cheer, carefully packed by relatives and friends. Parcels from home average 25 pounds each, and many families send two or more to their boy up north. Christmas mail usually means another two or three hundred pounds for each Arctic station.

The aircraft this year leaves Stevenson Field on December 15th, stops at Churchill and Resolute and then starts off on its Christmas deliveries. Parcels are dropped by parachute, with lights attached to each to help in locating them in the near darkness below. Each station received a Christmas Tree last year, courtesy a thoughtful R.C.A.F. crewman, who learned that DOT regulations don't include such items as 'necessary'. The aircraft makes its deliveries and wings its way back so that the crew can be home by the 25th.

On Christmas Eve a special radio broadcast has been arranged the past few years. Not only does this 'Forecast for Christmas' bring to Canadians the forecasts for Christmas Day, but a very special part of the 15-minute program is the Controller's message to all D.O.T. weather observers from the Atlantic to the Pacific, particularly to those in the far-away places. To some of us who hear the message, it may seem like a last-minute greeting or a timely bit of thoughtful administration. Far more than that, it's the climax of a lot of detailed and thoughtful planning that makes Christmas in the Arctic as much like Christmas back home as it can possibly be.

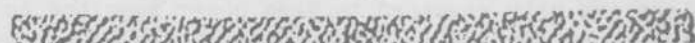
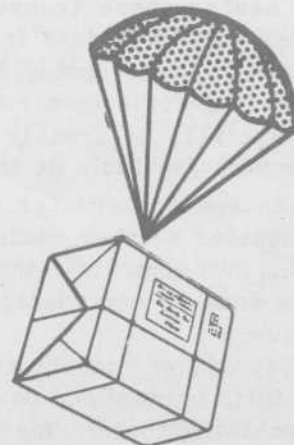
MEMORANDUM  
Office of the Minister of Transport  
Ottawa, December 1, 1953

At this time of the year when we are assessing our accomplishments, I desire to extend my sincere thanks to all members of the D.O.T. family for their loyalty and devotion to duty. You have contributed much to the progress of Canada through your efforts.

Wherever you may be - in isolated outpost, aboard ship or in city office - in this vast country of ours, extending from Atlantic to Pacific and from the 49th. parallel to Canada's northernmost tip, may your Christmas be a Merry one and may the New Year dawn brightly for each and every one of you.

*W. W. Feod*

and  
of St. Lawr





**WEATHERFAX** - At the inauguration of the world's first automatic weather map transmission service, Hon. Lionel Chevrier placed the weather map on the transmitting drum while (to the right) G.C.W. Browne and Andrew Thomson, DOT officials, look on. Others in the photo from l. to r. M. Metcalf (CN), C.R. Slemon (RCAF), D.F. Bowie (COTC) and A. Lyle (CP).

## WEATHER MAPS BY WIRE

At 2.00 p.m. on August 28 last, the Central Analysis Weather Office at the airport, Dorval, Que., played hosts to visiting officials from the RCAF, CPR, CNR, and DOT, who came to see a new weather telecommunication service put into operation - transmitting weather maps by wire. Hon. Lionel Chevrier placed a weather map on a transmitting drum, Air Marshall C.R. Slemon, Chief of Staff, RCAF, turned a switch, in a few minutes identical copies of this map were available in the main meteorological forecast centres and many RCAF training centres in Canada. This was the opening of the world's first fully automatic weather map facsimile transmission service, which the Department of Transport has called WEATHERFAX.

Weatherfax was developed to provide a faster and more economical means of getting weather information to Air Force stations, to meet the demands of their rapidly expanding operations and training commitments. The national transmission maps, which are prepared in the Central Analysis Weather Office, under direction of J.M. Leaver, consists of a series of charts that plot the weather in the form of pressure patterns and fronts for altitudes all the way from sea level to 50,000 feet. They also indicate such information as temperature, wind velocity and direction, precipitation and dew points. This master chart is transmitted four times daily.

The high altitude plot is valuable to jet flying. With a master chart transmitted over the network, showing weather picture from the Aleutians to Iceland, the Air Force demand for trained meteorologist required for such a complete analysis of the upper air will be greatly reduced. Now, with the basic maps available at the stations, the forecaster can spend a greater portion of his time in the detailed weather conditions over the area, and in combined operations the Unit Commander knows he has a weather map identical to that of his colleagues.

The maps reproduced exactly as drawn come to the recorders fully printed and do not require any laboratory processing there. The receiving stations are only required to keep power supplied to the recorders and rolls of electrolytic paper on



Staff of Central Analysis Weather Office who compile Weatherfax maps, sent out four times daily.

the machines. Facsimile is the only form of communication that can never make a mistake.

The ceremony at Dorval was the culmination of many months work by the Telecommunications Division under Controller G.C.W. Browne and his staff of engineers which carried out the negotiations with the line companies for the rental of lines and equipment on behalf of the Meteorological Service. H.E. Walsh is senior aviation Radio Aids Engineer and D.S. Robertson is land line engineer. The Telecommunications Division of DOT are also arranging for the transmission to and reception of these maps at points in the far north depending entirely on radio for communication. Radio Engineer F.L. Bentley is in charge of this technical operation. The weather map which is sent along the land line, will, electronically, go straight on to the powerful transmitter in Montreal, for transmission to Goose Bay, Labrador and again electronically without human aid or action of any sort, will be transposed and put on another transmitter at Goose, where it will be relayed on the circuit already established at an Arctic station. This Arctic station will receive the charts the same time as Vancouver, Winnipeg or Moncton. Each map transmitted travels over 4,000 miles by cable and 1500 by radio. The radio facsimile circuit to the Arctic is technically another first for DOT telecommunications engineers and WEATHERFAX is establishing another improved meteorological service for Canada.



The Minister of Transport signs the first weather map facsimile as J.M. Leaver watches.

# EXECUTIVE CHANGES



C.W. WEST

Appointment of Carl West, Director of Canal Services of the Department, to the position of Deputy Minister effective January 1, 1954, was announced October 28. Mr. West succeeds J.C. Lessard who has retired to enter commercial life. He will have jurisdiction over Marine Services, Canal Services, Steamship Inspection, Steamer operation, St. Lawrence Ship Channel, all Administrative Branches and the Special Projects Branch of the Department.

Mr. West was born in Seymour Township near Campbellford, Ont., attended high school there and was an honour graduate from the University of Toronto in 1915 with the degree of B.Sc. in hydraulic engineering. During the first World War, he served in the Canadian Infantry and Canadian Engineers.

Following demobilization, Mr. West was appointed Senior Assistant and then Division Engineer in charge of the construction of Sections 3, 4 and 4b of the Welland Ship Canal in the Department of Railways and Canals.

In 1933, he organized the operation staff of the Welland Ship Canal and became the first Superintending Engineer which position he held until 1947 when he was transferred to Ottawa as Director, Canal Services.



J.R. BALDWIN

John Russel Baldwin, Chairman of the Air Transport Board, has been appointed Deputy Minister for Air Services of the Department with supervision over Civil Aviation, Telecommunication and Meteorological Divisions effective January 1, 1954.

Mr. Baldwin's aviation background includes his having been a member of the Inter-departmental Committee on Civil Aviation which was set up in 1942 to make recommendations regarding the post-war policy. He was a delegate, and active in the preparation of the proposal which Parliament approved for submission to the International Civil Aviation Conference held in Chicago in 1944. He was also active in the negotiations which have led to the conclusion of bilateral air agreements between Canada and other countries.

Mr. Baldwin was born in Toronto and received his education at McMaster University (BA); Toronto University (MA) and Oxford University (B.Litt.) He was a member of the Faculty of History at McMaster University (1937-38); then National Secretary of the Canadian Institute of International Affairs from 1938 to 1941. He entered government service in 1941 with the Department of External Affairs, later transferred to the Privy Council office where he served as Assistant Secretary to the War Committee of the Cabinet during the war years and subsequently as Assistant Secretary to the Cabinet.

Promotion of Air Vice Marshal J.L.E.A. de Niverville, C.B., District Controller of Air Services, Department of Transport at Montreal, to the newly created position of Associate Director of Air Services at Ottawa, was announced on September 10.

Air Vice Marshal de Niverville was the highest ranking Canadian officer of French extraction in the RCAF on his retirement in August, 1945. He was appointed as District Controller in the Department of Transport in 1948. Born in Montreal in 1897, he was educated in Ottawa and served as a pilot with the Royal Flying Corps during World War I. Wounded in aerial combat, he became flying instructor until his return to Canada in 1919.

Transferring from the RAF to the RCAF reserve and then to the active list of that service, Flight Lieutenant de Niverville rose to Wing Commander by the time World War II broke out. He was one of the RCAF officials whose report on methods and organization was considered useful in the setting up of the British Commonwealth Air Training Plan. During World War II, he was appointed in succession to the position of Director of Air Manning, Air Officer Commanding No. 3 Training Command, and Air Member for Training at RCAF headquarters.

William Sinclair Lawson, formerly District Superintendent of Airways, Vancouver, was promoted to District Controller of Air Services, Winnipeg, August 22. Mr. Lawson entered DOT service in 1936 as Assistant Inspector at Regina. His early experiences there included the selection of radio range sites and surveys for emergency aerodromes for the trans-Canada airway. In 1939 he was promoted to the position of District Inspector Western Airways, Lethbridge, in charge of territory from Saskatchewan west and north. As the work load increased this district was split and Mr. Lawson moved with the district office to Vancouver. Later he became District Superintendent of Airways. For the part played in the selection of aerodromes for the Joint Air Training Plan, Mr. Lawson was awarded the M.B.E.

Before coming to the Department, the new district controller had operated a flying training school and charter business, had been a bush pilot, a flying instructor with RCAF (non permanent) and a captain in the Reserve Artillery. He received his flying training in the Flying Corps in World War I graduating as a fighter pilot. He had previously seen service with the Royal Canadian Artillery, where he was awarded the Military Medal for bravery under shell fire.

J. Leon Blondeau, District Superintendent Air Regulations, Montreal, has been promoted to District Controller of Air Services.

Mr. Blondeau is a native of Quebec City. Too young during World War I, he took up flying in the 1920's and for a while was operating a successful aviation school in his home city. He joined the Civil Aviation Division of the Department of National Defence in 1936 and later that year, was transferred with that service to the newly created Department of Transport. First appointed as Assistant Inspector at Montreal, he was promoted in succession to the position of Inspector, then District Inspector, Air Regulations, and later District Superintendent, Air Regulations.

Appointment of Captain Georges-Edouard Gaudreau, of Quebec City, to the position of District Marine Agent of the Department of Transport with headquarters in that city, was announced September 18. Captain Gaudreau succeeds Walter Manning who was recently transferred to Ottawa as Chief of Aids to Navigation.

The new Quebec District Marine Agent has been with the Department since 1945, first in the capacity of Inspector of Small Vessels and later as Superintendent of Lights. He served three years with the Royal Canadian Navy during World War II, first in United Kingdom and Iceland waters and later as Officer in Charge of Rimouski Naval Station.

Born at l'Islet, Que., Captain Gaudreau attended school in that town and later went to University of Ottawa. He received his Master's Certificate in 1934 and is intimately acquainted with coastal waters, particularly the lower St. Lawrence River.



A/V/M de NIVERVILLE



W.S. LAWSON



J.L. BLONDEAU



G.E. GAUDREAU

# ACROSS CANADA WITH D O T REPORTERS

## MONTREAL

A warm, sunny day, a beautiful location, free pop, and plenty of fun all added up to a very successful picnic, enjoyed by members of the Montreal District Air Services Club, their wives, children, and friends on July 15, 1953, at St. Jovite in the Laurentians. Awaiting us at the end of the 85-mile journey was a spacious cottage and surrounding grounds put at our disposal for the day by Tom Wheeler of the Lac Ouimet Club.

The inviting water of the lake attracted most of the eager throng upon arrival, while a few went horseback riding. During the afternoon, golf, tennis, and swimming competitions were held, also races for young and old. Results of the various competitions showed Miss Francine de Niverville, daughter of the D.C.A.S., and Philip Galipeau of Air Services Accounts, to be the fastest swimmers; W.S. Woodley of Radio Aviation and President of the Club, the champion golfer; and Mrs. C. Danis of the Met. Office and C.H. Skelton, District Aeronautical Engineer, the strongest tennis team. Just before bringing the perfect day to an end, A/V/M A. de Niverville, D.C.A.S., awarded prizes to the winners of the day's events, after which a drawing resulted in several lucky people taking home lovely attendance prizes.

Credit for the success of the memorable outing goes to the hard-working committee headed by P.E. Labelle, convenor, S. Hall and H. Mercier; and a special word of appreciation must go to Tom Wheeler for his generous contribution to the welfare of our Club.



At the picnic-egg and spoon race-what fun!



AVM de Niverville examining one of the gifts and F.L. Davis, DAE, who made the presentation.

Before A/V/M J.L.E.A. 'Dinty' de Niverville, District Controller, left for his new position at Ottawa, the staff at Montreal gave him a bang up 'send off' party.

J.L. Blondeau, his successor as District Controller, and W.S. Woodley, President of the Montreal District Air Services Club, expressed their appreciation of the help and guidance, and the real interest and concern that the District Controller had shown for every single member of his staff during his tenure of office. On behalf of the member's of the staff, F.L. Davis, District Airways Engineer, presented the parting District Controller with tokens of esteem and good wishes of the staff.

In saying 'Good-bye'; Mr. de Niverville confessed that it was not without some regret that he left Montreal, but would be back as often as he could. He called upon his former staff to extend the same support to his successor as had been given to him.

Following the ceremony, 'Dinty' circulated among the gathering of the airport and headquarters staff who individually wished him well. C.H. Skelton

## GANDER

Reports from the San say that Ed Cooper is getting along fine and has gained 30 pounds. The Met. staff at Gander indirectly are making a substantial contribution to his recovery by relieving him of some financial worries. 'Give the united way', the red feather slogan in Community Chest campaign, could easily be applied here. Since Ed's salary stopped in July, the Met staff have been making a contribution from each pay cheque to pay the rent on his apartment for his wife and three children. Met.

assistant Ed. Cooper has been a patient in the West Coast Tuberculosis Sanatorium for several months. Another money raising idea of the office - collecting postage stamps which are then sold to a stamp dealer (Gander - 'Crossroads of the World').

Recent appointments to the forecast staff are G.W. Gee from Toronto; R.J. Duquet from Montreal; and Rudolf Treidl. Mr. Treidl, who has a doctor's degree from a European University, gives an international tone to the forecast office.

Houses are now available for rent in the Gander Townsite but with high rents, not so many of the Met. Staff are interested. Many of the permanent employees at Gander have lots of land about 5 miles from the Airport, and hope to build on these.

The Met. Office is well represented in the Bowling League, with Al Evenson as President and Bob Duquet as Vice-President. There are 20 teams in both the men's and the mixed leagues. Met. Captains are: Observers, Austin Hollett; Teletype, Rom Rissesco; and Forecasters, Al Evenson. In the Mixed League, Max Warren, Al Evenson, Don Day.

From a Marine Forecast for the Grand Banks: Visibility 5 miles seduced at night to near zero in fog patches. Bob Stark

## MONCTON



Picnic lunch

The annual summer picnic of the Moncton District Office, Air Services Staff, was held on a fine July afternoon at the same location as last year, The Fundy National Park, about fifty miles from Moncton.

A special effort was made to provide transportation, not only for all employees but also for their families, and the result was an excellent attendance.

The sporting activities included swimming in the famous salt water pool; races for the children; and two softball games, one for the ladies and one for the men, and practically everybody took part in one or the other of these games.

The chief feature of these games was the novel method of umpiring by Russ Farrell. He accommodated both sides with favourable decisions as frequently as possible and changed the rules on a moment's notice to suit the changing trend of the game.

Everyone took a basket-lunch and when the time came to eat, all gathered at one of the spacious Picnic Grounds and shared their resources. A generous supply of icecream and pop was provided, which disappeared almost as fast as it could be served.

The plans for the day were well organized and when the tired but happy Picnickers returned home it was agreed that this had been a fine outing indeed.

The Picnic Committee, consisted of Russ Farrell as Chairman, Ken Weldon, Ray Branscombe, Ev. Armour, and Clyde Hume.

Barrie Miller

## OTTAWA

Edward Carruthers Little, one of the top ranking engineers of the Canal Services, retired on superannuation on October 14th, after completion of more than 35 years with the government service. He is returning to St. Catharines to live, after having been associated with the construction and operation of the Welland Ship Canal.

In wishing him well, C.W. West, Director of Canal Services drew attention to the fact that Mr. Little was an ardent gardener and an accomplished artist, and should be well able to satisfy his interests in both these hobbies in his new home.

Mr. Little's associates and friends at headquarters presented him with a complete sketching outfit for oil painting to enable him as they stated "to do full justice to the scenic beauties he will encounter when he returns home to the Niagara peninsula."

Joining the old Department of Railways and Canals as far back

as 1913, Mr. Little has ever since then, been associated with Canal Services, with the exception of the period that he served overseas with the Royal Canadian Engineers and when engaged in private engineering.



Ann Watson, popular daughter of Alex Watson, Marine Superintendent, who was chosen 'Miss Rough-rider' in the recent football season. Ann is also head girl of her class at Fisher Park High.

Eighteen-year-old Maureen Hart, daughter of George Hart of the Secretary's office is the proud holder of Henry Birk's Ltd. bronze medal for "general proficiency in citizenship" in connection with her senior matriculation exercises at Immaculata High School. She has since joined St. Michael's School of Nursing at Toronto.

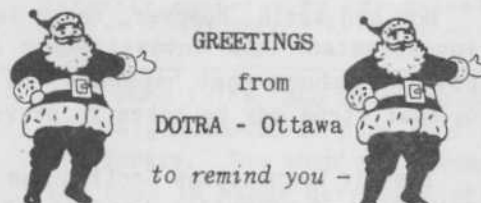
While shooting the breeze and swapping little white lies here and there around the Department, I came up with the following bits of news in the field of sports. Bill Ryan of the Telecommunications Division, and his trundling five, are leading the Civil Aviation Bowling League, with Roger Charbonneau topping the field of some hundred bowlers with a high average of 236. Interest is being centered around the next three ball rollers, Carl Rushton, Jack Clark and Fred Toone, each with an average of 225, and each out to gain sole possession of second place. In the same league, Mrs. Melba Turnbull racks up the highest average over the fair ladies with a nice 196, and she's followed by Hazel Bradley with a 189

A point of interest in this mixed league is that each team has been given a name of some type of aircraft, such as League leading Bill Ryan's team being called the Vikings, and Captained by Harry Cox are the Jets, with Harold Mills piloting the Canucks, etc.

In the Transport Bowling League, a league consisting of Transport personnel of all sections, Ed Stimpson's team of five shares top honours with Ab Morin's team. Rene (the voice) Deschenes holds the highest average spot with 243 over the men, and Dorothy Routliffe firing a steady 186 tops the women. Thus for the next four or five months this clean healthful sport will provide plenty of fun and excitement to the many.

The R.A. Hockey Champions of last year are just about ready to defend their laurels again this season. Having won the R.A. Hockey Championship twice and lost it twice in the final play-offs in the last four years, the Department of Transport team have built up a reputation of being the hardest team to beat in the league.

Johnny Ruffo



For the very young - A Christmas Party, Dec. 23, Technical School.

For the young and old - A Christmas Dance, Dec. 22, Convention Hall, Lansdowne Park.

## WINNIPEG

H.D. Cameron, D.C.A.S., departed Winnipeg the latter part of May to become District Controller in Vancouver. Presentation was made in the District Office of a marble desk set; and to his first lady, a corsage and lovely combination compact and cigarette case, while little daughter Ann was getting acquainted with friend Dumbo (a huge red and gold stuffed elephant). W.J. Fordyce very capably delivered the "farewell" address.

In the early part of June at Assiniboine Park Pavilion, a dinner honored two members of the fair sex, namely Mary Cranston and Marilyn Amos. Mary has taken up permanent residence in Los Angeles (City of Angels, so they say). As for Marilyn, she ventures on the road to matrimony in September. Our best wishes to you both.

While on the subject of presentations, our departing Mary was the recipient of a navy and cream trim travelling bag. Incident-

continued on back page



# FOR SAFER FLYING

Among those who work behind the scenes in aviation are the aircraft and air regulations inspectors. Their job is to keep flying as safe as possible, and the better they do their job the less they are in the news.

Now and again, however, there is an accident, which must be investigated. The investigators try to find out as much as possible about what happened, by reconstructing the crash, so that steps may be taken to prevent recurrence,

The Air Regulations Section has the over-all responsibility for the investigation, and the Aircraft Inspection Section tries to find out whether or not mechanical failure was a contributory cause.

This was the task that faced Inspector Fournier and District Aircraft Inspector Noury on the trip illustrated by the photos.

The most valuable evidence available to the aircraft inspector is in the records and technical history of the aircraft and its equipment. If a broken part is found, the Log Books should show how long it was in the aircraft, whether or not it was properly installed, who put it in, and who supplied it to the man who put it in. It is under these circumstances that the value of a complete record is appreciated.

To find out what happened, however, it is usually necessary to look at more than written records. Tangible evidence is all too often destroyed in the wreck, but the highly trained eye can detect scraps of evidence in twisted and broken metal, from the way parts are broken, the nature of the break itself, the relative position and the condition of different parts of the structure.

Since one of the advantages of the aeroplane is that it can go where others cannot, it is often difficult to reach it if it crashes. It may be in a network of lakes, deep in the bush, surrounded by rugged hills, where there are no roads or even trails.

The first photo has been chosen to illustrate such a location. It may be on the shore of a lake, where it can be reached by raft, as shown in Photo 2. Once on the spot, brush must be cut away to get at the wreckage, and Photo 3 shows Inspector Fournier with an axe. Behind him is Aircraft Mechanic Nadeau who flew as crewman in the DOT Beaver in which the party reached the lake. As shown in Photo 4, Inspector Noury seems to have things well in hand. Photo 5 indicates that they were perhaps luckier than usual in finding accommodation at hand, and, in Photo 6, Inspector Noury wants to know "How Much for the Dog in the Window"?





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## DOT LORAN

On September 1st, 1953, the Newfoundland Loran Stations at Battle Harbour, Bonavista and Port aux Basques were taken over by the Department from the United States Coast Guard.

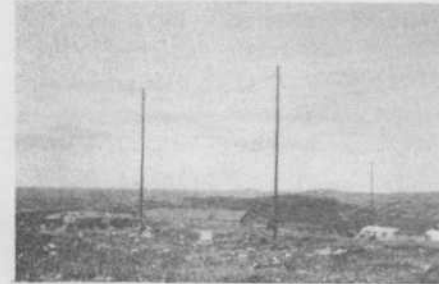
In preparation for the take-over, a group of eight technicians and operators from Marine Aids, who were to be concerned with the operation and mainten-

ance of these stations were sent to the United States Coast Guard School at Groton, Conn., to become familiar with this equipment. These men shown in the photo to the left are: (top Row) Chief Electronics Technician Fontaine, Lt. Cmdr. Graham and Chief Electronics Technicians Echols and Spooner of the United States Coast Guard (Instructors). (Second Row) P.J. Byrne, J.F. Hardy, G.O. Heans, H.S. MacDonald, C.J. Foster. (Bottom Row) L.C. Tucker, H.G. Matthews, B.J. McKinley.

Loran, (Long range aid to Navigation) is a system of position finding based on the difference in the time of arrival of pulse type radio signals transmitted from a pair of stations. This time difference is measured on a Loran receiver and is used in conjunction with specially prepared charts or tables to establish a line of position. The intersection of two or more lines

of position determined from two or more pairs of stations provides the required position.

These stations have the very latest Loran transmitting station equipment, including million watt transmitters and timing equipment with the latest binary counters. Along with those operated by the Department at Deming, N.S. and Baccaro, N.S., they provide Loran service to ships and aircraft in the Northwest Atlantic area.



General view of the Loran transmitting station at Bonavista, Newfoundland, looking northwards over the sea. This station was formerly operated by the United States Coast Guard but has now been taken over by the Department.

## ARCTIC WEDDING

(Photos by Wilf Doucette)

Two years ago RCMP Constable R.A. Johnston was a passenger on the Department's vessel CGS *C.D. Howe* to take a post at Craig Harbour, Ellesmere Island, most northern outpost of the RCMP, about 900 miles from the North Pole. This summer Rita McDonald, his fiancée, went north on the maiden voyage of the Icebreaker, *d'Iberville*, to meet him.



Helicopter Honeymoon

Division. Following the ceremony, the bride on the arm of her husband was well-wished by Captain Caron of the *d'Iberville* as the party assembled on deck to be photographed.

For going away the bride wore heavy flight boots and a fur-lined Arctic coat to go with them. And for their honeymoon, a brief twirl in the ship's helicopter around the frozen wasteland and further north on an icebreaker voyage that took them to Twin Glacier, 700 miles from the Pole, where the groom put in ten days helping to build a new RCMP post. They later arrived at Pangnirtung, Baffin Land, just below the Arctic Circle, where Corporal Johnston will be stationed for the next couple of years.

The course of true love hit a minor snag, however, before the bride and groom finally got to the altar. First heavy ice floes kept the *d'Iberville* from getting

into Pond Inlet, 300 miles south of Craig Harbour, to pick up the missionary. The ship's helicopter came in handy here when she was sent out to take him aboard. The icebreaker eventually arrived at Craig Harbour where the ceremony was to take place. Since the *d'Iberville* could not sail right up to shore, Constable Johnston started out to meet her in an outboard motor and half-way across, his engine broke down and he hauled the boat aboard a handy ice floe to make repairs. From the *d'Iberville* deck the distressed bride-to-be watched as the floe and the moun-tie drifted off seaward past the vessel. He made repairs and got the boat away eventually before rescue was needed.



Wedding in the "*d'Iberville*" lounge, Fr. F. Danielo, OMI, officiating

On August 12th, in the lounge of the *d'Iberville*, a bearded Roman Catholic Father married them at Craig Harbour. The bride was given away by Superintendent Henry Larsen, only skipper to navigate the Northwest Passage in both directions and now commanding Officer of the RCMP's Arctic



The marriage of RCMP Constable H.A. Johnston and Rita McDonald, both of Dartmouth, N.S. was performed closer to the Pole than any Canadian nuptials in history.

continued from "Across Canada"

ally, the guest of honor was Secretary to the D.C.A.S., and has given several years of faithful service to the Department.

But say, what's this? Not our boys playing baseball? Yes indeed! A game which was originally organized by the airport staff as a challenge to the District Office, proved a great success, not to mention the aches and pains, moaning and groaning of the after-effects. It appears the 'players' recuperated over the week-end with a bottle of . . . . LINIMENT. Mmm, Mmm, . . . . love that aroma. Anyhow, prospects look good for another game in the near future with the Met. Section joining in. Everybody wants to get into the act! But the score? Of course! The Airport All-Stars won a close victory over the 'Powers' (District Office team) with a final reading of 22 - 21.

Amidst blankets and cheers, the second ball game (using the term loosely, that is) was played at the Airport between the Powers and Meteo's (Airport Met. Staff). The rooters were out in full force, but not so for the players, since there was no surplus of same (having not fully recovered from the previous game - excuses, excuses, always excuses). Umpires W.E. Fenn and D.P. Glen proved worthy of the title. A great deal of credit is due to the airport staff who transformed the baseball diamond in tip-top shape. The score? Oh yes, 11 - 3 in favor of Meteo's.

Bernice Willis

# PEN PORTRAITS OF THE AIRPORT ALL-STARS

