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## COVER

On January 30 Ottawa was hit by the winter's heaviest snowfall—19 inches of the dry, drifting stuff in 24 hours. Our cover photo shows the main stairway leading to the tarmac at Ottawa Airport. In spite of the severe conditions they faced, airport maintenance staff managed to clear the runways so that scheduled service could resume early on the evening of the 31st.

## EDITOR

*Yvonne McWilliam*

*THE DOT is a Department of Transport staff magazine published under the authority of the Minister, Hon. J. W. Pickersgill, by the Information Services Division.*

This edition pays tribute to several distinguished members of D.O.T. who are entering well-deserved retirement and, unfortunately, taking their long, valuable experience with them.

Such inevitable losses of experienced people point up the need to keep our roster of skilled and professional staff both to fill the "room at the top" as required and to maintain our enormous program of public service.

There are many career opportunities in technical fields ranging from coast guard through the weather services, air traffic control and telecommunications, to give a partial list.

If you have a young friend with matriculation standing who is thinking about a career, you could do him no better favor than to suggest he investigate the salaried training and satisfying employment which D.O.T. has to offer.

*The Editor*



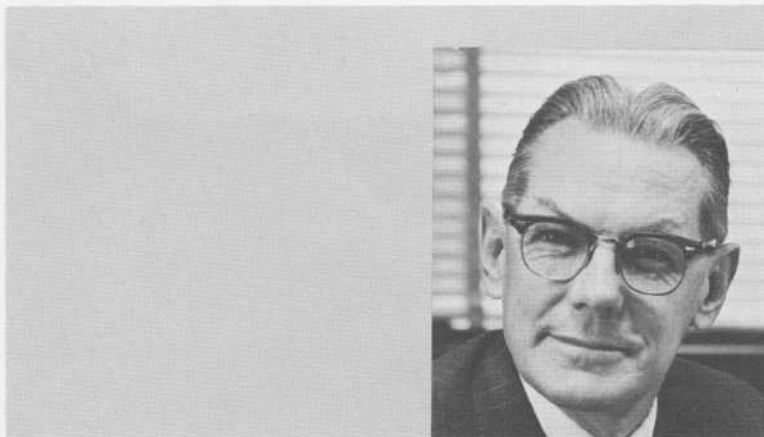
## FROM THE DEPUTY MINISTER'S DESK

The process of learning never ends; it is constantly associated with the work that any person carries on. Without this stimulus life would be very dull. The challenge of change, whether associated with a new job or new circumstances in an existing position, requires new knowledge and new training.

To let you know how important we consider this, in January we completed a special full-time two-week training course for 65 of the most senior employees of the department, to improve their understanding of general principles of management and administration. We intend to repeat this in April for a similar group.

The need to improve and to provide training facilities is recognized at all levels of the department and we encourage employees to engage in whatever training will improve ability and competence. Not only do we value those who wish to do this on their own, but we try to provide within the department various types of specialized training. If you feel there is something lacking do not hesitate to let us know.

*J. R. Baldwin*



## LE MOT DU SOUS-MINISTRE

L'acquisition de nouvelles connaissances ne connaît pas de fin; notre travail nous le fait découvrir davantage chaque jour. Or, sans ce stimulant, la vie serait bien monotone. Aussi faut-il acquérir de nouvelles connaissances et une formation plus poussée pour être au diapason des changements inhérents à l'affectation à un nouvel emploi ou découlant de nouvelles situations dans l'emploi actuel.

Pour vous démontrer l'importance que nous attachons à cette affirmation, nous avons organisé en janvier un cours spécial de formation d'une durée de deux semaines à l'intention de 65 hauts fonctionnaires du Ministère, en vue de les pénétrer davantage des principes généraux de gestion et d'administration. Nous songeons à organiser le même cours en avril à l'intention d'un groupe semblable.

A tous les échelons du Ministère, il est nécessaire que les fonctionnaires se perfectionnent et qu'ils disposent de moyens appropriés de formation. Nous les incitons à acquérir la formation qui leur permettra d'améliorer leurs aptitudes et leur compétence, soit de leur propre initiative, soit en bénéficiant de la formation spécialisée que nous tentons de leur fournir au sein du Ministère. Si vous constatez des lacunes à cet égard, n'hésitez pas à nous les faire connaître.

*J. R. Baldwin*

## FLASHBACK:

# 1942 and the Alaska Highway

from the diary  
of O. T. Howey



Some 23 years ago, in November 1942, six D.O.T.'ers in four half-ton pick-ups made the first civilian trip up the Alaska Highway from Edmonton to Whitehorse. It took them 11 days (70 hours of driving) to cover the 1500-odd miles. Scarcely a year before, most of the route had been but a casual assortment of trappers' trails travelled by dog team and an occasional pack horse.

The six men, Oliver Howey, Jim Connolly, Ted Argue, Gib Wall, Des Carty and Art Taylor, all members at that time of Edmonton region telecommunications, were delivering the Chevrolet pick-ups to range stations at Aishibik, Snag, Teslin and Smith River, where service trucks were needed for transportation of personnel and light materials.

The temporary Alaska Highway, or tote road as it was called, was built by U.S. Army engineers in only eight months. It was and still is a monument to their industry and skill. (They continued to improve and maintain it until the end of the Second World War, when the Canadian government assumed responsibility).

The D.O.T. convoy was probably the first non-military group to use the whole road. When they began they didn't think the word pioneers applied. By the time they pulled into Whitehorse they weren't so sure. Before starting they were aware of two points where they could expect difficulties. The Peace River



Famous sign near Whitehorse.

bridge, beyond Dawson Creek, had been taken out by moving ice and the ice at Teslin Lake was considered unsafe, but as it turned out these places were passed easily compared to some of the hairpin curves, switch-backs and grades they encountered elsewhere.

The four trucks left Edmonton on the morning of November 23 in a light snowfall which gradually increased until at Clyde visibility was a matter of yards. Still they decided to push on to Athabaska where accommodation was better and the day's mileage would total a creditable 100 miles. The six were tired when they finally got to bed there. By nine the next morning after

having first awakened the town, they were off again. The D.O.T.'ers had managed to rouse the Chinese cafe-owner to serve breakfast at 7 a.m. The garage operator who stored the trucks overnight suffered a similar rousing.

November 24 was to prove one of the longest days of the trip. They were on the road about 15 hours to add 271 miles to their total—stopping, exhausted, at midnight.

High Prairie, for dinner and the night, had been the original objective. Once there, however, they were told chances of the ferry continuing to operate across the Big Smokey River, nearly 100 miles further north, were poor. Southbound U.S. Army drivers reported that the river was freezing rapidly and, while the ferry had run that day, it might not be able to continue much longer. A few hours delay could mean a complete hold-up or a long, tiring detour. So the six men agreed to carry on in hopes of getting over the Big Smokey first thing in the morning of the 25th.

The trip from High Prairie was treacherous. Heavy snow allowed the trucks to go only at a crawl and when they finally reached the river the ferry had made the last trip for the day 45 minutes earlier. Visions of relatively comfortable rooms at a Grande Prairie hotel were replaced by the reality of sleeping bags on the floor of the ferryman's shack.

The ferryman assured them that they would get across early the next morning. He then allocated "lying room" on the floor of what Oliver Howey described as the smallest shack of its kind. It contained, of course, a wood stove that seemingly burned out two and a half minutes after the travellers had bedded down. It was a good 20 degrees below zero. Some misguided "architect" had raised the floor about two feet off the ground, allowing for tropic ventilation! In the morning a long and rather heated discussion took place as to whose job it was to get up and start the fire. Exasperated, the ferryman settled the discussion. As the smoke from the resulting explosion cleared, all hands arose with quickly summoned alacrity. The ferryman stood with a quart bottle marked "kerosene" in his hand.

The convoy couldn't get under way until some two or three hours had been devoted to chopping the ferry free from the imprisoning ice. Even then, the ferry had to be poled through ice and current to get across. The D.O.T.'ers most definitely worked their passage!

The next 28 miles into Grande Prairie made the first bit of real driving possible. They made Fort St. John by nightfall, and on the way passed a steady stream of great six-wheel army trucks



*It took two or three hours to chop the ferry free from the ice before they could start.*

loaded with a variety of equipment. As well, between Grande Prairie and Fort St. John they frequently had to do minor detours around long lines of gravel piles to avoid all kinds of road machines, whose operators chose to remain oblivious to traffic. Apparently a bulldozer operator is somewhat like a performer—the show must go on—and oncoming traffic can do anything it chooses to get out of the road just as long as it doesn't disturb the bulldozer.

The next morning the group was unable to get away from Fort St. John until nearly noon due to a flat tire, oil and gasoline requirements. The local garage, due to expanding business created by the highway, needed three times the staff and twice the space to service customers adequately.

The most hair-raising part of the trip was yet to be experienced during the 270-odd mile stretch from Fort St. John to Fort Nelson. The D.O.T. drivers learned on the 12-hour stretch to pay close attention and to obey explicitly all road signs. The worst hills and curves were well marked with speed limits given. The approach to the Sikanni Chief River, for example, informed all trucks to proceed no faster than five miles an hour in first gear. At that point the road turned more than 90 degrees to the left and dropped so suddenly that one had to be well advanced on the brow of the hill to see the bottom where everything disappeared into timber. A complete half circle, the curve's beginning and end were only 15 or 20 feet apart. From there the road dropped so sharply that, even in low gear, wheels skidded as they took another turn to the left and put the trucks directly onto a one-way bridge.

A temperamental air compressor engine delayed departure from Nelson on November 27, but by noon they were on their way. Once again the road plunged into low mountains. Twisting and turning, rising and falling, it searched out passes and followed river valleys. At Mile 116 it suddenly disappeared under two or three feet of broken ice, the result of an overflow backing up over 150 yards of the highway.

Large U.S. army trucks were attempting to cross by smashing their way through the ice and water. Like enraged bulls they roared over the short approach and plunged into the churning water up to the tops of their wheels. Careening crazily from side to side, one moment almost broadside to the road, the next coming within a hair's breadth of upsetting, their front wheels were thrown clear of the water to fall back crashing onto the rocks and ice below. Drivers of the big giants were hurled about in the cabs like small pieces of mechanism that had been jarred loose.

The D.O.T. convoy felt getting their comparatively small vehicles across was not too promising, but after waiting until the larger trucks had smashed most of the ice they decided to attempt the crossing with one. The opportunity of getting a tow was the best!

The D.O.T. truck stopped dead about half way across the obstacle but was freed by a mighty jerk from a heavy army truck. As soon as it was clear of the water it was on its way for Mile 165 before water freezing on the brake drums or other parts

could stop it. The other three trucks turned back and headed for a construction camp to have a late supper and spend the night.

Next morning an American army road crew was at the site blasting away ice to drain the water. By 3 p.m. on November 28, the water level had been lowered enough to allow the D.O.T. vehicles, but not without a tow, to cross and be on their way.

From here on the road narrowed through mountainous area and it was decided to restrict driving to daylight hours. The crew spent the nights at construction camps. By mid-afternoon of the 29th the three-truck convoy reached Smith River range site where one truck was to be left. The remaining two left early the following morning and by five o'clock that afternoon were in Watson Lake where they caught up with the vehicle which had left them at Macdonald Creek.

Plans for an early departure next morning were thwarted by fuel line trouble in one of the trucks but, nevertheless, they still made it to Teslin Lake by 9 p.m. that night, December 1st.

Crossing the ice of a small bay of Teslin Lake had for some time been the greatest obstacle of the entire route. Several convoys had had to either turn back or wait patiently for the water to freeze to a greater depth. Before the U.S. army had stepped in to control traffic over the ice, five trucks had plunged through into 12 or 15 feet of water, their positions being "buoyed" by five small spruce trees planted in the ice.

Fortunately, the day the D.O.T. convoy arrived permission had been granted to use the ice between 9 a.m. and 5 p.m., one truck at a time with a load limit of eight tons. Two soldiers, one on either side of the half-mile bay, were despatching alternately in such a way that only one was on the ice at any time. The large trucks co-operated with a will and their drivers interpreted literally the northern adage for crossing thin ice. "Keep the door open and drive like - - -."



*Roadstop north of Watson Lake as army lorry rumbles by.*

The D.O.T.'ers were consoled by the thought of the small trucks they were driving, feeling that if the larger ones could make it there was little doubt about their two-ton gross. Nevertheless, the one- and two-inch cracks crisscrossing the drive path were not reassuring.

From Teslin to Whitehorse, the final 230-mile stretch was one of the most level sections encountered. They averaged 30 miles an hour and frequently cruised at 40 and 50. At 2.30 p.m. December 3 the last two trucks were parked at Whitehorse airport, mission accomplished, and the drivers were homeward-bound by air to Edmonton.

More than 20 years later all six of these drivers are still accounted for. C. G. Connolly retired in 1964 from the Edmonton Region, P. A. Taylor is now a purchasing agent with the Department of Forestry while the rest are still with the department's telecommunications branch. D. G. Carty is now regional controller of telecommunications at Winnipeg, J. W. Wall is superintendent of emergency measures planning, O. T. Howey is electronics technician with radio communications engineering and A. G. E. Argue is superintendent, radio authorization and enforcement regulations.



## Senior Management Seminar

The winter sports for which Mont Gabriel, near Montreal, is famous were left far in the lurch January 3-14 as 65 members of D.O.T.'s senior management met at the lodge to engage in a heavy round of lectures and seminars on plans for introducing a decentralized system of financial management and the latest in management concepts. A similar seminar is planned for April 11-22. Shown left to right are—seated, D. A. Lane, Ottawa; H. H. Bindon, Toronto; D. B. Kennery, Ottawa; F. W. Benum, Toronto; E. Winsor, Ottawa; D. A. H. Farmer, Ottawa; H. Gourdeau, Ottawa; Darell DeBow, Ottawa; Miss Shirley Lago, Ottawa; Don Black, Ottawa; Harvey Johnston, Ottawa; H. Thompson, Ottawa; E. Hickson, Ottawa; W. A. McPherson, Ottawa; G. C. Tilley, Ottawa; A. R. Haines, Ottawa;—econd row, W. H. S. Neales, Ottawa; R. B. Campbell, Ottawa; M. E. Louch, Ottawa; J. E. Devine, Ottawa; T. I. Nightingale, Ottawa; J. E. Smyth, Winnipeg; W. D. G. Stratton, Moncton; H. J. Williamson, Ottawa; N. Dreskin, Ottawa; T. G. How, Vancouver; I. K. Leslie, Charlottetown; J. E. Goulet, Montreal;

H. R. Kaatz, Winnipeg; M. Baribeau, Montreal; F. M. Weston, Dartmouth; G. M. Mulvihill, Ottawa;—third row, D. J. Hartt, Ottawa; A. E. Weichel, Toronto; L. T. Campbell, Toronto; C. H. Delisle, Montreal; G. G. McLeod, Ottawa; J. I. Carmichael, Ottawa; H. A. Vaughan, Moncton; R. W. Goodwin, Ottawa; W. L. Inglis, Winnipeg; T. H. Prescott, Moncton; I. A. Macaskill, Edmonton; P. A. Chouinard, Ottawa; H. A. Stevenson, Vancouver; E. O. Ormsby, Saint John; A. H. G. Storrs, Ottawa; J. M. Platt, Ottawa; R. L. Davies, Montreal;—back row, D. A. McDougal, Ottawa; D. G. Keddie, Ottawa; E. F. Porter, Ottawa; D. M. Ripley, Ottawa; J. A. L nahan, Moncton; J. R. MacKay, Ottawa; J. N. Ballinger, Ottawa; R. R. Macgillivray, Ottawa; H. J. Taylor, Edmonton; H. M. Wilson, Toronto; T. M. McGrath, Ottawa; H. C. McCaully, Ottawa; D. H. Hemming, Ottawa; G. Sicotte, Ottawa; F. T. Hughes, Winnipeg; A. H. Taylor. Course-members not photographed are K. H. Ewing, Edmonton; R. A. Gould, Ottawa, and R. E. Harris, Toronto.

## "BON VOYAGE" J. ROY BAXTER

On October 28 Clarke Memorial R.A. Centre was the scene of a gala bon voyage buffet supper in honor of Assistant Deputy Minister J. Roy Baxter and Mrs. Baxter prior to their November departure for London, England.

Mr. Baxter left headquarters to take up his new duties as D.O.T. representative at Canada House in London, where he will keep abreast of the major developments in the field of transportation in Britain, particularly as they affect D.O.T.'s general operations and regulatory practices. The appointment came after a 35-year career in the government which he began as a clerk and rose to an assistant deputy minister.

More than 150 headquarters friends and colleagues attended the farewell party, during which D. A. MacPherson, director general of personnel, paid tribute to Mr. Baxter's service to the department since its creation in 1936. He commented, as well, that the choice of location for the evening's entertainment was appropriate since Mr.



Baxter was one of the founders of the R.A. Centre and a member of the R.A. Board of Directors for 25 years.

The Baxters received matched sets of luggage. A bouquet of roses for Mrs. Baxter, a hand-lettered scroll depicting

highlights of his career for Mr. Baxter and an elegant black broly (umbrella to those who are unaccustomed to the Englishman's terminology) completed the list of gifts presented on behalf of personnel and administration employees.

# Courtesy In Correspondence

*Courteous writing habits are high on the list of D.O.T. requirements for its personnel. The following paragraphs were taken from the Royal Bank of Canada Monthly Letter for October 1965.*

Writing letters is a skill; writing courteous letters is a social art worth developing.

Courtesy means that you refuse a favor in so considerate a way as to keep a friend, and do not grant credit in so grudging a way as to kill all hope of future business.

Considerations of manner and demeanour cannot be dismissed as frivolous or unimportant. They are significant elements in the lives of everyone from a statesman engaging in international diplomacy to the husband and wife making a go of marriage. In government, our accomplishments are enhanced by our observance of decorum and manners.

How can we define good manners? To be well-mannered is to do the thing you should do although you are not obliged to do it. This means being considerate of others, taking no unfair advantage, avoiding personalities that hurt people, and never being intentionally impolite.

Manners are of more importance than laws. The law touches us only here and there and now and then; manners vex or please us, exalt or debase us, constantly.

Good manners include tact, the art of all arts. Tact means taking pains and some trouble to see that others are not neglected, and doing the kind thing in a pleasant way. Great leaders are tactful in dealing with people, taking many precautions which lesser men neglect.

## When writing letters

Have you ever stopped to think how self-revealing your letters are? Socrates said to a young man who was introduced to him to have his capabilities tested: "Talk in order that I may see you." In their letters people reveal and picture themselves in all their individuality.

Much of business today is done by correspondence. We may close the biggest deal without meeting the person with whom we transact the business. We must read his letters carefully so as to get his point, and write our own letters carefully so as to convey our meaning.

More than that, we need to write letters of good will. It is courteous to make it evident to your correspondent that you are writing him cheerfully and not as a chore.

Congeniality makes an important contribution to your happiness, even if it is expressed in face of hostility. You belittle your dignity if you allow a discourteous correspondent to set the pattern for your reply. There is no surer sign of a great mind than that it refuses to notice annoying expressions and the cross-grained humours of fellow citizens and colleagues.

Nothing is so disarming to an angry opponent as composure. Dogs bark at the slightest stir, before they have seen whether it be caused by friend or foe, but man's reason gives him the chance to deliberate. Instead of dashing off an out-of-temper letter with its sarcastic phrases and blunt aggressiveness we can analyse the situation, take command of it, and avoid a shabby display of peevishness.

When a man loses his temper he also loses his sense of dignity, his common sense, and his feeling for justice. It is a good rule, when you are so exasperated that you simply must get something off your chest, to hold over your letter for a second look tomorrow.

## Respect others and yourself

Tune in on people. One of the surest ways to win a man is to show respect for his knowledge and deference to his person.

Men are fighting a constant battle against oblivion, and do not like being taken for granted. The craving of people for personal recognition is a deep and fundamental human need. Your letters should be written so as to make your correspondent feel important and capable.

Courtesy demands, therefore, that you treat your correspondent's name and position and title with respect. Most people respect their names, and expect you to do so too. Your letter, though it be truthful, must not rub your correspondent the wrong way. Give him nourishment for his self-esteem.

It is well to keep in mind that the letter you write may be read by others than the man to whom you address it: his secretary, his assistant, the person who will have to deal directly with the matter about which you write, and the filing clerks. To humiliate your correspondent in the eyes of these people is to impart a grievous wound.

## A good letter

There is general agreement that if a letter is worth writing it is worth writing well, and no excuse should be allowed to interfere. A firm may spend millions of dollars to advertise its products, only to have some untrained, uninterested or thoughtless clerk spoil the effect by writing an uninspired or shoddy letter.

To be good communication, your letter ought to have a tendency to benefit the reader; it should be written distinctly and clearly. Your words should be the most expressive that the language affords provided that they are generally understood.

But there is more to it than that. Good letters are not merely the written record of information we desire to reach someone else.



We are losing their greatest effectiveness unless we use them to influence people. Very few propositions are decided by pure logic, but involve the imagination and feelings.

Good composition in letter-writing does not mean using rhyme or alliteration, but the graceful expression of a creative spirit. It changes the writing of letters from a dull grind to an exciting exercise in which your mind gives life to your words.

When you write a letter you are in competition with many other writers for your correspondent's attention and interest. This is not a competition in which the winner is the man who writes most poetically, or most grammatically, or most fluently, or most ornately. It is one in which the prize goes to the person who can best guide and inform and persuade. To give information is one function of a letter. To persuade to some action or belief is another function. To combine these in friendly language requires the greatest skill and a warm heart.

### The exchange of ideas

A sense of participation and sharing characterizes successful communication, and this is helped when you convey something of your feelings and motives.

The most important executive characteristic of which we are certain is the ability to communicate two ways—outward and inward. While writing in such a way as to give your reader the opportunity to apprehend your meaning readily and precisely, be sure to give him his turn to express his thoughts so that you understand them.

The letters exchanged between you and a correspondent are nothing more than a conversation between two people talking of their affairs. During these conversations by mail you will run into these situations: sometimes you are right; sometimes both are partly right; sometimes the other person is right. Because of these possibilities, you need to pay attention, not to listen by halves. What your correspondent is saying to you may be misguided, but it serves to bring your thinking into focus.

When a troublesome suggestion has been made, restate it clearly and simply for two reasons: to make sure that you are both writing about the same thing, and to make evident your sympathy and understanding.

In developing this written conversation it is important to be affable in phraseology and unvaryingly moderate. We all know people who are handicapped by the fact that that even when their points are valid they present them with such screechiness as to make us back away.

If someone has difficulty in taking in what you have written, think first whether what you wrote was as clear as you could have made it. The fault may be in yourself, and to change a fault in oneself is much easier than to change the intellectual capacity of another.

Always leave a way of escape open to your correspondent. There is much to be said for the old Chinese doctrine of "face-saving".

### Constructive and positive

It is never very satisfactory merely to clear your correspondent's mind of error; it is equally necessary to set it thinking correctly. Here is another area where your personal interest counts. You can dip a thousand pens into a thousand ink-pots without moving the mind of your correspondent an inch, but if you pluck a phrase of interest to him from the activity of your mind, you have him in the hollow of your hand.

Charming ways are quick winners. These are your expression of consideration and goodwill. Far from being evidence of cowardice, intelligent compromise is often the essence of courageous wisdom. When you yield on small points which are of concern to your correspondent, then out of sheer chivalry he is likely to give in to you on points which are vital to your case.

Next on the list, or perhaps it should be first, your correspondent requires that your reply be prompt. People may differ about the form a letter should take, how lengthy it should be, and many other points, but no one can successfully argue against the need for promptness in writing.

Some offices have the rule that all letters must be acknowledged immediately, even though action on them may be delayed. This courteous gesture serves to assure the reader that his letter has been received and will be given full attention.

### Complaint letters

There is no more testing exercise in business than the handling of complaint letters. Do not do it grudgingly.

A letter of complaint is advance warning of a possible rupture with your correspondent. A most effective tactic is to treat it as a constructive suggestion about how to improve your service. Tell your correspondent he has done you a good turn. A quite moderate degree of conciliatory behaviour will placate your correspondent and win him over to the adjustment you suggest.

Above all, if you are in the wrong, admit it quickly and wholeheartedly. Instead of trying out an alibi, or working around to your confession by degrees come right out and say "You are entirely correct" or "You are quite right to complain". One of Confucius' most famous sayings is that "a man who has made a mistake and doesn't correct it is making another mistake".

Your letter of apology for a mistake need not be tear-stained, but it should be sincere and should evidence your integrity and chivalry. As Princess Victoria wrote in her diary: "People will readily forget an insult or an injury when others own their fault and express sorrow or regret at what they have done." The letter of apology should be signed by an officer of importance in your organization. This demonstrates to the man with a grievance that he is someone of account.

### We are not machines

In any discussion of letter-writing, someone is sure to bring up the question of the modern way of doing things. They deny the fact that communication between people is not a variation of communication between computers.

Letter-writing demands that we write as if we were talking with one of our peers. If we must choose between discourteous abruptness and the snuffy and old-fashioned manners of courtesy, business will be the better and human relations will be happier if we lean toward the latter. Many schools have most lamentably neglected to provide pupils with alternative courtesy phrases to use instead of those which are condemned.

The greatest social asset that a man or woman can have is charm, and charm cannot exist without good manners. This does not mean slavishly following some rules, but using habitually manners polished by the continuous practice of kind impulses.

Courtesy is far and away the most effective quality to lift you above the crowd. It makes you treat every man with such consideration that his memory of you will be pleasant.

# Eight Well-Known D.O.T'ers Retire

MISS LILLIAN WALTERS, with nearly half a century of government service behind her, retired from D.O.T. late in October. A native of Ottawa, Miss Walters plans to remain in the city.

Her lengthy government career began in 1918 when she qualified as a typist with the former Department of Railways and Lands. In 1929 she was promoted to a Typist 2. In 1936, when the Department of Transport was created, Miss Walters became a member of the Law Branch. In 1948 she became a Clerk 3 and five years later a Clerk 4, the position she held at retirement.

During the days of retirement that lie ahead, Miss Walters will have little difficulty keeping busy. She enjoys reading, art and playing the piano, as well as cooking and making millinery.

On her final day at the office friends and coworkers from throughout the department stopped by to wish her well. R. R. Macgillivray, director of marine regulations, until recently an assistant counsel in the legal branch, presented a watch to Miss Walters on behalf of her coworkers.



Left to right—G. Sicotte, assistant deputy minister general; J. Roy Baxter, now D.O.T. representative in London England; Miss Walters; R. R. Macgillivray, director of marine regulations.



Left to right—R. R. Macgillivray, Mr. Cumyn's successor; G. W. Stead, assistant deputy minister, marine; Mrs. and Mr. Cumyn; J. R. Baldwin, deputy minister; H. O. Buchanan, controller, steamship inspection.

ALAN CUMYN—After 26 years with the department Alan Cumyn, director of marine regulations, retired in October.

Mr. Cumyn was born in Silio, Mexico, of Scottish parents. He was educated in Victoria, B.C. and served his apprenticeship with Yarrows Ltd. at Esquimalt, B.C. During World War I he served overseas with the Royal Flying Corps. Prior to joining the government in 1939 Mr. Cumyn served throughout most of his shipping career as chief engineer with the Imperial Oil Company ocean fleet. He holds a British Ministry of Transport extra first class certificate of competency in steam and diesel engines.

Mr. Cumyn joined D.O.T.'s steamship inspection service in 1939 and was stationed at Fort William, Ont., and Saint John, N.B. before coming to Ottawa in 1950. He was appointed director of that branch in 1957.

On the occasion of his retirement a banquet was held in his honor and Deputy Minister J. R. Baldwin presented him with a radio on behalf of friends and colleagues.



R. W. Goodwin, T. C. Wheeler, G. A. Scott, A. de Niverville, Mrs. and Mr. Blondeau, J. Chadborn, H. J. Williamson and M. Baribeau.

J. LEON BLONDEAU, regional director of air services at Montreal has retired after nearly 30 years with the department.

Mr. Blondeau's association with aviation goes back even further, to 1927 when he took a pilot's course at Montreal and attempted his first solo and landing after only an hour and 45 minutes of dual instruction. He obtained his license in 1928.

In 1929 Mr. Blondeau founded the Société d'Aviation de Québec Inc. and

acted as pilot and secretary-treasurer until 1933. The company operated from the St. Louis Airport at Quebec.

With the creation of the federal Department of Transport in October, 1936, he joined as assistant inspector, civil aviation. Five years later he became district inspector of airways. Subsequently he was promoted to district superintendent of air regulations and, in October 1953, was appointed regional director of air services for

Montreal Region.

On the occasion of his retirement a buffet supper attended by some 120 people was held at Montreal International Airport. The program included remarks by Assistant Deputy Minister, Air, G. A. Scott and T. C. Wheeler, long-time friend and associate of the guest-of-honor and a pioneer in Canadian aviation. Mr. Blondeau was presented with a stereophonograph.

GEORGE W. SMITH, formerly director of air services construction, engineering and architectural branch, retired at the end of December. His engineering career in the federal civil service dates back to 1933.

Mr. Smith was born in Elmira, Ont. and spent most of his early life in Toronto. He graduated as a civil engineer from Toronto University in 1923 and then worked with the engineering firm of Frank Barber and Associates, Toronto and with Orville Rolfson in Windsor, Ontario.

He later joined the firm of James, Proctor and Redfern, and in 1925 went to South America, on loan to the Largo Petroleum Company, to carry out a survey of Lake Maracaibo as a preliminary part of the development of Venezuela's oil resources.

The following year he returned to Toronto. In 1933 he was engaged in airport construction on projects being carried out by the Department of National Defence.

He became district airways engineer at Kapuskasing, Ontario, for the Department of Transport in 1936. Later he worked in the same capacity in North Bay, and at Hamilton, primarily on construction of British Commonwealth Air Training Plan airports. In 1949 he came to Ottawa as



Assistant Deputy Minister, Air, G. A. Scott (left) admires Mrs. Smith's bouquet of roses while Mr. Smith looks on.

assistant to the superintendent of construction. Seven years later he was promoted to chief engineer, airport development, and in September, 1962 was named director of the construction branch, now known as the

construction engineering and architectural branch.

Mr. Smith is a member of the Professional Engineers of Ontario and of the Engineering Institute of Canada.

W. H. HEATH, officer in charge of Gander Aerodic Station, retired on September 29 after a lengthy career in telecommunications.

Mr. Heath was honored by more than 200 friends and coworkers at a reception at the Newfoundland Airport Club. J. A. Lenahan, regional director of air services at Moncton, presented him with a set of luggage and a sum of money after tracing the events of his career connected with the development of aeronautical telecommunications in Newfoundland from the 1937 proving flight days at Botwood to the present. A bouquet of flowers was presented to Mrs. Heath.



Regional Director J. A. Lenahan (right) congratulates Mr. Heath on his retirement.

A. E. PHILPOTT, inspector of airworthiness at Winnipeg, retired in October after 17 years with the department.

A native of Lower Fort Garry, Manitoba, Mr. Philpott joined D.O.T. in 1948 as an

aircraft maintenance foreman after many years of experience in the commercial aircraft industry. He had been with Canadian Airways as an aircraft maintenance engineer during the pioneering days of

bush flying in Western Canada, and later joined Standard Aero Engine in Winnipeg as shop foreman.

In 1955 Mr. Philpott was appointed an inspector of airworthiness.



Director of the Meteorological Branch J. R. H. Noble (centre) presents a skill saw to Mr. Humphrey. Mrs. Humphrey is seated at left.

Over 70 meteorological branch coworkers of BLAKE HUMPHREY, together with representatives of private communications agencies, gathered on December 2 to wish him well at a retirement luncheon. Mr. Humphrey retired after 35 years of government service, 28 of which were spent with the met branch.

Mr. Humphrey began his met career as a teletypist in Lethbridge, Alberta and was appointed district teletypist supervisor in 1941. The increasing importance of Edmonton as a communications centre led to his transfer there in 1946. He was responsible for field administration of meteorological communications in Western Canada and worked closely with Canadian and American military personnel.

In 1952 Mr. Humphrey was transferred to Toronto headquarters as divisional supervisor (Weatherfax) of the national facsimile system used to transmit weather information in chart form to weather offices across Canada and to ships at sea.

At the luncheon the guest of honor was presented with a slide projector and screen and a skill saw. F. W. Benum, chief, forecast division, was the master of ceremonies and J. R. Noble, director, presented the gifts. The picture shows Mrs. Humphrey, left, Mr. Noble and Mr. Humphrey.

GEORGE WELLS, superintendent of radio aids, retired early in December. He had spent 27 years with the telecommunications branch, starting out as a radio operator on a lightship.

Born in London, England, George Wells first became interested in radio at school. In 1917 he obtained a British certificate of proficiency in radio. He spent the next 10 years with the Marconi Company, serving at sea. In 1924 he gave up the sea and took a position with a London firm. After four years he came to Canada, to Saint John, N.B. He married and spent two or three years managing a family printing business in Saint John. In 1935 he qualified for a Canadian certificate and joined D.O.T. as a radio operator on the Lightship Lurcher, followed by service as officer-in-charge at Cape Hopes Advance.



Left to right—E. F. Porter, chief, maintenance and operations; Miss A. M. Larock, secretary to C.M.O.; Mr. and Mrs. Wells; F. G. Nixon, director of telecommunications and electronics.

At the end of the Second War he went to Beaconsfield, Quebec as a technician and in 1948 transferred to headquarters as an assistant to the head of the marine radio section. Subsequently he moved over to the maintenance and operations division of the branch and later became superintendent of radio aids.

On the occasion of Mr. Wells' retirement friends and coworkers gathered to honor him. E. F. Porter, chief, maintenance and operations, presented him with a 90 watt CW transmitter as a farewell gift. Mr. and Mrs. Wells have bought a new home in Salt Spring Islands near Victoria and left Ottawa early in the new year to take up residence there.



Left to right—J. W. McClure, H. J. Taylor, Mr. and Mrs. Sigsworth, G. E. McDowell and W. J. Watts.

TOM P. SIGSWORTH, unit chief of Calgary terminal control, retired late in December after 25 years of government service.

Born in 1899 at Durham, England, Mr. Sigsworth came to Canada with his family before the first World War. He served with the Royal Canadian Engineers from 1917 to 1919. In 1925 he took up residence in

Saskatoon, Sask. and was one of the ten people who organized the Saskatoon Flying Club. He received his private pilot's license in 1928 and his commercial license in 1929. He still holds a valid private pilot's license.

Mr. Sigsworth joined the air traffic control service at its beginning in 1940

and after training became chief controller at Calgary. In 1944 he joined the RCAF and after the war's end returned to Calgary as chief controller.

A buffet supper was held in Mr. Sigsworth's honor and he was presented with a transistor T.V. and other gifts from friends and colleagues in Calgary and Edmonton.

# First Merit Awards Made To Government Employees

The first merit awards, under the revised Incentive Award Plan for Public Servants, were made in the fall to five men who made contributions of unusual merit to the operations of the public service.

Three of the recipients, T. E. Brown, J. R. Killick and A. E. Johnston, are employees of the Department of Defence Production. The others, T. H. Kihl and E. R. Mitchell, are Mines and Technical Surveys employees.

As announced in March, 1965 the merit award program, provides for payment to employees for job performance of an exceptional character beyond what the job usually requires. The main object of the award is to provide a means of recognizing exceptionally good work when other means of recognition are not available.

Awards up to \$1,000 in cash, along with a citation, are granted.

Although none of the first five recipients were Transport employees, it is felt that D.O.T.'ers would be interested in reading accounts of the work which qualified them for merit awards.

MR. BROWN, deputy comptroller of Defence Production, received his award for designing and writing up specifications for a course in "Management Accounting for Small Business" which was used by the vocational training branch of the Department of Labour to assist owner-management of small businesses in the financial management of their affairs. Mr. Brown applied skill and ability in developing a new approach to the teaching of management accounting and his efforts are expected to result in an overall economic improvement. The course is also being used as a model for other courses, such as the Farm Development Programme. It is estimated that over 6,000 businessmen have taken the course to date.

MR. J. R. KILLICK, Ottawa, and MR. A. E. JOHNSTON, now stationed at Dayton, Ohio, are both defence production officers, who shared an award for their diligent and persistent efforts in selling Canadian-made air navigational equipment to the American air force. In addition to paving the way for direct sales amounting to over \$60 million, over a three-year period, this extremely efficient team provided a breakthrough in export sales for the Canadian electronics industry and has assisted in providing easier acceptance of other Canadian products on the export market by the United States and other foreign governments.

MR. T. H. KIHIL, chief of the aeronautical charts section of Mines and Technical Surveys, was instrumental in effecting a change which simplified communication between air traffic controllers at airports and civilian and military aircraft of both Canada and the United States. By urging the use of Canadian designed and produced instrument approach and en route charts as standard for both countries, he not only provided a change which was beneficial to Canadian and American aviation, but also enabled a saving of some \$42,000 in public funds required in producing charts for the R.C.A.F.

MR. E. R. MITCHELL, head of the combustion engineering section of Mines and Technical Surveys, received an award for the energy and inventiveness which he applied to the production of developments in the field of combustion science, and the application of these developments which did much to maintain badly-needed markets for Eastern Canadian coal at a critical period in the history of the industry. Novel

grate designs for boilers, which were among these developments, have not only given additional employment to foundries, but have earned substantial savings for the Federal Department of Public Works. Mr. Mitchell is considered to be an expert in the solid fuel field and acts as consultant to the Dominion Coal Board, National Research Council and the Nova Scotia Technical College in Halifax.

The presentation of Merit Award Certificates and accompanying cheques varying from \$1,000 to \$500, was made by Miss Ruth E. Addison, chairman of the Incentive Award Board and Civil Service Commissioner; Mr. G. W. Hunter, Deputy Minister of Defence Production; and Dr. J. M. Harrison, Assistant Deputy Minister (Research) of the Department of Mines and Technical Surveys.

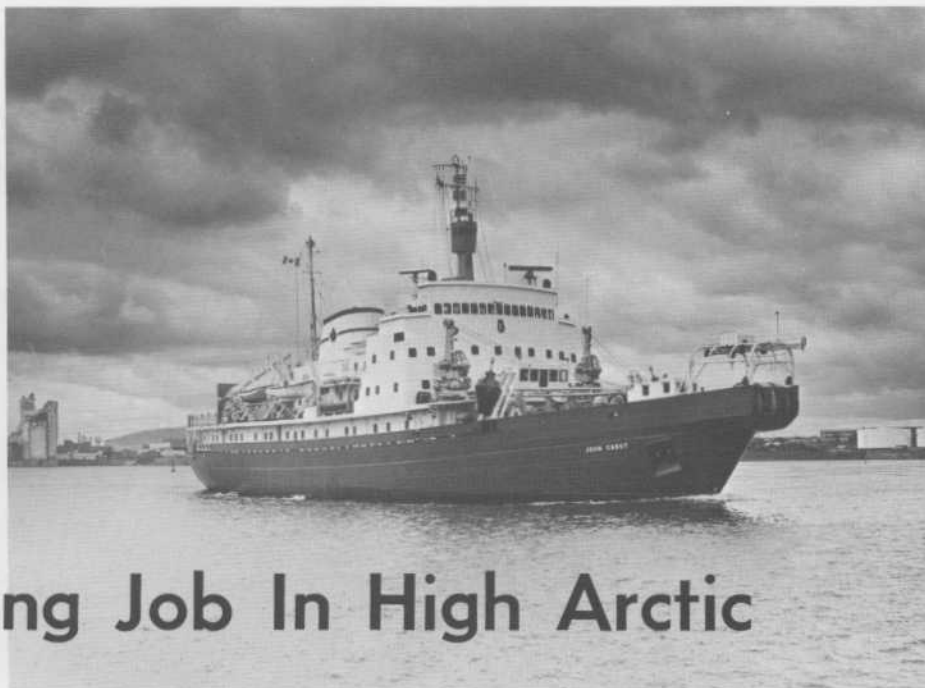
## Recent Suggestion Award Winners in D.O.T.

J. J. Kinisky, a meteorological technician at Edmonton, received a \$50 award for suggesting that a particular make of photocopying machine be modified to save in consumption of ammonia when it is not in use.

Bull Harbour, B.C. radio operator, P. W. Copemen, made a suggestion that earned him \$40. He thought D.O.T. marine radio stations on the Atlantic and Pacific coasts should be encouraged to solicit synoptic weather observations from ships at sea. He felt that such additional weather reports would be of value to the meteorological branch.

Winners of awards valued at \$30 or less are:

NAME	POSITION	LOCATION	AMOUNT
H. Bryan	radio operator	Brochet, Man.	\$10
J. L. DesBiens	radio operator	Beaumont, Que.	\$10
I. L. Green	radio operator	Comox, B.C.	\$15
G. W. Illsley	electrician	Brochet, Man.	\$10
A. R. Johnson	radio inspector	Ottawa, Ont.	\$20
Jacob Kopetski	heavy equipment operator	London, Ont.	\$15
Mrs. J. V. Lemare	clerk	Edmonton, Alta.	\$15
P. E. Phillips	equipment operator	Sandspit, B.C.	\$10
S. J. Sillett	radio operator	Vancouver, B.C.	\$30
W. J. Smith	technician, electronics	Saskatoon, Sask.	\$30
Jack E. Wilton	technician	Vancouver, B.C.	\$20
J. H. Whiteside	radio operator	Bull Harbour, B.C.	\$30
M. G. Jeffries	radio operator	Ashcroft, B.C.	\$10
L. W. Taylor	air traffic controller	Halifax, N.S.	\$10



C.C.G.S. John Cabot

## Record-Breaking Job In High Arctic

Ottawa—The Canadian Coast Guard ice-breaking cable ship “John Cabot” and the heavy icebreaker CCGS “d’Iberville” made a frigid trip into the uppermost reaches of Baffin Bay in November where the Cabot successfully carried out a cable repair job. With the two ships was the United States Coast Guard icebreaker “Westwind”, which, along with the d’Iberville, provided football style “interference” for the “John Cabot”, keeping fast-thickening ice floes away from her bows while the crew grappled for a broken communications cable and did the necessary repairs.

Capt. George S. Burdock, veteran Newfoundland master of the “John Cabot”, said the undertaking set a record in late season Arctic operations. “We had temperatures down to 10 below zero, though fortunately on the day we finally hauled up the cable the temperature had gone up to 22 degrees.”

Heavy ice, swept by high winds and current, provided a major problem. The cable ship had first hauled up an end of the broken cable on November 5, when it had arrived at the scene alone.

“We placed buoys on the cable ends, but the ice tore them loose.”

It became apparent that, despite being a full icebreaker, the “John Cabot” would have to have assistance. The Canadian Coast Guard icebreaker “d’Iberville”, commanded by Capt. Wilfrid Dufour, of Quebec, and the U.S. icebreaker “Westwind” went north and, because of the extremely cold weather and rapid ice formation, the “John Cabot” moved to a port in southwestern Greenland until their arrival.

The ships returned to the point of the cable break, southwest of Thule, Greenland, in Baffin Bay. With the other ships keeping her cable-laying bows relatively free of heavy, grinding ice floes, the “John Cabot” quickly picked up the severed cable ends and the line was repaired and dropped back to the sea bed. The task was accomplished in less than 12 hours, most of the work being done under the glare of floodlights that counteracted the almost round-the-clock darkness of Arctic winter.

The masters of the three ships lost no time in heading southward, for by that time there was about 90 percent coverage of ice in the upper reaches of Baffin Bay. By staying close to the Greenland side of the bay, they were able to steam without trouble. Three times, while in the northern part of the bay, the crew saw Polar bears on the ice.

Twice during the northern trip, Capt. Burdock said, hurricane force winds were weathered. On the second occasion, the ships were pounded by gales of up to 90 miles an hour in Davis Strait.

Capt. Burdock said his ship, which was just completed last spring, had performed exceedingly well. It was the vessel’s second trip into the same area. In August, just after the vessel had arrived for the first time at her home port of St. John’s Newfoundland, and was about to commence her sea trials, she was despatched north to look after a cable break. Instead of “trials” she was faced with a real duty assignment, in which she proved up to the department’s expectations.

Captain Lloyd Logan, 46, was appointed superintendent of flight operations in November.

A native of Ottawa, Captain Logan received his primary and secondary school education in local schools. He began his government service in 1936 as a clerk in the Secretary of State department and at the outbreak of the Second World War joined the R.C.A.F. He went overseas as a pilot with the 405 Pathfinder Squadron in 1942 and the following year was shot down over Germany and held a prisoner of war. He subsequently escaped, made his way back to Canada via Spain and England, returned to his squadron and was again shot down and recaptured. During his war service Captain Logan was associated with both the French and Dutch undergrounds. Discharged with the rank of Squadron Leader at the war’s end, he was awarded both the Distinguished Flying Cross and the French Croix de Guerre with Silver Star for his services.

Captain Logan resumed his government career in 1946 as civil aviation inspector with the Department of Transport. In 1955 he joined the department’s flight operations division as an executive pilot.

Captain Logan, who resides a few miles outside Ottawa at North Gower, Ontario, is married and the father of three children.

# Canadian Coast Guard ALBUM



*CCGS SIR JAMES DOUGLAS*, a lighthouse supply and buoy vessel, based at the Department of Transport District Marine Agency at Victoria, B.C. She was completed in November, 1956 at the yard of Burrard Dry Dock, North Vancouver, B.C.

## **CCGS SIR JAMES DOUGLAS**

LENGTH: 150 feet.

BREADTH: 30 feet.

DRAFT: 10 feet, 4½ inches.

POWER: Diesel, 1,140 SHP. Two Crossley engines each developing 570 SHP. Twin screw.

GROSS TONNAGE: 564.