

LIGHTHOUSES ALONG THE ST. LAWRENCE

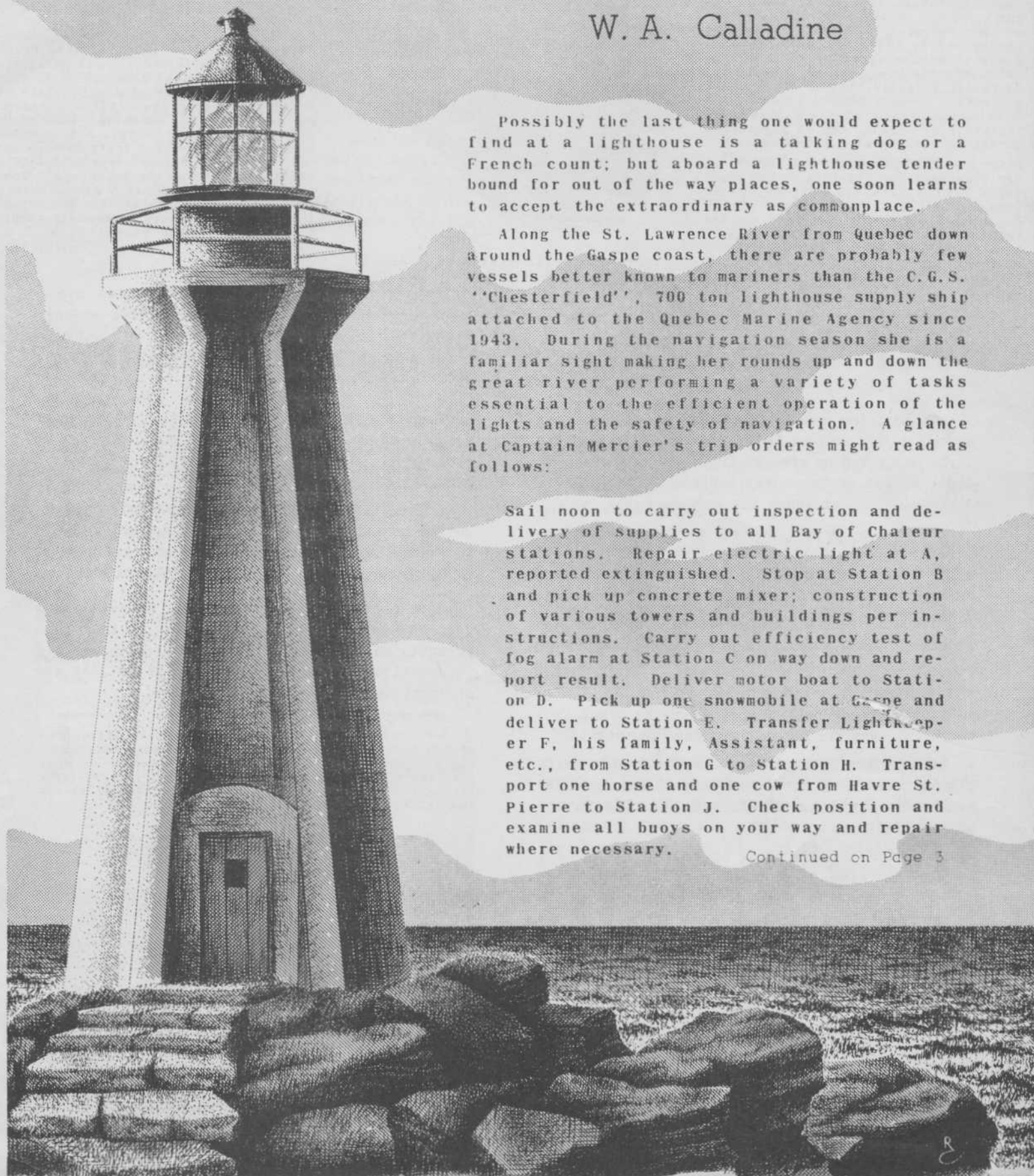
W. A. Calladine

Possibly the last thing one would expect to find at a lighthouse is a talking dog or a French count; but aboard a lighthouse tender bound for out of the way places, one soon learns to accept the extraordinary as commonplace.

Along the St. Lawrence River from Quebec down around the Gaspé coast, there are probably few vessels better known to mariners than the C.G.S. "Chesterfield", 700 ton lighthouse supply ship attached to the Quebec Marine Agency since 1943. During the navigation season she is a familiar sight making her rounds up and down the great river performing a variety of tasks essential to the efficient operation of the lights and the safety of navigation. A glance at Captain Mercier's trip orders might read as follows:

Sail noon to carry out inspection and delivery of supplies to all Bay of Chaleur stations. Repair electric light at A, reported extinguished. Stop at Station B and pick up concrete mixer; construction of various towers and buildings per instructions. Carry out efficiency test of fog alarm at Station C on way down and report result. Deliver motor boat to Station D. Pick up one snowmobile at Gaspé and deliver to Station E. Transfer Lightkeeper F, his family, Assistant, furniture, etc., from Station G to Station H. Transport one horse and one cow from Havre St. Pierre to Station J. Check position and examine all buoys on your way and repair where necessary.

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D.O.T. IN THE NEWS



Tancrede Robillard, who for more than 45 years has watched world shipping come to Montreal, is now planning to travel on some of those ships to visit foreign lands. Chief clerk of the Signal Service of the department's St. Lawrence Ship Channel service, Mr. Robillard retired this month and was presented by his fellow workers with a set of travelling bags. Representatives of the shipping fraternity of Montreal were present to wish him well. Shown above are A.L.W. McCallum, manager of the Shipping Federation of Canada; Mr. Robillard; and P.S. Jones, Chief Engineer of the St. Lawrence Ship Channel who made the presentation.

At the annual meeting of the Professional Engineers of New Brunswick, J. Lamb and D. Stratton were elected to the council of the association. Mr. Lamb has taken over the duties of the president due to the death of the elected new president, J.D. McKay. Joining the agency in 1940, Mr. Lamb has been district marine agent since 1942. He had previously been with the Department of Public Works in harbour development projects. He is a past chairman of the Saint John Branch of the Engineering Institute of Canada, and is a graduate of the University of New Brunswick.

After graduating from the University of New Brunswick Don Stratton was engaged for a period with the Bell Telephone Company and District Engineer of the New Brunswick Highway Department and has had wide experience in the construction of airports in Prince Edward Island and Newfoundland. He is also chairman of the Moncton Branch of the Engineering Institute of Canada.



J.M.M. Lamb, District Marine Agent, Saint John, N.B. and D. Stratton, District Airways Engineer, Moncton, N.B.



E.C. Little, canals engineer, has demonstrated considerable skill with brush and palette knife and his oil paintings stood out at the art show put on by professional engineers of the Province of Ontario at their association's annual meeting in Toronto recently. Some hundreds of paintings, pastels and sketches were submitted by over forty members and the "Postman's Holiday" type of subjects which might naturally be expected from engineers was noticeably and entirely absent from the exhibit. The above photograph shows a group of members admiring an oil sketch submitted by E.C. Little.

PORT WEATHERMAN "King of Commuters"

(By Jim Fairley, Marine Editor, Vancouver Province, October 29, 1952.)

The thriving community of Gibsons on west Howe Sound, B.C., not so long ago considered a nice day's excursion by steamer from Port of Vancouver, today serves as Vancouver's newest "residential district" ...at least for one Vancouver man.

He's F.R. "Dick" Kennet, port meteorological officer for Vancouver, whose desire for a bit of elbow room at the end of a busy day at the office brings him some sort of record as a city commuter.

The port weatherman at Gibsons, travels to and from work each and every day like thousands of city workers who attend jobs in the down-town area and disperse to their homes at night.

Four hours traveling time every day...but it's worth it, says Mr. Kennet, and far from wasted.

Regular schedules of the new Black Ball Ferry Line's auto ferry between Horseshoe Bay and Gibsons make the long-distance daily ride to the office possible.

Mr. Kennet leaves his home in Gibsons each morning in time to catch the first east-bound ferry sailing at 7 a.m., lands at Horseshoe Bay an hour later and catches a bus which gets him in to his desk in Vancouver... 10 minutes ahead of time.

Going home at night, he leaves at 5 o'clock and is home at Gibsons in time for dinner at 7. The cost of the bus and sea voyage across Howe Sound twice a day the port weatherman balances off in several ways, among them the healthful advantages for Mrs. Kennet and their four youngsters.

Meanwhile, his enthusiasm as a weather observer has infected the regular truck drivers whom he meets daily on that early morning ferry start, plus the skippers.

"The truck drivers are getting quite interested in weather and now we've got Capt. John Bunyan making daily water temperature readings for us on the way across the sound," he smiles.

As a port weather officer, Mr. Kennet visits deep-sea ships to check government weather instruments on the regular liners who radio weather information back to Vancouver and enlist the aid of others who make casual calls here.

A.F. McQuarrie of the Calgary Forecast Office received the following letter from the Watson Construction Co. Ltd. The letter is a recent sample of many received at both head office and field offices testifying to the valuable service provided by the Met Division to the economy of the country.

WATSON CONSTRUCTION CO LTD
Engineers and General Contractors

Mr. A.F. McQuarrie,
Meteorologist-in-Charge,
Aviation Forecast Office,
Calgary, Alberta.

Dear Sir:

The writer would like to record his appreciation of the telephoned warning from your office, advising of the pending 75 mph wind on Thursday of last week.

Acting on your information, which gave us nearly two hours grace, we were able to contact our various jobs and protect ourselves against the high winds which turned up as forecast. But for your timely warning, we would have incurred extensive damage. As it was, we securely fastened down just about every movable object.

Your service is invaluable, and we, for one take full advantage of same.

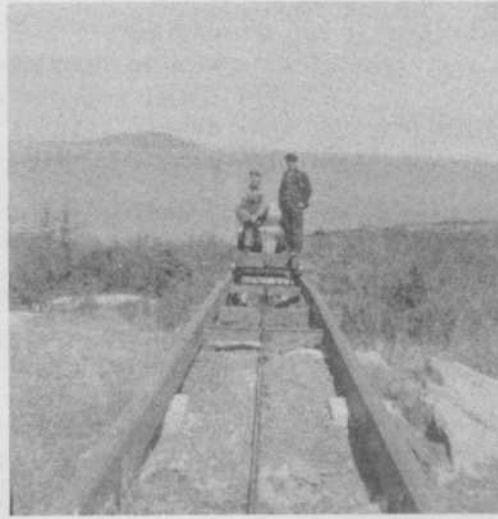
WATSON CONSTRUCTION CO. LTD.
per "E. AVERY"

LIGHTHOUSES ALONG THE ST. LAWRENCE

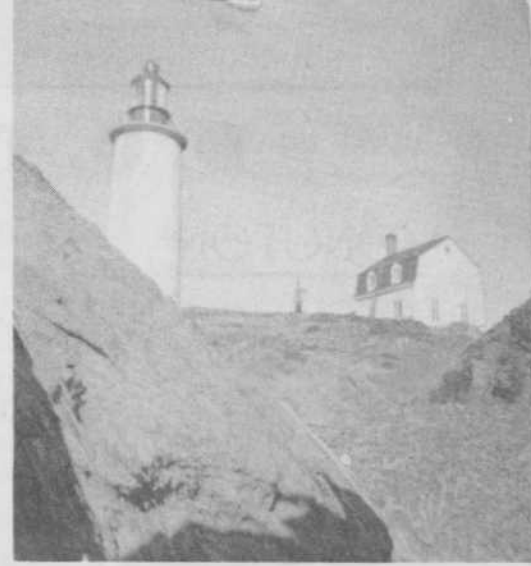
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C.G.S. "CHESTERFIELD" Lighthouse supply ship loaded and ready to sail from Quebec.



Caroussel Island-Hauling supplies up the hillside to the station from the landing.



Biquette Island-Light tower and keeper's dwelling.

Each spring one of the first long trips undertaken by the "Chesterfield" is to the chain of major light stations along the St. Lawrence North Shore as far as Natashquan and around Anticosti Island. Last year she left Quebec on the afternoon of May 15, her hull low in the water under a heavy burden of construction materials and equipment, oil for the lights and provisions for the keepers.

Under a dull sky, the "Chesterfield" left her berth and made her way down river in a light swell. Old Quebec and Isle d'Orleans soon fell behind, the river opened ahead while on shore signs of habitation became fewer. The occasional train was to be seen now and then snaking along the north shoreline.

Lighthouses are popularly visualized as sturdy graceful stone towers tapering off gently from a sea washed rocky base upward to the source of light. Yet along the St. Lawrence and many other places in Canada, they are to be found in variety of shapes and sizes, located near, in, or on the water. The station at Ile aux Coudres, where the first brief stop was made, is an octagonally shaped mass of concrete sitting on the north edge of Prairie Shoal and entirely surrounded by water. In general outline, this station is like a huge wedding cake in tiers, with the fog alarm housed in the first level, the keeper's quarters in the second, and over the quarters, the light tower.



Ile Aux Coudres-Lighthouses are to be found in a variety of shapes and sizes.

Continuing down the river, the "Chesterfield" passed various other stations, Goose Cape, Cape Salmon, and Cape Dogs, then to the St. Lawrence Lightships, the "White Island", the "Red Islet", and over by the mouth of the Saguenay and nearby Tadoussac, the "Prince Shoal", little more than a speck on the horizon. Floating lighthouses, these ships lie at anchor throughout the navigation season, marking danger spots to shipping. Equipped with lights and fog signals, they serve as a warning to mariners in the same way as do land-based stations.

The lightships behind, a second brief stop was made at Bicquette Island to visit Lightkeeper E. Thibault and to select a site for new marine radio signals to be added to the equipment of this station, which features a fine 75 foot stone tower built in 1884. From the island height nearby is a view of great natural beauty with ships large and small to be seen passing, inward and outward bound.

Three days from Quebec the "Chesterfield" dropped anchor for the night at Father Point, where in the course of a call on Lightkeeper Lavoie, a group from the ship made acquaintance with the talking dog. Mrs. Lavoie, to prove her claims, questioned the family pet as follows: "Qui a gagne la bataille des Plaines d'Abraham?" After some persuasion the animal, probably reluctant to exhibit his remarkable powers, replied "WOLFE".

Leaving Father Point and the south shore, a run 60 miles north-eastward across the St. Lawrence brought the ship to Pointe Des Monts on "La Cote Nord" where the landing of supplies began. The lighthouse here is a 90 foot white circular stone tower one hundred twenty-two years old. It is divided into several floors which formerly provided living quarters for the lightkeeper and his family. The tower walls are 6 feet thick at the base running out to a mere two feet at the lantern level. The station and equipment are a particular credit to Lightkeeper Fafard reflecting pride in his family's association with the light going back through three generations to 1872. A group from the ship was entertained with French Canadian hospitality by the lightkeeper and his family in a memorable evening which revealed some promising

LIGHTHOUSES - Continued on Page 9

D. O. T. REPORTS**MONCTON**

**HOWARD SPINNEY
GOES TO
INDONESIA**

Howard Spinney from the Air Traffic Control Tower, Moncton, N.B., was chosen from many applicants in Canada to go to Indonesia as a flying instructor to help train pilots in that country under the Technical Assistance plan of the International Civil Aviation Organization (ICAO). Mr. Spinney left Canada in December and by now he will be established in the National Aviation College at Djarkta, teaching the cadets from many parts of Indonesia the techniques of flying.

The Technical Assistance Programme of the United Nations was developed to help backward nations to develop their own resources and work out their problems for themselves. In this case, under ICAO, the primary purpose is to enable the assisted countries to receive more benefit from civil aviation and thus promote social progress. One of ICAO's projects at the present time is assisting the government of Indonesia to organize and operate a National Aviation College, for the purpose of qualifying their nationals as pilots,

navigators and radio operators. Their purpose will be fulfilled when experts sent by ICAO are no longer required and the pupils can carry on confidently without them. The men that have been chosen for the positions are highly qualified in their own country. All the Flying Instructors were recruited from Canada. Technicians from other countries were also chosen to teach in the Aviation College.

Howard Spinney has been with the Department of Transport since June, 1949. His flying career started with the RCAF in 1940, taking his pilot's training and instructor's course at Trenton, Ont. He served as a Flying Instructor in several flying training schools, later as officer in charge of a Coastal Command Flying Boat and of a Transport Command Aircraft. It was during his service as Deputy Flight Lieutenant with the first Meteorological Flight at Yarmouth, N.S., that he received the Air Force Cross. He remained with the Air Transport Command until his discharge in February, 1946, with the rank of Flight Lieutenant.

Before joining the Department, Mr. Spinney had attended Acadia University at Wolfville, N.S. While employed as Air Traffic Controller at Moncton airport, he kept up his flying getting his commercial pilot's licence with instructor's rating, permitting him to teach flying at Moncton Flying Club.

The other flying experts chosen to go to Indonesia were: Chief Instructor, Arnold Warren, Manager of Gordon Fairley Air Navigation Co., Toronto; Peter Deck, Chilliwack, B.C., instructor and manager Chilliwack Flying Club; Garth Massey, flying instructor and Manager, Waterloo-Wellington Flying Club, Breslow, Ont.

Good luck and happy landings, Howard Spinney!

JOTTINGS FROM NEWFY**NEW RADIO BEACON STATION**

A new automatic radio beacon station has just been completed at Channel Head, which is a small rocky island at the entrance to Port aux Basques Harbour, Newfoundland. This project is part of a general program to provide modern radio aids to navigation for the Province of Newfoundland at important points along the coast.

The new radio beacon will provide radio direction finding signals so as to enable shipping equipped with direction finding receivers to safely enter Port aux Basques Harbour under conditions of poor visibility. A self supporting steel tower, 130 feet in height, is employed to radiate the required signals which are transmitted on a frequency of 304 kilocycles.

All transmitting and generating equipment is installed in duplicate in order that there may be no interruption of service in case of breakdowns. Similar marine radio beacons are already in operation in the Newfoundland area at Cape Race, Burin, Cape Ray, Devil's Head (near Corner Brook) Flowers Island, Point Amour, Cape Bauld and North East Belle Isle.

What is the latest news to-day?

The radio licence is gone.

On every corner you hear folk say,

"The radio licence is gone."

Whene'er that you turn on the news

Or listen to the budget views

The part that scares away all blues--

The Radio Licence is gone!

No more we'll have to rack our brain,

The radio licence is gone,

To try to get the thing again

The radio licence is gone.

No more will it take away our sport

When we hear the flash report--

About the people brought to court!

The radio licence is gone!

The best in life at last is free,

The radio licence is gone.

There's no more dough for the C.B.C.

The radio licence is gone.

But cheer up, boys, don't be afraid,

There are other means that will be made,

You can bet your life that you'll be paid;

THE RADIO LICENCE IS GONE!

G.H. Hierlthy

GLEANINGS FROM GANDER

NORM POWE - DESIGNS AN AERIAL RUNWAY



Norm Powe working on a new gadget in his workshop -- a cupboard in the bathroom. Norm also has a workshop in his garage, but this is too cold for winter use.

Norm Powe, forecaster at Gander Met office, has designed an aerial runway to carry traffic from teletypes to forecast office. It is figured it will save about a mile a day of walking back and forth from teletypes to forecast office. This clever aerial runway designed in his own workshop with suggestions from several members of the staff is working out very well.



Shown here (1) is teletypist Cal. Abbott placing traffic in the metal and perspex basket. By pulleys he then raises the wire which the basket runs on, and the basket travels down the wire until it reaches an obstruction above the forecaster's files. The obstruction causes the basket to open up, emptying its contents into a wire container



(2) and (3). The teletypist makes the return to him by lowering the wire at his end and raising it at the other end (all by pulleys and cables). By lowering the bumper in front of the basket, it misses the obstacle on the wire at the forecaster's position, and the basket travels on to the aerologist's desk to deliver data to the upper air plotters.

Gladstone Lester of the Met. office was coordinator of the 7th series of Canada Savings Bonds for the D.O.T. in Gander. Glad reports that the \$100,000 objective was exceeded by \$15,000, which, he has been informed, is a record among comparable sections of the Department throughout the country.

The Met. hockey team lost all games except the last one. Star of the season, goalie Tom Rissesco, made many remarkable saves -- the most marked one was the one that broke his nose! Next baseball.

Senior Observer John Greene is instructing some Scouts of St. Martin's Troop in the Weatherman's Badge.

Met. Assistant Ed. Cooper is resting up on a three months' sick leave. We all hope you return to work in full health, Ed.

Bob Stark



SKATING AT DEADMAN'S POND was popular at Gander most of the winter, especially before Gander Gardens had an ice surface. Seen in the foreground of the picture: Bob Cake, Johnny Cake, Rhody Powe, Greg Powe, Mary Cake, Margaret Stark, and Donny Stark.

SUMMERSIDE

Here in Summerside we have had a few additions to the staff, one way or another. Early in January we welcomed Ernie Brandon, with his wife and two children, from Dartmouth, NS., to work with us.

We have been visited in the past few months by two forecasters from the Moncton DAFO, Norm Glenesk in November, and Elmer Caborn in January. We appreciate their working on shift with us and enjoy describing to them the special services we are giving the RCAF Navigation School in forecasting and in Met. Instruction.

A class of approximately thirty navigators, training under the NATO training plan, graduates from our school every three weeks. We find it very interesting and consider ourselves fortunate to be able to meet and teach members of the British, Danish, French and Belgian Air Forces.

James A. Peach

MONTREAL

At the annual meeting of the Montreal District Air Services Club held on January 30, 1953, the installation of officers for the current year took place, as follows: W.S. Woodley, President; H.M. Hutchon, Vice-President; H. Mercier, Treasurer; and Miss C. Uchida, Secretary. District Controller of Air Services, A/V/M A. de Niverville, is Honorary President (ex officio).

What to do if a loader shack used for aviation oil storage - catches fire. The DOT at Seven Islands, Que., resourceful as they are, could tell you - call the snow blower. In this case the crash tender assisted by the department's Sicard Master snow blower effectively smothered the fire, the damage being practically negligible.

C.H. Skelton

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Gander Nocturne

W.L. Nelson



Gander Airport "crossroads of the world"

"Crossroads of the World:" the title has unique application to Gander, for it is here that East meets West; airways converge; race, colour and creed know common ground; the old gives way to the new; oppression ends and freedom begins; and to many, there comes a re-endowment of faith, hope and self-respect.

My travelling companion (Don Curry, Maintenance) and I arrived at Gander from Torbay via TCA amid the whirl and flurry of a December snow-storm. True to form, I had taken on that greenish-blue complexion characteristic of a landlubber at the conclusion of a turbulent flight. Don, veteran of the airways that he is, observed my plight and murmured something that, to a "dying" man, sounded like "McCarthy--Big Dipper," at the same time assuring me, "I have yet to lose my first patient."

Don and I had heard much talk about how interesting it was to watch the overseas flights arrive with their respective loads of human cargo. Being particularly interested ourselves, we contacted Bill Heath, Officer in Charge of the Department's International Aeronautical Telecommunications Station at Gander, and made inquiry about plane arrivals. "Well," said Bill "it's a relatively quiet night but we do have thirty scheduled to arrive at various times between 1.30 a.m. and 9 a.m. Suggest you boys stay around and take a look at the latest styles from Paris, etc."

It was near 8 p.m. now, and we decided to fortify our bodies with some sleep, so, leaving a call for "midnight" at the hotel desk, we turned in. It seemed that I had just fallen asleep when a knock at the door announced "midnight, sir." Being awakened at midnight carried me back some twenty-five years when I was doing shift work in the Radio Direction Finding Service. I was living again that insistent urge to grab an additional "forty winks" when Don gave me a shake and said "Come on, Nels, we'll miss the first arrival." Don sallied forth to arrange two orders of toast and coffee at the snack-bar. I followed a half-hour later, having failed to shake off that urge to go back to sleep once more, after being aroused at midnight.

The first flight arrived with a passenger-list from the European continent. The passengers disembarked and made their way slowly toward the



"Once inside the waiting room the trend was to the Snack Bar".

waiting-room, mostly men, but a few women who appeared to be travelling solo. The expressionless faces concealed any trend of inward feeling. We were told that they were Displaced Persons. Judging from the greenish-blue complexions, some, without a doubt, entertained the wish to be back home. We can vouch from experience that, to a sea or air-sick human being, there is no place like home. Once inside the waiting-room the trend was towards the snack-bar. Faces lighted up as they discussed the goods on display; chocolate bars, chewing gum, cigars, cigarettes, pipes, tobacco, hot dogs, cakes, cookies, sandwiches, pies, doughnuts, grapes, apples, oranges, key rings, pocket books, cups-and-saucers, souvenirs, and samples of beverages that may be purchased by the glass or package at the Big Dipper. Finally, some indulged in a hot dog and coffee. Apparently the "dog" was an innovation to them and they grouped to hold an autopsy on the contents. A few found their way to the Big Dipper and had funds to pay for a round of beer.

The P.A. system finally announced the departure of their plane for New York. The announcement in English was apparently all "greek" to them, but when the stewardess blew her whistle, they recognized and responded to her signal, and as they passed through the exit she checked the tag fastened to their coat-collars. They laughed and talked as they walked quickly to the plane. The faces that but an hour before were stark and emotionless now reflected an "all's well" attitude. Possibly they were saying to each other, "If this is a sample of life in North America, I'm glad I came."

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"A few found their way to the Big Dipper".
Photos by Guy Blouin N.F.B.

OTTAWA

D.O.T. REPORTS
Continued from Page 5

In the annual 'NIGHT OF STARS' arranged by the RA, the DOT showed up several bright spots.

Big League hockey scouts are soon expected to be looking in the direction of the DOTRA Hockey Team. This year they again won honours for DOT by walking off with the RA league championship, turning back RCAF Sabres 5-3 in a sudden death clash at the auditorium. In the past five years they have either won the championship or have been in the playoffs.

The trophy now hangs in the office of Transport Minister Lionel Chevrier in the House of Commons.



The winners of the RA Hockey League championship presented the trophy to their Minister for safe keeping in 1953 in a pleasing ceremony when Mr. Chevrier undertook to proudly display this emblem of the team's prowess first at the House of Commons and later in his Hunter Building office, "to show my colleagues what a good team we have". Shown above left to right are: front row - Frank de Falco, Larry Larabee, N. Cote and Bernie Thibodeau; rear row - Larry Desloges, "Bud" McLean, Reg. Schroeter (coach) Mr. Chevrier, Bill Munro (captain) "Rolly" Bergeron (manager) Ivan McAuliffe, and George Halcro. Two members of the team, Al Metson and Ronny O'Brien, were absent.

Photo by Wilf Doucette



Ottawa Journal

The RA's search for a beauty queen to be crowned Miss Civil Service for 1953 resulted in the selection of Miss Kathleen Willsher, 20-year old daughter of the late F.A. Willsher, who was chairman of the Board of Steamship Inspection of the Department of Transport. While Kathleen Willsher was representing Defence Construction Limited, in the line up of beauty contenders from some 25 departments and other governmental bodies, we feel that she still remains a member of the DOT family. She is winner of a free trip to Bermuda.

Petite (Mrs.) Cecile Schmidt of Civil Aviation's Information and Publications section, was the Department of Transport's official contender for the crown. She won the crown of Miss Transport over eleven other contestants, and was awarded a \$15 prize offered by the DOT Recreational Association for the winner of the title. She is the bride of a young Ottawa city policeman.



WINNIPEG

On December 16th, the new Air Terminal Building at Winnipeg Airport was officially opened by W.M. Benedickson, M.P., representing the Minister of Transport. On hand were the Mayors of Winnipeg and St. Boniface, representatives from the Municipality of St. James and the St. James-Winnipeg Airport Commission, Dept. of Citizenship & Immigration, U.S. Immigration & Naturalization Service, the Collector of Customs, airline companies including T.C.A., N.W.A., C.N.A., C.P.A.L., as well as representatives from the Winnipeg Free Press and the Winnipeg Tribune. The Department of Transport was represented by W.A. Ramsay, Chief Architect and N.B. McLean, acting Executive Asst. to the Director of Air Services. A reception followed at the Winnipeg Flying Club.



Photograph taken at the opening of the new Air Terminal Building, WINNIPEG AIRPORT, December 16, 1953. Left to right: Councillor G.B. Wallace (St. James)-H.A. McKay, Chairman of the St. James-Winnipeg Airport Commission- W. Benedickson, M.P.- G.C. McLean (at that time Mayor of St. Boniface) and Garnet Coulter, Mayor of Winnipeg.

On January 15th there departed from the D.S.A. office a Stenographer of long and faithful service, namely Miss S. Warga. But our loss was Art's gain, since Sophie has now joined the ranks of holy matrimony. The bridegroom in this case deserves an Honorable Mention as he is none other than P.A. Taylor, Western Supervisor of Stores with Headquarters in Edmonton. Well, you must admit, when it comes to husband-catching the Winnipeg girls have 'IT'.

Here is a note of interest submitted by the O.I.C. Radiosonde, Coral Harbour, N.W.T.:

"As a result of a bad fall, a member of the R.C.A.F. Detachment here sustained a severe cut immediately below the patella of the left leg. This injury required three stitches to close it. It was also necessary to put the leg in splints.

Our Operator, J.J. Bond, having received training and experience while a member of the Medical Division of the Royal Canadian Navy in the late conflict, was able and competent to take care of the casualty.

I might take this occasion to mention that the patient's knee has healed beautifully and is quite limber. I believe a lot of the credit is due to the prompt and able attention he received from Mr. Bond.

Bernice Willas



SHIPS THAT SERVE THE LIGHTS

In the stormy waters of Northern B.C. the C.G.S. "Alexander MacKenzie", lighthouse tender, nears Cape St. James, a very rugged coast of rocks of unusual formation, at the southern end of Queen Charlotte Islands. The tender is about to anchor in the lee of the rocks preparing to send supplies in the motor whale boat.

Landing at Cape St. James is often a difficult business as seas break all around the work boat and salt spray smacks one in the face. The boat has to lie underneath the derrick so that supplies can be hoisted out in cargo slings.

(Photos submitted by N.A. Beketov, District Marine Agent, Prince Rupert, B.C.)

RETIREMENT

T.W. Robson, Radio Inspector who had been on retiring leave due to ill health since July 1952 retired January 1953. He came to the Department August 1930 in the Radio Inspector's office, Regina, and was promoted to Radio Inspector there in April 1946. He had served in the meantime at monitoring stations in Forrest, Man. and Winnipeg, Man.

Mr. Robson was a veteran of World War 1 and was invalided home. He has been residing with his son at Clinton, Ont., since his illness forced him to stop work. We are glad to hear his health is steadily improving and hope he will be able to enjoy his retiring years in Winnipeg, where he expects to live.

COLE'S COLUMN

If there is pleasure in pain, as some claim there is, many a taxpayer will die laughing ..

When a fella gets uppity about his job, I am always reminded of a grave stone I saw once which said, 'Here lies Dentist Jones, filling his last cavity ..

I don't care to hear anything about my mistakes of yesterday, but if you have any inside information on any I might make to-morrow - pass it along ..

Every man I meet is in some way superior, and in that I can learn from him ..

Consider the postage stamp. It sticks to one thing until it gets there ..

You can't push anybody up a ladder unless he is willing to climb a little ..

It wouldn't be so bad if the fellow who drinks like a fish would drink only what a fish drinks ..

Nothing is more simple than greatness; indeed, to be simple is to be great ..

The great trouble with the school of experience is that the course is so long that the graduates are too old to go to work ..

You can usually avoid criticism if you say nothing, do nothing and are nothing.

Editor's note - Sydney Airport personnel recently appointed a correspondent J.J. Cole. Instead of general reporting they suggested a column for each issue similar to the above. We would like to hear from other stations with such good ideas as this one, humorous or otherwise



ALEXANDER MACLEOD-MARINE SERVICES PRESENTATION OF MEDAL

Alexander MacLeod was presented with the Imperial Service Medal in December in royal recognition for 21 years of service as coxswain of Clayquot Life Saving Station at the "graveyard of the Pacific". He recently retired from his daily routine of rescuing distressed fish boats and planes in wild seas and weather off the rugged west coast of Vancouver Island, without single accident during rescue work. Delivering mail and supplies to Lennard Island was also part of his work as well as looking after the unattended lights and buoys.

The medal was presented by Hon. James Sinclair, Minister of Fisheries at the office of Captain J. Barbour, Supervising Examiner of Masters and Mates at Vancouver. About 30 people, representatives from the different classes of the seafaring fraternity and the Indian population, attended the presentation to express appreciation of the good work performed by Mr. MacLeod.

ALEXANDER
MACLEOD



LIGHTHOUSES - Continued from Page 3

vocal talent, solo and ensemble, as the folk songs of old Quebec and a few English favourites were attacked with enthusiasm. The sounds of revelry continued far into the night and no one was worried about disturbing the neighbours. Lightkeepers seldom have neighbours at least not in the sense city dwellers understand the term.



Pointe des Monts lighthouse - 122 years old.

The river widens steadily, and east from Pointe des Monts it assumes lake-like proportions, broadening out northward to a width of 70 miles. Continuing along the coast next morning, a few hours steaming brought the "Chesterfield" to Cawee Island where Lightkeeper Savard and his family could be seen assembling on the verandah of the two-storey dwelling which sits astride a mound of rock rising about 80 feet from the water's edge. The light tower is perched on the dwelling roof and reached by way of stairways within the house.



Cawee Island - Rene Ariel (Telecommunications) repairing radiophone windcharger.

With all supplies ashore, the ship proceeded from this lonely place to Carrousel Island lying a few miles off Seven Islands and forming one of the group from which the settlement on the mainland takes its name. Since the discovery of iron ore in this area resulting in the building of an airport and a new railroad, river traffic at this point has greatly increased.

As at Cawee, the light of Carrousel is on the roof of the keeper's dwelling, at a height of 190 feet above high water. Landing supplies at this station is difficult and time-consuming as everything must first be carried by surf boat to shore, raised from the boat a distance of about 20 feet over steep rocks by means of spar and boom to the first landing, then reloaded to a small cart which carries the supplies up the 150 foot slope over a double track tramway some 600 feet in length to the height of land near the light.

Before leaving, a group accompanied W. Arsenault, the lightkeeper, across the island to a nesting spot for gulls. As the group approached the cliffs, several hundreds of the birds circled overhead screeching a wild protest. Many nests were discovered, some exposed on the rock, others artfully hidden under low-growing evergreens, and all containing one to three grey-green speckled eggs. Though it was nearing the end of May, extensive patches of snow several feet deep still lay about in rocky hollows.

During the night, the "Chesterfield" crossed to Anticosti Island dropping anchor off West Point at the island's western extremity early next morning.

(Bill Calladine wrote the above article after an inspection trip aboard the C.G.S. "Chesterfield", supply ship for the Quebec Marine Agency. He is employed in administrative duties in Aids to Navigation, Marine Services. By taking the trip he was able to get first hand knowledge of the light stations and by meeting and talking to lightkeepers, get to know their problems. Being able to speak French fluently was a great asset to Mr. Calladine, since the majority along this region speak French. This is part 1 of the article, part 2 will be continued in next issue.)

BUSY YEAR IN AIRPORT BUILDING CONSTRUCTION

Three DOT airports - Winnipeg, Lakehead and Moncton - have recently been provided with new terminal buildings to accommodate their increasing passenger traffic. In each case, special buildings were constructed, each providing a main lounge and ticket offices of the airline companies, and, where required, custom officers and other governmental facilities. Airport and airline officials as well as meteorological and telecommunication services are also housed in these new quarters. All three buildings were designed by Civil Aviation's own Architectural service.

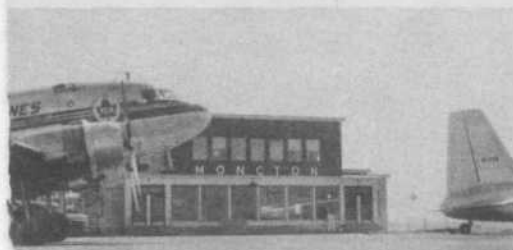
W.M. Benidickson, Parliamentary Assistant to the Minister of Transport officiated at the opening of the Winnipeg airport building and also the one at Moncton.

Rt. Hon. C.D. Howe, Minister of Trade and Commerce, officially opened the new building at his home-town airport which serves both Fort William and Port Arthur.

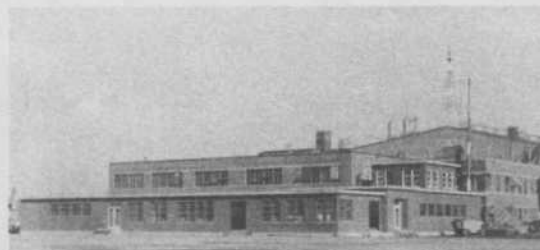
Don Cameron, D.C.A.S. Winnipeg, presided at both the Winnipeg and Lakehead ceremonies which were attended by Air Services officials, airline companies officers, as well as local dignitaries.

H.J. Williamson, D.C.A.S. Moncton, was in charge of the ceremony in that city, which was attended by parliamentarians, dignitaries from Moncton and adjoining municipalities as well as Air Services and airline officials.

MONCTON



WINNIPEG



LAKEHEAD



AN INSPECTOR'S LAMENT

The Inspector, Ships' Tackle
Was prowling the docks
His shoulders were stooped
There were holes in his socks.

With eyelids held open
He peered fore and aft
He was looking for trouble
For such was his craft.

With hand to his ear
He listened intent
No wonder he walked with
His back slightly bent.

A squeak from aloft
There's a block that is dry
"Belay - halt the process"
Right clear rings his cry.

There's a goose neck that's frozen
A shackle that's worn
And uncovered gear teeth
A man's finger has torn.

A wire that's stranded
A load that's too large
No gangway to shore
No light on the barge.



There's gear teeth are missing
And steam leaks abound
Chipping hammers resounding
Ye Gods! What a sound.

Hatch boards that are broken
Ladders wired in place
Hatch beams not secured
High Ball is the pace.

A mast buckled over
Gland packing that's hissing
The master's ashore
And the "Register" missing.

There's chains that are knotted
And gear that's not tested
Deck planking that's rotted
It's time someone rested.

The Inspector, feet dragging
Is tired and weary
Could conditions be worse?
The outlook is dreary.

But he's not discouraged
Though his heart's filled with pain
After eight hour sleep
He'll start out again.

G.B. Macaulay, Steamship Inspection
Service, Vancouver.

GANDER NOCTURNE - Continued from Page 6

The planes continued to arrive: BOAC, KLM, PAA, SAB, SAS, SWR, TWA, AFR, etc. The waiting room was now filled to capacity with men, women, and children. An attractive young mother with two boys aged about three and five years was kept busy coralling them lest they get astray in the crowd. We heard her telling an older lady that she is the wife of an American soldier in Germany, on her way to visit his family in America. "The G.I. sure has a flare for nice things," says Don. Off in the background sat an elderly couple, presumably husband and wife, whom we guessed were of Scandinavian origin. They too were analyzing the scene before them. In a sweeping glance one may see representatives of the U.K., Norway, Sweden, Netherlands, Denmark, France, Italy, India, etc. A great cosmopolitan spectacle. Sitting off by themselves was a sad-looking little dusky couple, again husband and wife, apparently of Indian origin. They exchanged occasional remarks, but were mostly engrossed in the local scene. They both wore what was probably expensive jewelry, and the wife was attired in native robe; yellowish-green in colour - a one-piece affair mysteriously applied in drapes and folds with a loose end thrown over one shoulder and trailing in the rear.

"Air France" passengers are interesting, as they reflect the poise and dignity of the estaminet-keeper, perfume salesman and wine merchant. Fond memories to the PBI of World War I. "The stewardess is not hard to look at either" says Don.

Gander, the first contact this great migration of human beings make with our North American way-of-life cannot but create a favourable impression, for it's here they find food and drink in abundance, with immaculately clean dining, sleeping and sanitary facilities, presided over by employees with courteous, sympathetic and hospitable hearts.

Out of the darkness of the east, from whence the principals of this great spectacle emerged, there now comes the sun to light them into the new world to which they have come to offer their contribution to the democratic way-of-life.

As the scene faded, Don looked toward the big clock in the waiting-room. "By Jingo, Nels, it's 7.30 a.m.! I must catch the train for Buchans." And so, with feelings of reverential respect, we took leave of our midnight vigil at Gander.

OBITUARY

A. S. GILLESPIE

The Department learns with regret the death of A.S. Gillespie, retired agent of the Government Telegraph and Telephone Service. Mr. Gillespie had been agent in Clinton from 1924 to 1945. His first job with the Service was at Telegraph Creek in 1900 just after the official opening of the telegraph line. He stayed with the Service for forty-five years and received the Long Service Medal at the time of the Silver Jubilee in 1935.

JOHN ALEXANDER NEVIN

DOT Head Office lost one of its most popular members by the death on April 9 of John Alexander Nevin. He was 61 years of age and had been with the Government for approximately 40 years. He had joined the former Department of Railways and Canals on July 7, 1913, at the age of 21. In recent years, Mr. Nevin was in charge of transportation and the routing of government railway cars. As a result, Mr. Nevin was intimately associated with many historic occasions, chief of which were the Quebec Conferences during World War II when he had much to do with the arrangements for moving the many important personages attending.