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OCT 9 1963

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news on the dot

september-october, 1963

PAGE TWO



COVER

Artist Jack Shadbolt in front of his mural for Edmonton International Airport. The mural commemorates bush pilots. See story on page 4.

D.O.T. LOG

● The department is looking for sponsors for "dial-the-weather" service in major cities. Non-commercial recorded forecasts have been available in Montreal and Toronto for some time, but because they are so popular cost of expanding the service to meet the demand is too much for the public purse.

Commercial sponsorship has worked well in Calgary and Vancouver and the department hopes it will find sponsors in other large centres.

The department will provide the weather information, while an answering service would lease the telephone facilities and derive its revenue from offering the utility as a medium of advertising.

● An \$8,932,694 contract was awarded in August to Burrard Drydock Co. Ltd., of North Vancouver for construction of a turbo-electric twin screw weather and oceanographic vessel.

The vessel will be 5,350 tons load displacement and will be the Coast Guard's largest. It will replace one of the weather ships now manning Ocean Station "Papa" 900 miles west of the B.C. coast. Its equipment will make it one of the most up-to-date ships of its kind in the world.

● The department will co-operate with the province of British Columbia in a study of the traffic flow and density on the approaches to the Vancouver International Airport.

● Vancouver International Airport may be the first Canadian airport where airlines will adopt aero-bridge loading. By this device passengers will walk across an enclosed bridge direct from the terminal to the door of the aircraft without going outside or climbing any stairs.

This feature has been provided for but not adopted at any other airport in Canada.

● The new terminal at Vancouver International Airport is being planned so that a minimum of modifications will be required if and when supersonic aircraft operate commercially.

● New standards have been set for the manufacture of approved life jackets. Arrived at on a basis of experiments carried out by the department over the past few years, these standards will apply to jackets produced in 1964. The new design provides a slightly greater floating power with improved distribution of its buoyancy material to keep the wearer in the safest possible position in the water.

● Canada's top weatherman got a bit more than he bargained for from the elements during August.

Lightning tore through the house of Dr. Patrick McTaggart-Cowan, director of the meteorological branch, while his wife was entertaining guests. The television set blew up and tea cups rattled.

It was not the first time it had happened. Lightning on three occasions struck Dr. McTaggart-Cowan's house in Gander, Nfld., when he was posted there in the early years of the last war.

STOP THE PRESS— D.O.T. Scholarships Awarded

On August 23rd, several days after this issue had gone to press, winners of the three annual \$400 D.O.T. scholarships were announced. They are Roberta M. Pattison, daughter of Meteorological Officer Robert Pattison, Saskatoon; George Hryciw, son of Air Traffic Controller Emile Hryciw, Edmonton; and Howard Baker, Jr., son of Radio Technician Howard Baker, Gander, Nfld.

We will carry a more detailed story and pictures of these young people, the first ones to be awarded these scholarships, in our next issue. In the meantime, on behalf of D.O.T.'ers across Canada, we extend congratulations to these scholars.

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News on the DOT

Staff magazine for the
Department of Transport
Published under the authority
of the Minister,
the Hon. GEORGE J. McILRAITH,
P.C., Q.C., M.P.
by the Information Services Division,
Ottawa.

Editor: Yvonne McWilliam

Vol. XIV No. 5

September-October 1963



Memo: D.O.T. employees
From: Deputy Minister

The Department of Transport is a large family: varying a great deal both in activities and in location of staff. It represents almost every conceivable type of work and walk of life, and spreads into every corner of the nation from the major urban areas to the smaller cities and towns, to agricultural regions and remote northern communities. It represents both of our Canadian cultures and every aspect of Canadian national and racial backgrounds.

It is difficult, because of this, to maintain a sense of common interest and of family. At the same time, it is extremely important that we do this if at all possible within the department.

A most effective method of maintaining this sense of community within the department is this magazine, "News on the DOT". For this reason I pay tribute to the imaginative efforts that the editors of the publication have put into its development. For your part, if you have ideas about its content, or any material to contribute, send them in; they will be welcomed and, wherever possible, used. Incidentally, such material can be submitted for use either in French or English.

J. R. Baldwin

Memo à: Aux employés du ministère des Transports
Provenance: Sous-ministre

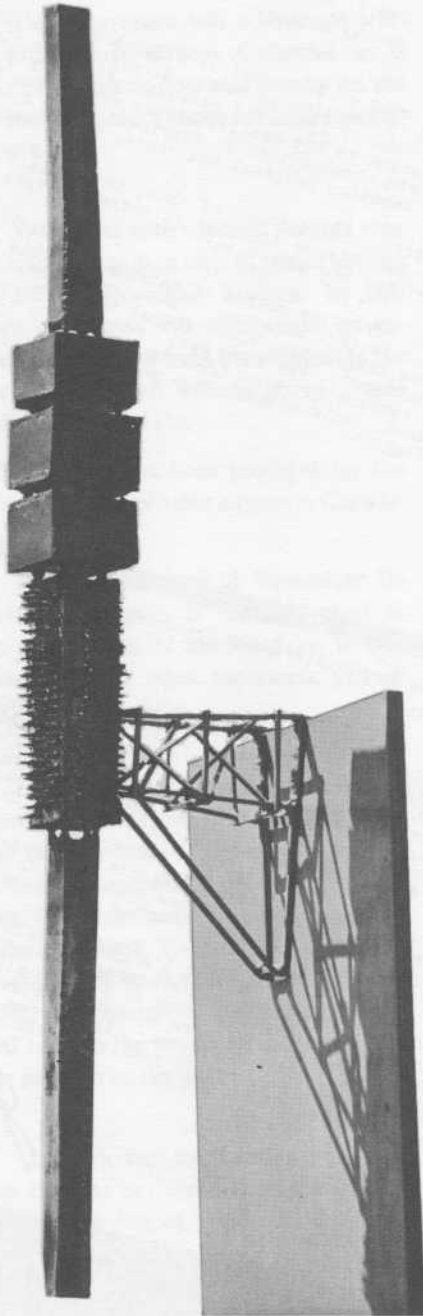
Le ministère des Transports constitue une grande famille aux multiples activités dont les membres, disséminés aux quatre coins du pays, occupent tous les genres d'emplois imaginables et proviennent de toutes les couches de la société. Son activité se manifeste non seulement dans les principales agglomérations urbaines mais aussi dans les villes plus petites, les régions agricoles et les régions septentrionales éloignées. Elle reflète les deux cultures du Canada ainsi que tous les aspects des antécédents nationaux et raciaux du pays.

Il n'est donc pas étonnant qu'il soit difficile d'entretenir une communauté d'intérêts et un sens d'appartenance à une seule grande famille. D'autre part, il est très important d'y viser le plus possible au sein du Ministère.

La revue "News on the DOT" constitue l'organe le plus utile pour atteindre ce but. Voilà pourquoi je désire rendre hommage aux efforts d'imagination que déploient ses rédacteurs pour la rendre de plus en plus intéressante. Quant à vous, je vous invite à leur faire part de vos idées sur les articles qui y paraissent ou à leur faire parvenir des textes; ils vous en seront reconnaissants et s'en serviront dans la mesure du possible. Bien entendu, ces textes peuvent être rédigés en français ou en anglais.

J. R. Baldwin

Airport Art —



*Walter Yarwood's 28-foot-high
totemic sculpture for a courtyard
at Winnipeg International Airport.*

From Railway Prints to Riopelle

by Yvonne McWilliam*

"OTTAWA—The works of 19 Canadian artists will be incorporated into airports at Toronto, Winnipeg and Edmonton, Transport Minister George McIlraith announced today."

This story and others like it are beginning to appear more and more often as Canada reaches for a cultural ego in the second half of the twentieth century.

One of Canada's newest patrons of the arts is the Department of Transport. While our part in the artistic search is relatively small by National Gallery standards, it is nevertheless significant. This year, perhaps, we have the distinction of being the leading patron of Canadian art, having purchased a quarter of a million dollars worth to enhance the three new multi-million dollar terminals at Winnipeg, Edmonton and Toronto.

The pieces of airport sculpture and painting were selected by three panels of Canadians distinguished in the world of art.

Serving on all three panels were: Dr. Charles F. Comfort, director of the National Gallery of Canada; Professor John A. Russell, director of the School of Architecture, University of Manitoba; and John C. Parkin, of John B. Parkin Associates, consulting architects, and chairman of the National Design Council.

The Winnipeg panel also included Dr. Jean Boggs, chief curator of the Toronto Art Gallery; Wolfgang Gerson, acting director of the School of Architecture, University of British Columbia; Dr. Evan Turner, director of the Montreal Museum of Fine Arts; and G. Leslie Russell of Green, Blankstein, Russell Associates, consulting architects.

Selecting Edmonton artwork along with the main panellists were: Miss Suzanne Rivard, Ecole des Beaux Arts, Montreal; Dr. Henry Kreisel, head of the Department of English, University of Alberta; Dr. Fred Minsos, consulting architect and Professor Gerson.

Members of the Toronto panel included: Dr. E. R. Arthur, professor, and Dr. Thoms Howarth, director, both of the School of Architecture, University of Toronto; William Withrow, director, Toronto Art Gallery and Dr. Evan Turner.

Because of extensive public use and large concourses, airports lend themselves to big murals and life-size sculptures.

"Good contemporary buildings are enhanced by, and indeed should have works of art related to their style and size", says Minister George McIlraith.

When Canada's first transcontinental airline was established in the late 1930's, airport terminals were homey, blue and white frame buildings surrounded by picket fences. They fronted on a 4,000-foot grass strip with parking space for one or two Lodestar aircraft. Inside, artwork usually consisted of large sepia prints of Lake Louise or Jasper scrounged from the two railways. Bareness, it seemed, extended even to the absence of furniture in some cases.

Austere wartime conditions did not allow many architectural or artistic changes.

Post-war air traffic, however, shot Canada quickly through the "picket fence" era in terminal design.

In the early 50's Gander, as an Atlantic refueling stop, was Canada's front door. Its terminal, opened by Her Majesty Queen Elizabeth in 1959, was one of the first designed to be functional for employees and users as well as attractive for passengers and visitors. The new policy was (and still is) to integrate architecture, interior design and artwork. Today the department has standing authority for a modest but effective program of fine art for every major new terminal amounting to one half of one percent of the building's cost.

Results of this policy at Gander are impressive. Gone is the barn-like atmosphere of the seamy, draughty, converted air force hangar.

Instead a first look at Canada shows a spacious, business-like but friendly, modern terminal set off by Kenneth Lochhead's mural "Flight and its Allegories" and Art Price's sculpture "Welcoming Birds". In fact Welcoming Birds linked the avant garde with the airport guards: children found them wonderful to climb on but the guards chased them off every time. When the protective problem was sent to Ottawa for a solution, Mr. Price said he had always intended the birds to be ridden!

And so terminal explosion has gone across Canada—forced by an increasingly airborne nation: Halifax, Montreal, Ottawa and Regina all followed. Within the next few months the public will be able to view the three newest terminals and their art works—Winnipeg, Edmonton and Toronto. In all these places fine art has put the finishing touches to already attractive buildings.

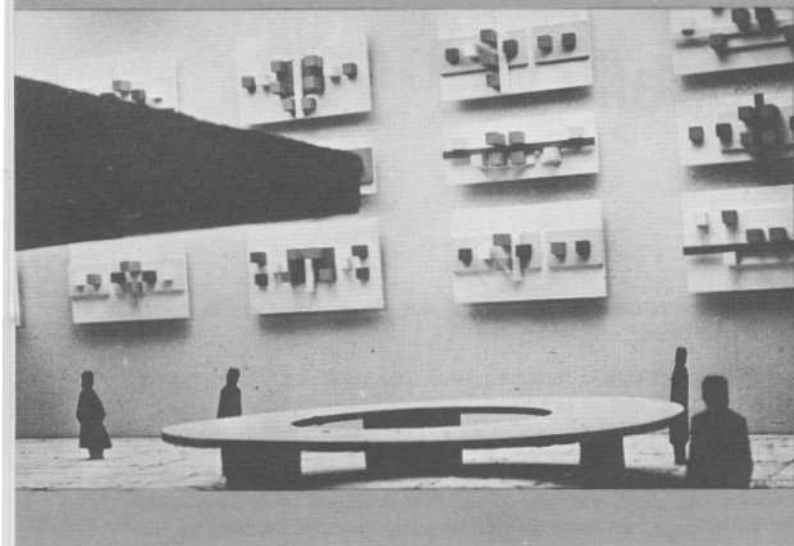
As Mr. McIlraith has said: "This practice (of fusing design and art in public buildings) is general in both government and industry in many countries".

The effects sought from artwork are as varied as the building's design, its locale, in relation both to area history and the rest of the country, whether it is a major international port, and so on.

WINNIPEG

In Winnipeg, for instance, Montrealer Anne Kahane's work about the pioneers of earlier flight in the West—a seven-foot-high sculpture in mahogany—will be the principal piece. Her sculpture, says John A. Russell, director of the School of Architecture at the University of Manitoba, "shows a great versatility in wood carving. It symbolizes the spirit which motivated Stevenson after whom the airport was originally named." The sculpture will stand at the end of the pedestrian bridge to the terminal near the administration building.

*EDITOR'S NOTE: All photos illustrating this article show the artists' original sketches or models and not the finished works of art. The finished works will be seen in the January/February, 1964, issue of CANADIAN ART, the main part of which will be devoted to the department's fine arts program.



*Eli Bornstein's structurist mural at
Winnipeg International Airport.*

Canada's senior contemporary painter residing in Canada, Alfred Pellan, has done a thirty-two-by-six-foot oil mural on canvas which is to be mounted on a semi-circular wall in the foyer of the main dining room. Its subject is "The Prairies" and is, in the words of Gilles Henault, former art critic of *La Presse* and director of the art pages for *Le Devoir*, "a case of east meets west."

"It could be viewed as the artist's interpretation of Western Canada's rich and original landscape, but essentially it is much more than that. The mural is the embodiment of Pellan's lifelong experience with colors and forms, and it is one of the best works of this internationally recognized painter . . . The spirit of the prairies is powerfully expressed and dramatized here."

Professor Eli Bornstein of Saskatoon and Professor John Graham of Winnipeg have each taken 4,000 square feet of tiled area on the north and south wall of the main concourse, and on these they will mount two very large structurist murals. Professor Bornstein uses a rhythmic pattern of enamelled metal cubes in vivid colors while Professor Graham assembles colored plexiglass and mosaic tiles. By agreeing on scale and colors, their compositions are compatible.

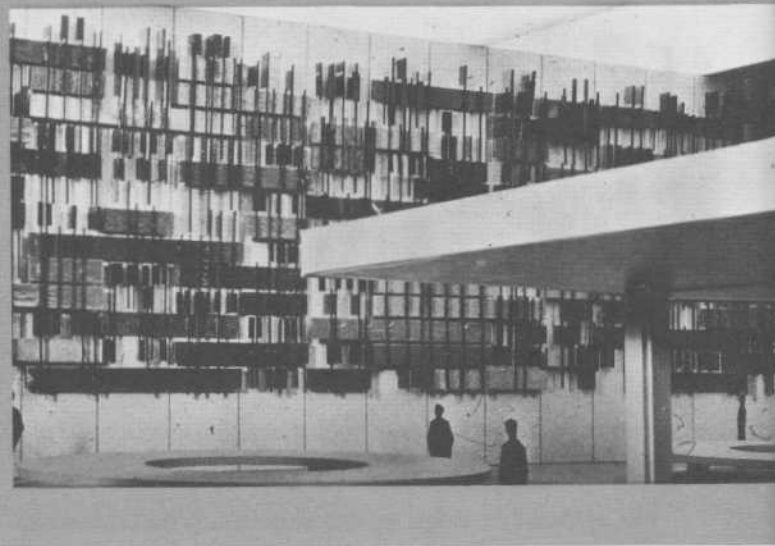
Professors Bornstein and Graham have met the challenge of ordered space and structural expression and have created wall treatments which both literally and figuratively are architectural murals. Although far from identical in concept and development each compliments the shape, size and character of the concourse in which it appears.

Two Toronto sculptors, Walter Yarwood and Gerald Gladstone, will have works on display in courtyards of the Winnipeg terminal.

In the north court will be Mr. Yarwood's 28-foot high totemic sculpture in welded monel metal (a steel composition impervious to rust).

Mr. Gladstone's sculpture in welded bronze, also 28 feet high, will stand over a fountain in the centre of the court and incorporate the water which springs from it.

Of these two sculptors' work, Dr. Evan Turner, director of the Montreal Museum of Fine Arts, has said, "Both Yarwood and Gladstone have indicated that a major stimulant to their thinking is their awareness of the many discoveries of science



*John Graham's north wall mural at
Winnipeg International Airport*

which are today so radically affecting our sense of object relationships, of space and of time.

"Each is exploring in his work ideas related to these new attitudes."

EDMONTON

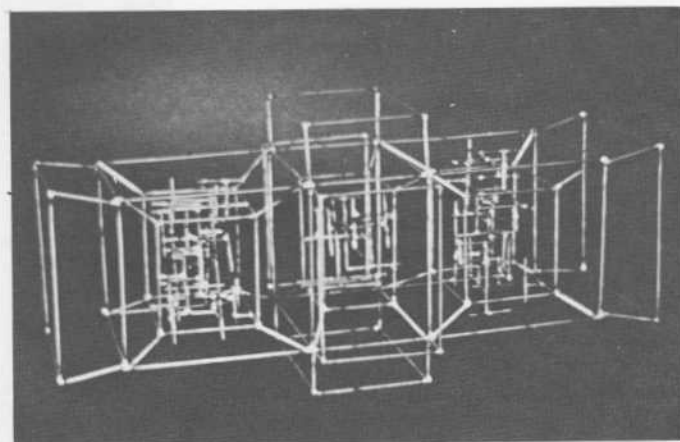
The works chosen for Edmonton include a mural commemorative of the bush pilots by Jack Shadbolt, another mural by Dennis Burton, a ceramic wall by B. C. Binning, and a natural-gas beacon by Norman Slater.

The Shadbolt mural will be 37 feet wide and 18 feet high. It will grace the main concourse on the central axis of the terminal complex.

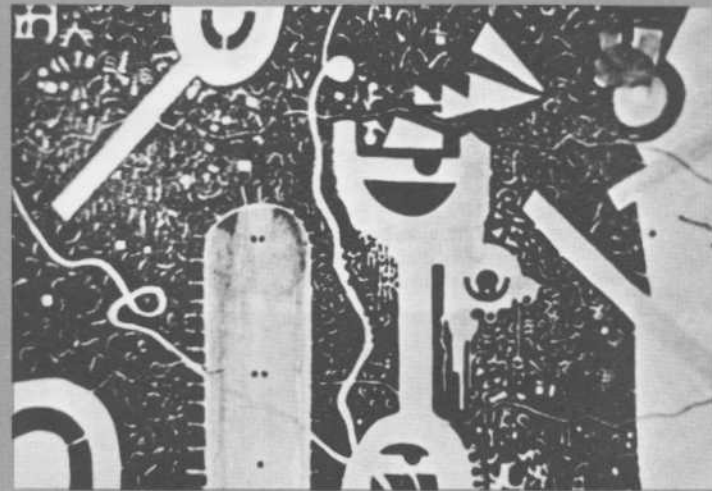
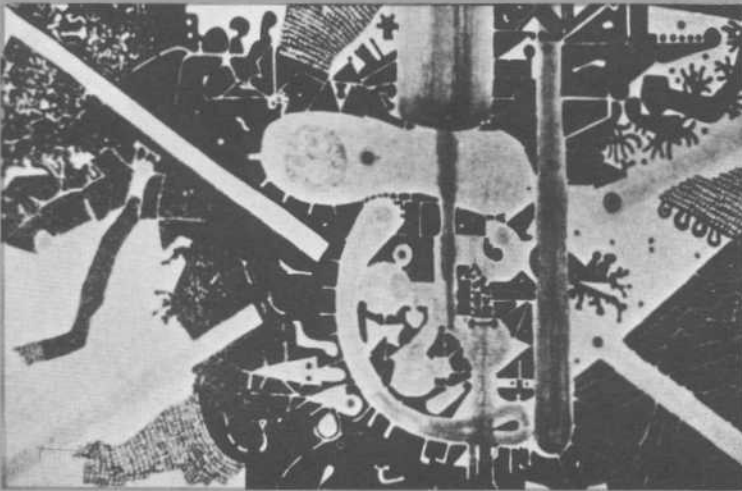
Done in oil on canvas, the mural will, in the artist's own words, be a "sort of winged image of the Northern terrain."

It will be officially dedicated to Canada's bush pilots.

J. Russel Harper, curator of Canadian art at the National Gallery of Canada, says Mr. Shadbolt's mural radiates "an overwhelming sense of vastness"



"Galaxy", one of two welded sculptures designed by Kazuo Nakamura to be suspended from the ceiling of the main concourse at Toronto International Airport.



Harold Town's murals for the main restaurant of Toronto International Airport.

"For those who like pictorial art", says Mr. Harper, "there are oil derricks, villages, lakes, rivers and other small details woven into the arrangement; these are always kept subordinate to the larger pattern.

"The whole conveys a mood of bigness, stillness and drama of the great northland which man is only now beginning to penetrate, thanks to the courage and daring of those 20th-century pioneers of the North, the bush pilots."

Lethbridge artist Dennis Burton has been commissioned to execute a mural five feet high and 21 feet long in a quiet waiting area located away from the hubbub of the main lobby.

Mr. Burton's mural, in oil on canvas, is concave in shape on a free-standing screen.

B. C. Binning's 200-foot long textured wall in the ground floor exit lobby will consist of glazed bricks in four colors laid in bas-relief.

"Mr. Binning is a splendid designer", says Dr. Henry Kreisel, head of the Department of English at the University of Alberta. "His tile mural, at once bold and simple, is executed in a forceful color-scheme of green, red, grey and grey-black, and gives continuous interest to the large arrival lobby of the airport. His mural can be seen from a number of positions, either in part or as a whole."

Norman Slater's beacon will be erected in front of the central tower on the road side of the terminal.

Of this sculpture, in which the artist uses flame as a medium of expression, Dr. Kreisel says, "Mr. Slater has created a 60-foot high beacon of stainless steel on a rotating design. Sixteen branches spiral upward and are lit by yellow-orange natural gas flames visible both day and night, thus exhibiting one of the primary resources of Alberta.

"Mr. Slater's free form sculpture, set against the dark central tower of the airport, is thus at once austere and richly suggestive of man's explorations, which reach up into space and down into the earth."

TORONTO

At Toronto the oldest transportation symbols in North America will form an artistic first to contrast with the terminal's

advanced air traffic control systems. These symbols are Inussuks, part of an Eskimo traffic control system. They are piles of stone, in the size and shape of a man, used to mark routes through the Arctic (Inus-man, suk-in the likeness of).

The three Inussuks were created by Eskimo artists of the Cape Dorset Eskimo Co-operative. Then, after their component rocks were numbered, the men-markers were packed in used oil drums and shipped south on the department's vessel CCGS C. D. Howe.

The Inussuks will be placed in the administration building plaza along with a 20-foot high Gnomon and Chapters (a sun dial) designed by the consulting architects, John B. Parkin, Associates.

The administration building itself will be enhanced by an 18½ foot by 14 foot mural by Jean-Paul Riopelle, the Paris-esconced Canadian with the international reputation.

The work, done in France, will be mounted in the centre of the ground floor lobby area.

Two welded sculptures by Toronto artist-sculptor Kazuo Nakamura will be suspended from the ceiling of the main concourse in the aeroquay. Mr. Nakamura's theme, "Galaxy", has been interpreted in slender stainless steel rods which will reflect light from spotlights hidden below them.

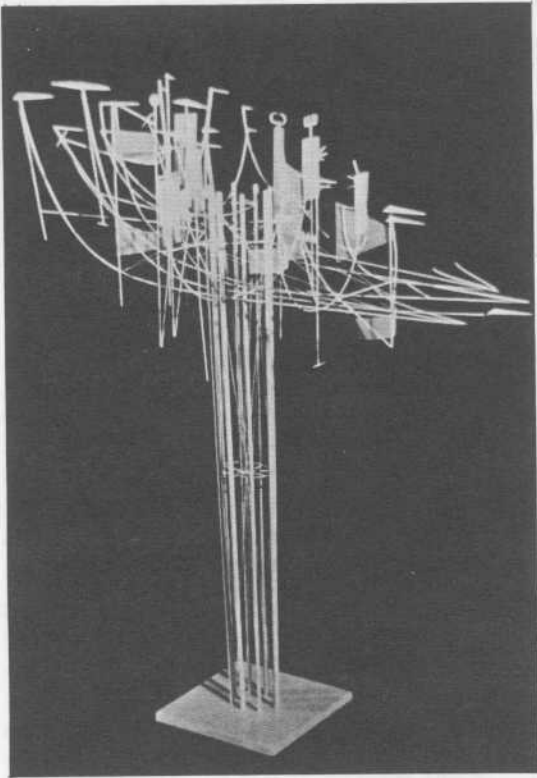
Two open courtyards, again within the building, are at the east and west end of the main concourse. They are enclosed on the outside by the circular "ring" concourse leading passengers to their aircraft.

One courtyard, visible to the public from every side, is planted with scotch pine in tubs and has a reflecting pool. Montreal sculptors Armand Vaillancourt and Louis Archambault will display sculptures in each court.

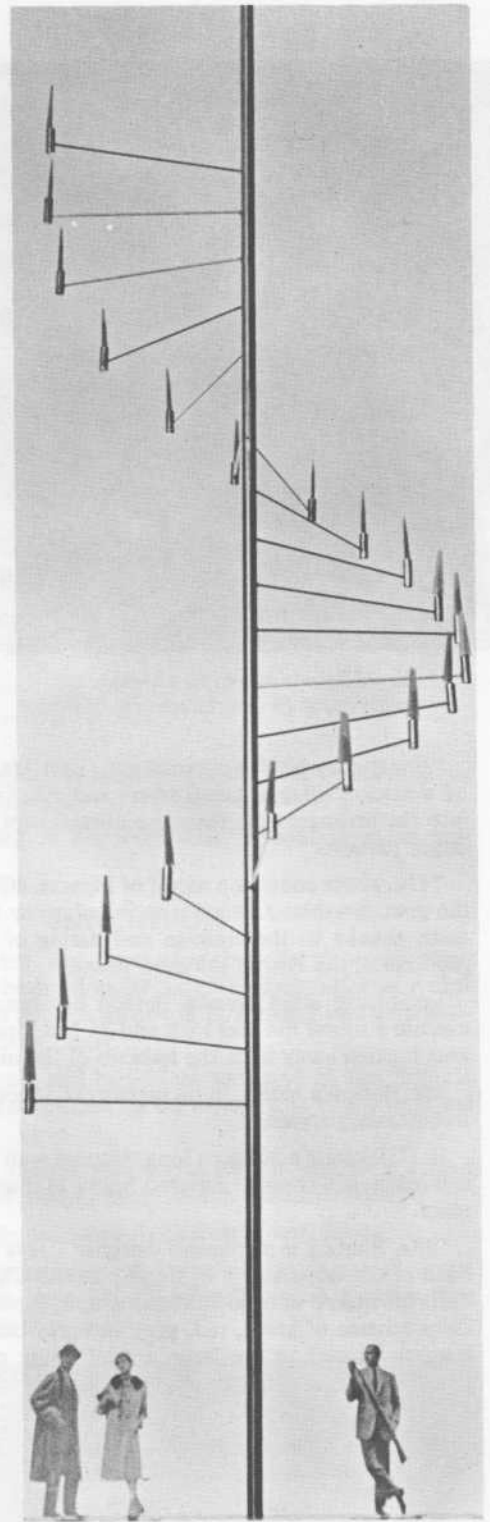
From the west Armand Vaillancourt will have a sculpture in cast bronze; for the east Louis Archambault will have a 32-foot high sculpture in welded aluminum.

Toronto artist Graham Coughtry has completed murals for the elevator lobbies leading to the terminal's main restaurant. He has interpreted man's yearnings to fly in five panels; three of which are seen on entering the elevator on the main floor and two on leaving at the restaurant floor.

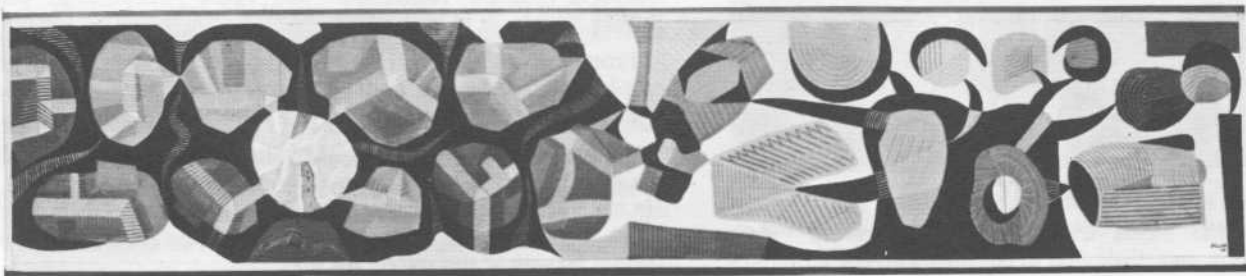
*A 32-foot high sculpture in welded aluminum
by Louis Archambault for Toronto
International Airport.*

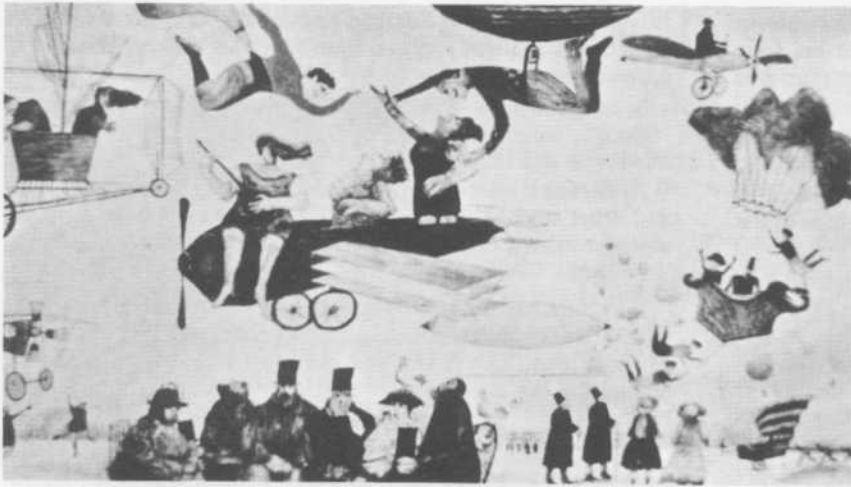


*Norman Slater's design for a 60-foot
high natural gas beacon at
Edmonton International Airport.*

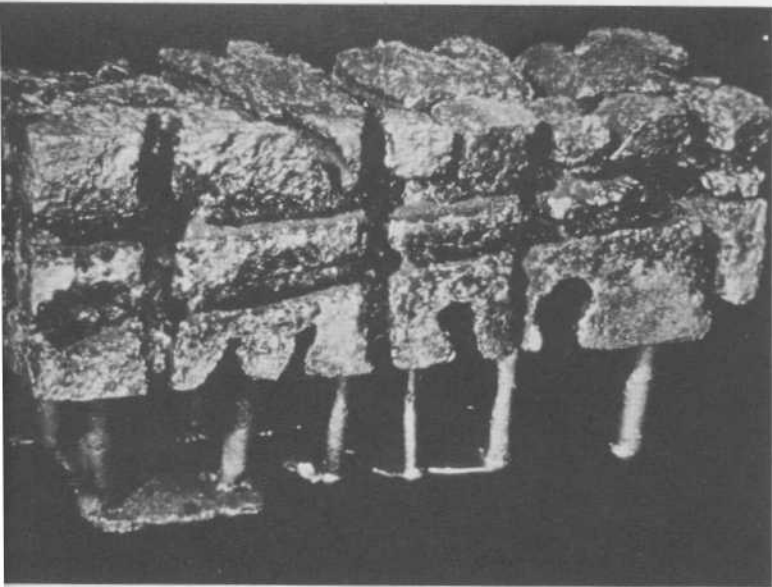


Alfred Pellán's 32-foot mural for Winnipeg International Airport.





Louis de Niverville's mural on the development of flight for the nursery area of Toronto International Airport.



Armand Vaillancourt's cast bronze sculpture for Toronto International Airport.



Gerald Gladstone's welded bronze sculpture at Winnipeg International Airport.

Although the whole restaurant area overlooks the airport runways the visitor entering the restaurant will find his view interrupted by a pierced screen. The spectacular panorama is reserved for those sitting at tables.

Harold Town has accepted the challenge of producing the sculptured screen and painting murals fully sympathetic with it.

Jean McEwen, Montreal artist, has executed a polyptych in vivid colors. It will be at the entrance to the reception suite of the new terminal.

A window opens from the waiting lounge of the terminal into the nursery. The lounge is divided, for greater privacy, by a two-sided mural. The north wall opposite the window offers an opportunity for appropriate treatment. Louis de Niverville has been commissioned to do three works; the two faces of the lounge screen and the north wall. He has elected to paint his observances on the development of flight—from Icarus to lighter-than-air craft to prop-driven machinery. One side of the lounge is in black and white, the other in color.

Over the past few years the artwork unveiled at other D.O.T. airports has drawn much comment—mostly favorable.

REGINA

Regina's sculpture of whooping cranes has strong regional overtones, for an area near there is a resting place for these large, rare birds on their way to the Northwest Territories. Only 36 of them survive. This flight and their powerful grace and beauty in flight are captured life-size in aluminum. The idea was conceived by a Regina housewife, Betty Gillespie, sculpted by Wolfram Neissen and cast by John Nugent. One bird is in full flight (about a seven-foot wing span), the other is just starting to take off.

HALIFAX

Art at Halifax airport also depicts a regional flavor. Its principal work "Wings and Fins" is in keeping with the idea of an international airport in a Maritime Province. Its creator, Alfred B. Cox, ARCA, vowed to delight the eye and stir the imagination. To do it he used a common industrial technique to temper a 36-foot screen of plate glass with colorful enamels fused on it. For maximum effect it was placed between two large windows

facing east and west. Sunlight continually changes the work's aspect, and at night artificial light produces another completely different quality.

OTTAWA

At Ottawa's international Airport architect, interior decorator and artist meshed their talents. The exterior has a courtly, no-motions-wasted elegance. Inside it has an unaffected, relaxing simplicity.

Furniture and decor are important in the overall harmony. At Ottawa this is achieved through choices of no-nonsense furniture of clean lines. This choice was made by Stan White, a D.O.T. architect who correlates architecture and art in our major terminals.

Louis Archambault of Montreal created Ottawa's main artwork, the "Shape of Flight" and a decorative aluminum screen.

MONTREAL

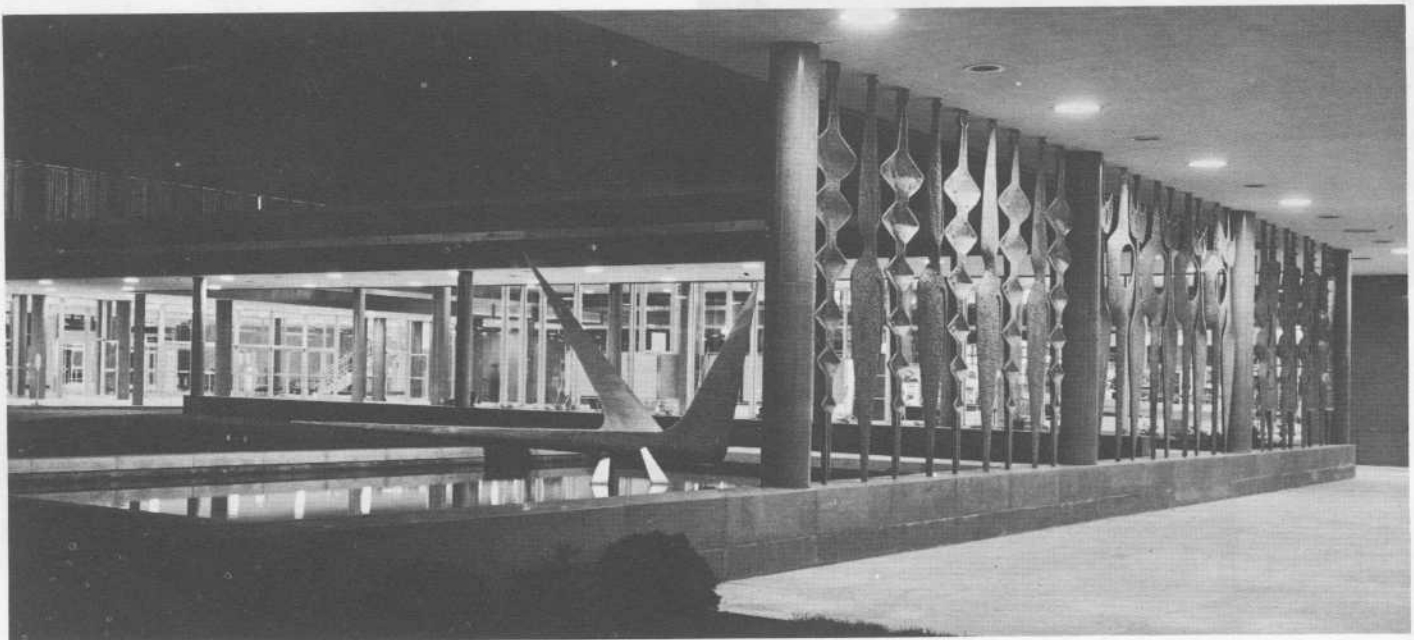
Montreal Airport has a glass screen similar to the Halifax one between the cabaret and the Caribbean bar. It uses artificial light and was commissioned by the caterer who runs the bar and restaurant. In general the interior of this, Canada's largest, terminal is slick and functionally appointed. In the V.I.P. suite Eskimo carving, abstract sculpture and Canadian crafts catch the eye of visiting dignitaries. The furniture is finished in natural leather, while rich tapestries and rugs grace the walls and floor. Even the records for the hi-fi set are Canadian.

Individual airline counters at Montreal vie with each other for the travellers' attention with pseudo-Eskimo bas reliefs to illuminated route charts, but all are in good taste and the harmony they achieve is surprising.

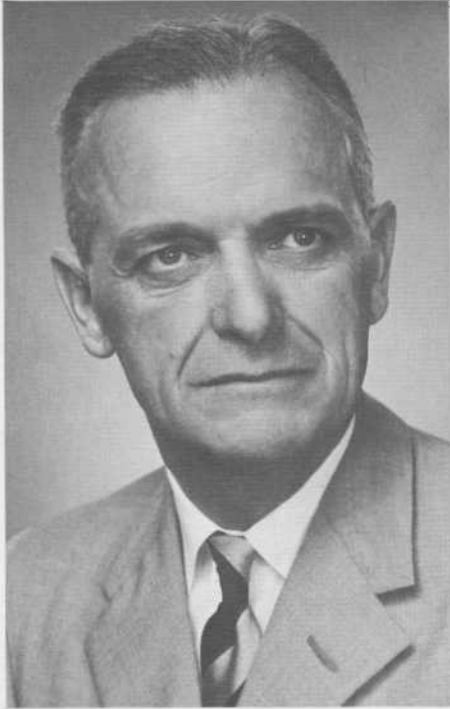
Picket fences, frame buildings and railway prints have been left behind. Canada, it appears, must keep its best foot forward, artistically speaking, for reasons of international prestige and domestic fulfillment.

D.O.T.'s new air terminals will continue to reflect at these important crossroads a small part of the Canadiana which is emerging in the second half of the 20th century.

Night view of sculpture screen, pool sculpture and exhibition space in front of main entrance at Ottawa Airport—



A. H. C. Storrs Appointed Director of Marine Operations



Anthony H. C. Storrs joined the department as director of the marine operations branch at the beginning of September.

Formerly he was chief of the ship division, marine sciences branch, Department of Mines and Technical Surveys—a position he has held for the past year.

Mr. Storrs, 56, will be engaged in a familiarization study of Canadian Coast Guard operations until he assumes his new position following the retirement on November 13 of Capt. Eric S. Brand. Captain Brand has been director of marine operations since November 1, 1959.

The incoming director, a native of Overton, England, began his marine career as a young man training at the Thames Nautical Training Establishment (H.M.S. Worcester), England. He served in the British Merchant Marine and holds a Master Mariner's certificate.

Mr. Storrs' merchant marine experience was gained as an apprentice on one of the last square-rigged sailing ships and during a seven year stint with the Peninsular and Oriental Steam Navigation Company as a junior officer. Leaving that service, he joined the Chinese Maritime Customs, which apart from its revenue tasks carried out many functions similar to those of the

Canadian Coast Guard in buoy and lighthouse tending and servicing other aids to navigation.

It was in November, 1940, that he joined the Royal Canadian Naval Reserve as lieutenant - commander and subsequently was in command of a corvette, a frigate and then a minesweeping flotilla.

In recognition of his wartime service he was awarded the Distinguished Service Cross and Bar, the French Croix de Guerre, French Legion of Honor and the American Legion of Merit.

After the war he transferred to the regular Royal Canadian Navy and commanded the destroyer HMCS "Nootka", the aircraft carrier HMCS "Magnificent", and the Naval Air Station at Dartmouth, N.S.

Moving to Ottawa headquarters he became director of plans and in 1956 was appointed assistant chief of the naval staff, (air and warfare) and in 1958 commandant of the National Defence College, Kingston. At the time of his retirement from the navy in 1962, he was a rear admiral.

Mr. Storrs is married and has two children, Andrew, 18, and Robin, 12.

Early Canadian History Recalled by Name of Kenora Tug

The choice of the name "Aulneau" by the Department of Transport for a tug newly-acquired by the Kenora marine sub-agency recalls a Jesuit scientist and a Sioux massacre.

The 45-foot, steel, "Ville Class" vessel, which is used to service aids to navigation on Lake of the Woods, formerly bore the undistinguished designation "Tug 45" on departmental ships' lists. It had been used in the Arctic in ship-to-shore operations and, when it was "bumped" by better ships, it was shipped south for a bit of primping-up and assignment to its present job.

It was decided to name the ship after Father Jean Pierre de la Touche Aulneau, who was a Jesuit missionary in the Canadian wilderness back in 1734-36. In 1735 he made the journey to the Lake of the Woods region with the explorer Francois de la Verendrye, whose party established a fur-trading post at Shoal Lake on the west side of Lake of the Woods. Young Aulneau was a scientist as well as a priest and he had sought information from France as to eclipses of the sun and moon, which he intended to observe in Canada.

When the party had established itself on Lake of the Woods, the explorer's youngest son took the warpath with the Cree In-

dians against the Sioux, thus making enemies of those warlike tribesmen. In the summer of 1736, when La Verendrye's eldest son, along with 22 men and Father Aulneau, set out for Montreal for supplies and ammunition, they were massacred by the Sioux on the first night of their trip.

La Verendrye did not learn of the massacre until the next year when the supply party did not return and he sent out searchers. The remains of the party were found on what is now called Massacre Island in the middle of Lake of the Woods.

Appointed to London Post

William R. Butler, a native of Yarmouth County, Nova Scotia, has been appointed Canadian Civil Air and Communications Attache and Canadian Representative on the Commonwealth Telecommunications Board in London, England. He replaces H. A. L. Pattison, who retired in August.

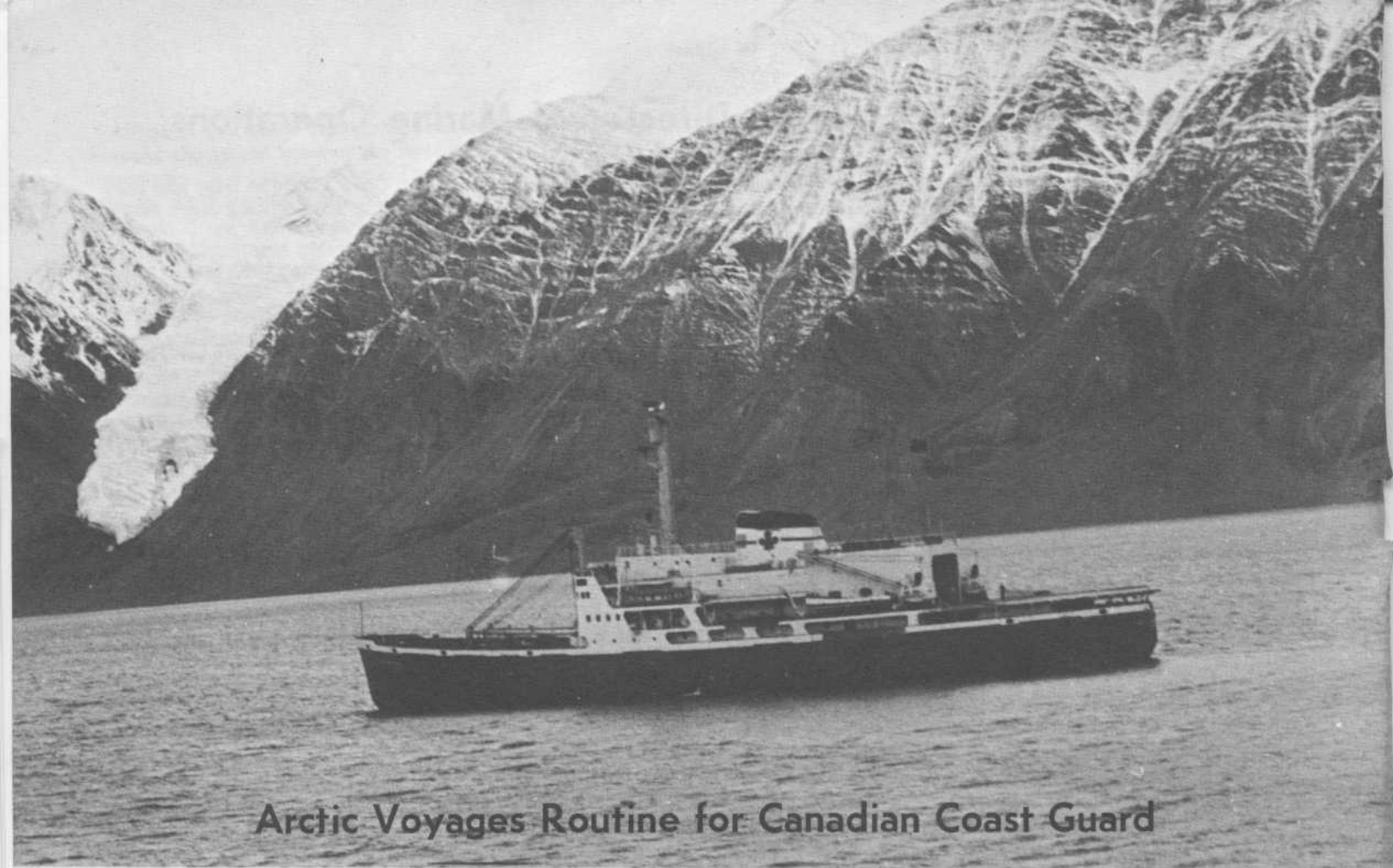
Mr. Butler was educated at Yarmouth Academy, Acadia University and Nova Scotia Technical College. He received a B.Sc. degree from Acadia in 1934.

Mr. Butler's government service goes back to 1929 when he began his career as a radio operator on government ships and at coast stations. In later years he held a variety of positions with the department including radio electrical engineer at head-

quarters, regional radio aids engineer at Toronto, Vancouver and Moncton, acting regional director of air services at Moncton, and as regional controller of telecommunications and electronics in Toronto Region. From 1960 to 1962 he was at headquarters as special assistant in the telecommunications and electronics branch.

Mr. Butler took up his new duties in London in August.





Arctic Voyages Routine for Canadian Coast Guard

At the end of the line, bleak Arctic peaks—The Canadian Coast Guard's largest icebreaker, CCGS John A. Macdonald, is seen in Tanquary Fiord, farthest north waterway of the Canadian archipelago, during the 1962 Arctic resupply operations. It was the first time any Coast Guard vessel had penetrated so far north. The photo was taken at midnight.

One recent summer up in the High Arctic, officers of the Canadian Coast Guard icebreaker Labrador picked up anchors and engine parts off two ships abandoned by explorers more than 130 years ago.

Such grim discoveries, like skeletons in the Sahara, remind mariners of the perils they face in Canada's Arctic archipelago.

Yet into this eerie wasteland, where as recently as 1961 a Hudson's Bay Company ship sank after being crushed in the ice, Canadian Coast Guard ships and a fleet of chartered freighters yearly make a sally that has become as routine as a Mediterranean cruise.

D.O.T. has had the job of supplying military bases in the Arctic since 1954, and, as well, supplies townsites peopled by Eskimos and government personnel from such departments as Northern Affairs, RCMP, Transport, etc.

By 1961 these supply operations covered the entire Canadian Arctic. D.O.T. now handles practically all supply work in the Eastern Arctic and assists other Canadian agencies and firms in the Western Arctic.

The northern navigation season is short: it opens in July and at best extends into October in the southern Arctic and Hudson Bay. In the High Arctic the time available for shipping is measured in weeks or even days at some points.

This summer on Saturday, July 6, with the whistles of other vessels bellowing a farewell, the CCGS "C. D. Howe" headed out of Montreal harbor to get the 1963 resupply operations under way. Aboard was the Eastern Arctic Patrol.

This year 19 Coast Guard vessels, including seven full icebreakers, moved north carrying cargo or escorting the chartered vessels with their cargoes of oil and gasoline. In all more than 100,000 tons of freight will be taken to points from the south shore of Hudson Bay to Eureka and Tanquary Fiord at the northern end of Ellesmere Island.

CCG vessels in the 1963 fleet included the icebreakers Howe, John A. Macdonald, d'Iberville, Labrador, N. B. McLean, Montcalm, Sir Humphrey Gilbert and Camsell, and the depot ships Narwhal and Nanook, which will house the stevedores who will land cargo at places where no housing facilities ashore are available.

Other departmental vessels taking part are six northern supply vessels, shallow draft craft specially designed for Arctic use, and two smaller barge-type ships of similar design.

Making her debut in northern waters this year is the light icebreaking buoy vessel *Simon Fraser*. Recently transferred from the Victoria marine agency to the one at Quebec, she was "warmed up" for northern duty by her voyage through the Panama Canal. She is now servicing aids to navigation in the Hudson Bay area.

Ice Blanks Out Radar

Taking a ship through ice is a hazardous job even with today's ingenious aids to navigation. Ice floes cause white "blips" on a radar scope. When ice is tightly packed around a ship the "blips" completely fill the screen. Called "ice clutter", this

disturbance renders radar useless and safe passage is then dependent on the sharp eyesight of the crew.

Under such conditions, helicopters carried aboard the icebreaker are invaluable. Unless the oft-present Arctic fog prevents them from flying, the "choppers" make reconnaissance flights ahead of the convoy with a ship's officer or trained ice observer aboard to plot the safest course through the ice.

Arctic Experience Reduces Delays

Even when icebreaker escort is provided, an ordinary ship navigating in ice is not without danger. When it bumps against ice floes weighing tons, the unreinforced hull of a merchant vessel takes a merciless battering.

Wind and current may almost immediately close up the newly-broken track behind an icebreaker. The merchant ship is then stopped by the ice and the icebreaker must back up to cut the other vessel free.

Canadian Coast Guard captains make liberal use of the department's aerial ice reconnaissance work and it is their vast experience in timing Arctic operations which enables them to proceed on northern voyages with a minimum of delay.

Getting to one's destination, however, is only part of the difficulties faced in Arctic shipping.

Three major trouble makers greet Coast Guard ships at every Arctic port of call: shallow water, ice and tide. The combined effect of the three have so far prevented the installation of wharves and other harbor facilities without which most ports could not function.

At Hall Lake the Transport Department beat the shallow water problem by building a jetty far enough out from shore to enable landing craft to come alongside for unloading. However, the fantastic force of the ice is most unkind to the structure.

At Frobisher Bay a solid causeway makes a pretense at being a port facility, but here, too, ice causes annual damage and the extremely high tides—38 feet at times—enable landing craft to use it at certain intervals only.

All other Arctic ports are completely devoid of piers, cranes, warehouses or any other facilities. At some points the coastline shelves so gradually that a cargo vessel may have to anchor as far as 14 miles off-shore.

The Coast Guard uses a fleet of 177 landing craft and barges to get goods ashore in the North. Of these, 131 are self-propelled. More than a third of the landing craft are stationed in the Arctic.

The Coast Guard also owns six war-time tank landing craft (LCT-8s) converted into special northern supply vessels and uses them mainly to carry the oil and gasoline without which life in the Arctic is unthinkable today.

Many Arctic ports of call are located in inlets and bays which offer protection from the weather but also serve to hold ice blown in by the wind from the outer sea lanes. The presence of ice in a bay may delay unloading for days.

At the defence stations of the Gap Pine, Mid-Canada and DEW Lines, and at Frobisher Bay and Resolute the Coast Guard uses stevedores who are "imported" from southern Canada each summer, complete with trucks, trailers, tractors, cranes and other equipment.

At other Arctic settlements, usually not much more than a trading post, a mission, a school and a two-man Royal Canadian Mounted Police detachment, with Eskimo tents scattered as far as 150 miles in several directions, the teacher's books and the Mounties' potatoes are willingly carried up the hill by smiling Eskimos.

To reach its destination undamaged, cargo bound for the Arctic must be extremely well-packed and protected. Because



Wrecked ship's boat left by Penny Expedition of 1850-51 on north-east corner of Cornwallis Island. Photographed during visit by CCGS John A. Macdonald.



Crew of the Macdonald putting supplies ashore at northernmost end of Tanquary Fiord, 1962.



Ship's carpenter J. Ridgeway erecting a beacon at the northernmost section of Tanquary Fiord.

of the absence of waterfront storage facilities, goods must sometimes undergo rough handling as they are transferred from ship to barge and from barge to shore.

Scientists Add Vital Knowledge

In addition to carrying fuel, foodstuffs and building material to the north, each year Canadian Coast Guard ships are used as floating bases from which groups of scientists carry out their expanding program of increasing man's knowledge of the vast area that is Canada's Arctic.



Great piles of empty fuel oil and gasoline drums are seen on the shore at Resolute, N.W.T.; awaiting reshipment south for refilling. In the harbor are the vessels "Federal Voyager" and "Irvingwood" discharging cargo. They were part of the D.O.T. resupply operation.

Aboard the vessels provision is made for the establishment of laboratories and scientific equipment. The ships' itineraries are so arranged that the research work can be carried on partly while the ships go about their normal duties of Arctic supply and ice escort.

Because the more easily accessible waters in the North have been known to seamen for a century or more, they are charted to a certain extent.

Hydrographers of the Department of Mines and Technical Surveys have for many years worked aboard some of the ships to take further soundings and increase our knowledge of safe navigation channels.

This task is expanding rapidly and a number of the vessels, after their supply job is completed, now penetrate into previously uncharted waters so that more information may be written into charts.

In many other fields of endeavour scientists are taking part in northern studies.

The summer of 1962 affords an excellent example of the variety and magnitude of the Arctic research program. Magnetic specialists on board the CCGS d'Iberville and the CCGS N. B. McLean took geophysical observations of the earth's magnetic field. One facet of their efforts included a study of the North Magnetic Pole in order to establish its present position.

Depths were determined in vast areas of uncharted water by hydrographers aboard the CCG ships C. D. Howe, John A. Macdonald and Labrador operating in the Eastern Arctic, and on board the CCGS Camsell in the Western Arctic.

From the CCGS Labrador hydrographic studies were also made in Smith Sound, the narrow channel that separates Greenland from Canada's Ellesmere Island. Later on in the season the ship carried out oceanographic survey work in Baffin Bay, Davis Strait and the Labrador Sea.

Northern Records Set

That same year the Coast Guard's largest icebreaker, the John A. Macdonald, penetrated farther north than any Canadian ship had ever reached. Carrying scientists and other officers of the Defence Research Board, the Royal Canadian Navy, the Department of Mines and Technical Surveys and the Department of Northern Affairs and National Resources, she got as far as the head of Tanquary Fiord, Ellesmere Island, the northernmost waterway within the Arctic archipelago and only 516 nautical miles from the North Pole.

A cache of supplies was set up at Tanquary Fiord to be used this year for the establishment of a new research station.

In an effort to find points where the flow of fresh water into the fiord can be measured, hydrologists of the Resources Department made flights over the fiord in helicopters based aboard the ships. This work formed part of a comprehensive study of the oceanography of the area and of the glaciology of the terrain.

Returning south, the Macdonald paused at Sherwood Head on the southern extremity of Axel Heiberg Island, where meteorological specialists of the Transport Department visited the joint U.S.-Canadian automatic isotope-fuelled weather station to examine the equipment and refit it for another year's unattended use.

Careful studies were also made of ice floes to investigate the possible relation of ice thickness to surface features.

The icebreaker also established a record in completely circumnavigating Prince of Wales Island. This feat made it possible to make the first soundings in M'Clintock Channel, a usually impenetrable mass of ice.



Eskimo village site and whale bones near Brooman Point, Bathurst Island.



Looking for all the world like an old hand at logging, Mr. McIlraith expertly handles power saw to cut through boom at Port Hardy terminal opening ceremony while D.O.T. Airport Manager George Wilson smiles approval.

Scissors, Chain-Saw and Very Pistol Open . . .

. . . Trio of B. C. Terminals

When the department's sleek JetStar landed at Port Hardy on Northern Vancouver Island's east coast, it was dwarfed by Pacific Western Airlines' high-nosed DC-3s. Even B.C. Airlines' Beaver bush-planes, perched on their pontoons like high-heeled water birds, towered over the jet's low hull.

If the four-engined star of the D.O.T. fleet looked somewhat out of place it was not because of the airport's size or accoutrements. Although the 1961 census ascribes only 468 residents to the village, Port Hardy's airport sports one 5,000-foot and two 4,000-foot paved runways, a gleaming new terminal building complete with Harry Bertoia chairs in the waiting room, Eskimo prints on the walls, and an imposing control tower.

The airport is important as a transfer point to and from remote logging and fishing camps. It is British Columbia's third busiest airport in number of passengers, outranked only by Vancouver and Victoria.

The JetStar brought Mr. McIlraith, accompanied by wife and son, to officiate at the opening ceremony for the new terminal. The Minister won the hearts of all onlookers in this logging community with his dexterity in starting up a gasoline-powered chain saw and cutting a log which symbolically barred the entrance to the building.

The opening ceremony was further brightened by a bevy of professional

fashion models (flown in from Vancouver, courtesy of PWA) who dazzled the crowd with haute couture ranging from a \$49 Swiss swim suit to a \$175 Italian black-and-silver dress. Exclaimed one local housewife, "Goodbye, mail order catalog!"

The spectacular airport opening was not the only event to gladden the spirits of the area's citizenry that July weekend. Just the night before, at the whaling station of Coal Harbour (pop. 137), 10 miles inland on Quatsino Sound, the tiny wooden ship Westwhale IV had brought in the largest whale ever caught on Canada's West Coast.

Weighing nearly 100 tons, the 87-foot-long blueback looked like a prehistoric monster.

The day after the Port Hardy opening ceremony, the Minister officially opened the department's new satellite airport for Vancouver at Pitt Meadows. Firing a Very pistol, he signalled a D.O.T. Beechcraft to take off with roaring engines to inaugurate the field. Among those present were Northern Affairs Minister Arthur Laing and Deputy Minister of Transport J. R. Baldwin.

A month before, Regional Director of Air Services Dr. T. G. (Tom) How, acting for the Minister, opened another new terminal building at Penticton by snipping a ribbon held by Rodeo Queen Teresa Kruger and Peach Queen Ellen Hayden. Here, too, Mr. Laing was among the hon-

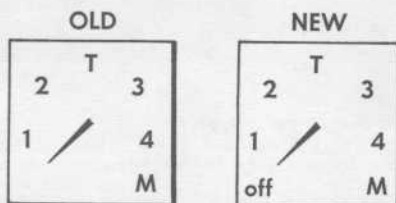
ored guests. The rainy, windy weather in the usually sunny peach capital reduced the Chamber of Commerce fly-in to less of a success than hoped for, but did not dampen either the persons or the spirits of the participants in the ceremony.



Fastest shot in the West is Minister McIlraith at Pitt Meadows as he surprises photographers with a lightning fast draw. With him as he fired the "opening flare" is W. M. (Bill) Irvine, regional controller of civil aviation.

Two Score and More Win Suggestion Awards

J. L. Jacques Bastien, a radio technician at Montreal marine/aeradio suggested that the meter selector name plate on the monitor panel type of the five channel dictatape recorders be modified to include the "Off" position. As he pointed out, with no such marking the operator might not actually turn the recorder off.



Mr. Bastien selected a radar light as his award-in-kind.

Stationary Engineer *G. N. O'Brien* of Moncton Region selected a travel iron when a suggestion he made was adopted by the suggestion award board.

He recommended that the hydraulic oil system which operates the coal stokers in Halifax Airport heating plant be modified to remove the existing filter located in the hydraulic oil reservoir and install a duplex filter with selector lever on the feed lines. This allows continuous operation of the stokers and saves the man hours previously required to remove and replace the reservoir tap.

An electric fixkit was selected by *F. W. Adams* when he learned he had won a \$30 award-in-kind.

Now a telecomm. technical officer at headquarters, Mr. Adams was a radio technician at North Bay when he suggested that dust filters be provided in the ventilating louvres on buildings housing A. A. S.R. power plants. This helps cut down on the accumulation of dust and dirt in the power equipment.

J. Latham, a supervising clerk with headquarters office services, suggested that the practise of filing all lighthouse and fog alarm inspection reports on headquarters files be discontinued. Since this improves the work methods in Mr. Latham's office he was granted a \$20 award-in-kind. He chose a place setting of flatware and an electric alarm clock.

Edward Lesage, an air traffic control instructor at the Air Services School, Ottawa, suggested that entrances to D.O.T. dwellings in the North open in rather than out to eliminate a possible fire hazard. He was an air traffic controller at Frobisher Bay when he made the suggestion.

Upon investigation it was found that the door Mr. Lesage referred to was the storm door and all other doors do open in. It was decided to remove the storm doors, without any undue heat loss since all these dwellings have entrance vestibules.

Mr. Lesage chose an electric clock and bathroom scales as his \$15 award-in-kind.

Rex P. Brown, lightkeeper at Pine Island, Port Hardy, B.C. recently received a \$50 cash award for designing and constructing an extended aerial carriage servicing platform. Such a platform improves the servicing and maintenance of aerial tramway equipment. Mr. Brown's design will be used at other sites on the West Coast.

Lightkeeper *G. F. Dawson* of Michipicoten Island, suggested that the Lake Superior weather forecast be forwarded to Michipicoten Island radio beacon by Sault Ste. Marie marine/aeradio station. He felt that availability of this forecast would provide an improved service to the many pleasure craft that travel in that area.

Mr. Dawson selected a set of copper hand tooled pictures as his \$10 award-in-kind.

Radio Operator *Donald H. MacPherson* of Teslin, Yukon, put forth the idea that a secondary means of forwarding weather data to intermediate stations on the Edmonton-Snag route be provided. In the event of failure of the air ops circuit from Edmonton, Whitehorse aeradio could receive the weather data from the Edmonton/Alaska met circuit and place it on the air ops circuit.

Mr. MacPherson selected a briefcase as his \$15 award-in-kind.

Yvon Tessier, a meteorological communicator at Montreal International Airport won a \$10 award-in-kind for suggesting certain minor changes in the order of weather traffic relays four times daily. As a result of his changes a savings in time and

tape were realized. Mr. Tessier chose a travel alarm clock.

Mary McFadyen, a typist at Vancouver marine/aeradio station recommended that form 38.0001 (Ship letter telegram) be reduced in length by almost one third. Since this results in a small savings in paper, Mrs. McFayden was granted a \$10 award-in-kind. She chose a set of copper pictures.

A suggestion resulting in Princeton, B.C. radio broadcasting Abbotsford weather brought a \$10 award-in-kind, to Radio Operator *H. Adrian* of Vancouver Region. As he pointed out, this improves service to Vancouver-bound aircraft and assists in reducing traffic on air/ground communication frequencies.

Mr. Adrian chose three items valued at \$25 when a second suggestion of his was adopted. He suggested that the radio antenna masts at the Bull Harbour radio station be painted international orange and white and that red obstruction lights be installed. The previously silver painted towers were a potential hazard to aircraft operating from the harbor.

Mr. Adrian selected a camp stove, an electric clock and a heating pad as his awards.

Alexander Clarke, a supervising draftsman with the electrical engineering division of the construction branch, hit the jackpot with his suggestion that standard drawings be reproduced by Xerox (a printing process) to reduce cost of blueprinting. It is expected that the net savings in the first year will be \$1,300. So Mr. Clarke was granted a \$115 award. However, since he submitted this suggestion during October, 1962, when the Suggestion Award Board was conducting a government-wide contest—"Exercise Thrift"—for money-saving ideas, he received \$50 bonus award. Not a bad return for one idea.

John R. Courage, a supervising clerk with Moncton Region air services, is wealthier by \$40 as a result of a suggestion he made recently.

He recommended that shipping documents include the weight of shipment in order to assist receiver and accounting staff when certifying carrier's invoice. As a

result discrepancies have been eliminated in actual shipping weights and invoices submitted for payment.

Radio Operator *Brian E. Dickinson* stationed on the weathership CCGS St. Catharines put forth the idea that a distinctive general call sign be assigned to ship stations of the Canadian Coast Guard.

The suggestion was adopted and the call sign CGCG is now used by ships wishing to contact a Canadian Coast Guard vessel without knowing its assigned call letters.

Granted a \$25 award-in-kind, Mr. Dickinson chose a briefcase and a wallet.

Air traffic controller *Alan M. Baxter* was awarded \$15 for suggesting that the outside of blackout blinds on the windows in the area control room at Ottawa Airport be painted white to reflect the heat from the sun's rays.

Despite the fact that this room is air-conditioned the temperature reached uncomfortable levels. Mr. Baxter's recommendation was adopted since some measure of relief is afforded by using white paint as a reflecting agent.

M. W. Poole, a radio technician located at the Decca Station, St. Lawrence, Nfld., received a \$10 award-in-kind for recommending that the electric hot water boilers at the station be insulated with fibre-glass jackets. This has now been done and Mr. Poole chose a camp stove as his award.

Mrs. Shirely Clarkson selected a camp stove when she learned her suggestion to include departmental file numbers for new lights in the printed Notice to Mariners had been accepted.

Mrs. Clarkson is a stenographer at the Victoria district marine agency.

Lightkeeper Clement E. Sykes of Discovery Island Light Station, B.C. won a \$10 award-in-kind for a suggestion concerning the mounting, assembling and maintenance of the Wisconsin-type engines used in light station boats.

His proposal that the engine legs be mounted on steel plates has been adopted since the weight of the engine will be more evenly distributed and the legs will not wear into the wooden engine bearers. This helps keep the engine in line and reduces propeller shaft wear.

Mr. Sykes selected a travalarm clock and a gas picnic stove.

L. W. Johnson, a meteorological technician in the Edmonton Region, suggested that air services issue yearly a list of circular letters that are in force. Instructions were issued to all regions to publish such a list at the end of each calendar year and Mr. Johnson was granted a \$15 award-in-kind. He selected a set of copper pictures and a wallet.

Harold E. Hammerer, a Tofino, B.C., radio operator, won a \$130 cash award for saving the department approximately \$1,600 yearly in commercial teletype costs. He suggested that D.O.T. coast radio stations on search and rescue circuit 1709 send Notices to Mariners on it rather than on commercial facilities.

George H. Elvish, Kimberley, B.C., aerodrome keeper, received a \$10 award-in-kind for recommending that a helicopter be used for the battery renewal operation of the Cranbrook hazard beacon. Previously it had been customary to use a pack horse and a work party of four travelling by truck and then on foot. Mr. Elvish chose an electric alarm clock.

S. J. Dupuis, a stationary engineer at Halifax International Airport received a \$10 award-in-kind for suggesting that a removable metal shield be installed over the coal stoker to prevent dust from accumulating on the hydraulic system in the central heating plant. The suggestion was adopted since a savings in maintenance time results and a source of possible damage to the electronic equipment is partly eliminated.

Mr. Dupuis chose a desk pen set and a wallet.

Yvon Brunelle, an electrician at Montreal International Airport, recommended that windows be provided in the basement maintenance staff lunch room to improve the appearance of the area and the morale of the staff.

Granted a \$15 award-in-kind, Mr. Brunelle chose a radar light and bathroom scales.

Radio Operator *James Rhodes* of Williams Lake, B.C., received a travalarm

clock for the acceptance of his suggestion that Williams Lake aeradio station discontinue broadcasting Abbotsford weather and substitute Kleena Kleene. He pointed out that itinerant aircraft operating in the area will benefit from this revised broadcast procedure.

J. S. Semper, an Edmonton radio technician recommended that only four ultra high frequency receivers be installed in racks and that the side weight-supporting sliders not be removed in an effort to place five units in the rack. He pointed out that an accident could happen in removing or replacing such heavy equipment in the rack if these sliders were removed.

Instructions have been issued to place only four units in these racks and Mr. Semper received a cash award of \$40, less income tax, for drawing attention to this safety hazard.

A money-saving idea earned \$80 for Vancouver Region Radio Operator *C. S. Carey*. He pointed out that considerable savings would result if weather teletype circuit 114 were discontinued into Victoria marine radio station and pilotage teletype circuit 997 were used instead for marine weather traffic. This is now being done.

Technician *Harold P. Fox* of Peterborough, Ontario, received a \$25 award-in-kind for a suggestion which resulted in a change in procedures for land appraisals. The new procedures eliminate considerable correspondence.

Mr. Fox selected car seat belts, a radar light and golf balls as his award.

A \$100 award was granted to *Fred W. Tobey*, a carpenter with the Trent Canal system at Peterborough, for an economical suggestion he made.

Mr. Tobey suggested that the four timber binders be eliminated from small lock gates when they are built in the canal workshops.

Since this was considered to be a good practical suggestion resulting in first year savings of more than \$1,000, Mr. Tobey was granted the \$100 award, less income tax.

DOT's INTERESTING

Montreal—Few travellers arriving at or departing from a busy international airport give thought to the unseen air traffic controllers whose efficiency make the complex job of guiding planes in and out look as simple as a trip to the corner store. But these men—and women too—are not cold, precise machine-like automatons. In fact, at Montreal International Airport (Dorval) the air traffic controllers have revealed their kindly hearts in a significant way. Jointly they have become foster parents to a destitute young Vietnamese boy.

Hoan Van Hung, or "Paul" as he likes to be called, has just turned seven. Shy, quiet and a little hungry, he escaped, along with his parents and three brothers, from communist persecution in North Vietnam.

Starting in a refugee camp, the Van Hung family worked as laborers for less than 20¢ a day—that was for the entire family's services. Eventually they were fortunate enough to be assigned a plot of land by the government. But suffering stalked the family. The father has advanced T.B. and is unable to work. Paul's mother assumes most of the responsibility of scratching a living from the soil.

The air traffic controllers in Montreal have made Paul's life a little better and afforded him the chance to go to school. They exchange monthly letters with him and provide him with eight dollars a month, plus clothing, food packages and necessary medical care.

Paris—Minister George J. McIlraith and Deputy Minister John R. Baldwin were among those attending the Paris Air Show early in June. While there they viewed the Canadian exhibit and met aeronautical authorities of many countries.



Toronto — Project 09062 — climatological data processing aid to Nigeria — is an example of D.O.T.'s co-operation with the Department of External Affairs in bringing technical aid to other members of the Commonwealth.

In the above photo Mr. B. S. V. Cudbird, officer-in-charge of data processing, climatological division of the meteorological branch, explains an aspect of the division's punched card system to Isaac Emore (left) and Dennis Tekenah of the Nigerian Meteorological Service. Mr. Cudbird not only assisted these men at met headquarters, but he returned to Nigeria with them to help set up their system.

Edmonton — Thomas Prescott, regional superintendent of airways here for the past five years, moved to Montreal in August to become Canadian representative on the air navigation commission of ICAO (International Civil Aviation Organization).

Mr. Prescott says this new position will offer a complete change of pace. "It is dealing with future planning rather than organizing day-to-day routine." ICAO is working ahead as far as 1970.

Baker Lake, N.W.T.—The 1963 annual inspection of the regional staff headed by Winnipeg R.D.A.S. W. E. Fenn, was special this year in two ways.

Presentation of four awards won in the Fire Prevention Contest last spring was made to local officials by Mr. Fenn. Recipients included A. J. Wake, regional fire prevention officer; J. A. Quinn, Bob Lake, airport manager, G. W. Elliot, officer-in-charge, telecommunications; and S. Belseck, officer-in-charge, meteorological.

The second "special" feature of the inspection was a meeting of the R.D.A.S. and representatives of the regional office and all members of the Baker Lake establishment to discuss new developments which are taking place or planned for the future. Following the meeting personnel were able to meet with any of the regional representatives to talk over matters of a personal nature.

The inspection visit to Baker Lake took place in mid-June.



Kingston—CCGC "Relay", newest unit of the Canadian Coast Guard, showed her style for photographers immediately following her christening at Kingston Shipyard on July 12. The 95-foot search and rescue cutter was sponsored by Mrs. Brand,

wife of Captain Eric Brand, director of marine operations. The vessel, which has a top speed of 21 knots, will serve on the Great Lakes in summer and on the east coast in winter.



Left to right: J. A. Quinn, G. W. Elliot, and S. Belseck.

Air traffic control towers don't as a rule make maiden voyages, but if we may let air services borrow the phrase from the marine people, then the department's new mobile control tower did make one.

It sailed grandiosely from Ottawa to the Canadian National Exhibition in Toronto where it not only proved an imposing D.O.T. exhibit but served as the actual tower from which the Canadian International Air Show was directed.

The 40-foot trailer, acquired last January, looks like a mobile house except for a glass control cab much like the "scenic dome" on some trains.

The mobile tower will be used primarily:

- in emergencies if a fixed tower is out of commission at any Canadian airport;
- to serve airports without a control tower during periods of increased activity;
- as a temporary facility at airports where a permanent tower is under construction.

Departmental engineers and radio technicians have installed more than three tons of electronic devices in the trailer. To protect the \$30,000 equipment, the vehicle is fully air-conditioned and rides softly on six independently sprung wheels.

It has been so designed that it may be moved over the road in any Canadian province without special moving permits. It also fits railroad flatcars piggyback fashion.

The glass control cab seats two controllers. A tape recorder monitors all conversation between controllers and pilots, as is done at all control towers.

Communications facilities in the \$14,000 conveyance provides coverage of one low frequency and three very high frequency channels. The trailer can also be hooked up to existing telephone networks throughout Canada.

The five antennae on the trailer's roof are collapsible for moving by road or rail.

The vehicle is painted in four-foot squares of white and "international orange"—the standard colors used at airports.

John de Bondt





A child in need? Your United-Way share can go a long way to protect her, help her, often save her.