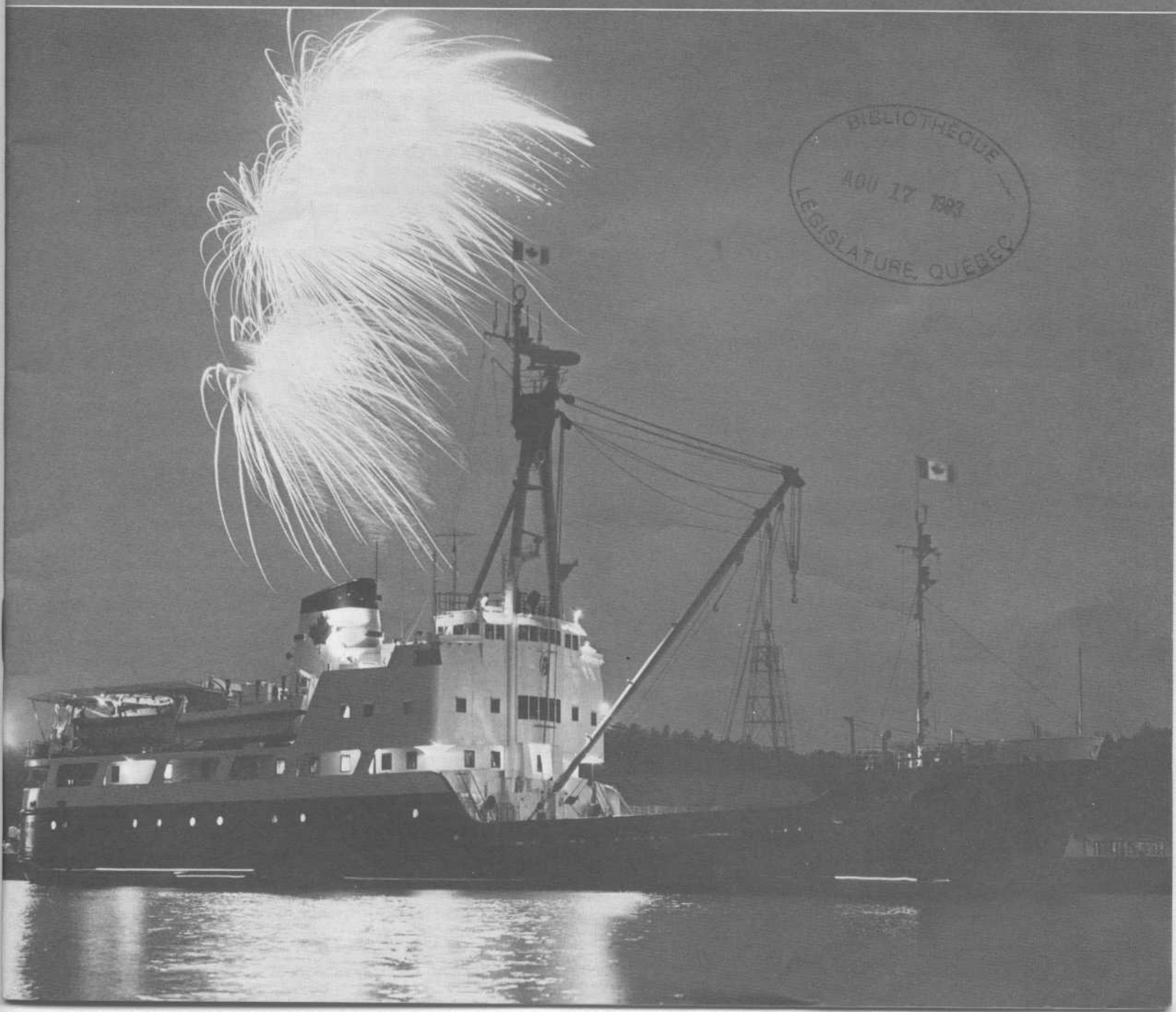


1967



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**COVER**

Fireworks exploding over a gleaming CCGS *Alexander Henry*, tied up at the town dock at Parry Sound, Ont., during Coast Guard Day there last July 1, provided a focal point for celebrations in the Great Lakes port that marked Canada's auspicious entry into her second century of history. Also held this year at Victoria, B.C., Saint John, N.B., and Dartmouth, N.S., the Coast Guard celebrations drew large crowds of visitors. (See story on page 4).

**FRONTISPICE**

Le tir des feux d'artifice dont l'éblouissement embrase le n.g.c.c. *Alexander Henry*, amarré au quai de la ville de Parry Sound (Ont.) lors de la Journée de la Garde côtière, le 1<sup>er</sup> juillet dernier, a été le point culminant des manifestations qui eurent lieu dans ce port des Grands lacs pour célébrer sous d'heureux auspices l'entrée du Canada dans le deuxième siècle de son histoire. Les manifestations de la Garde côtière qui se sont également déroulées cette année à Victoria (C.-B.), Saint-Jean (N.-B.) et Dartmouth (N.-É.), ont attiré un flot considérable de visiteurs.

**Editor**

Bryan Goodyer

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

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## Help Yourself!

Contributions to the United Appeal are not merely donations to charity, but may be an investment in one's own future and that of his family.

Who knows when he will need a blood transfusion, who can say that he will never require the assistance of the Canadian National Institute for the Blind, the Victorian Order of Nurses or the convalescent and therapy facilities offered by any one of a dozen other agencies.

Even with grants from all levels of government and much volunteer assistance, additional money must be obtained to cover operating costs and purchase modern equipment.

Children and young people of all classes of society are served by the Scouts, Guides, boys' and girls' clubs and the Y's.

Research into both causes and treatment of the numerous crippling diseases, as well as services to those afflicted, are dependent in a large measure on the respective societies.

These include the Arthritis and Rheumatism Society, the Multiple Sclerosis Society and the organizations devoted to the retarded and those suffering from mental illness.

All benefit from the peace of mind resulting from the care and attention given children in homes and day nurseries and the elderly in residences or clubs.

All of these institutions look to the United Appeal for money to continue their good work, all of them are waiting for your donation to the United Appeal.

Please do not disappoint them!

## Un bon placement

Les dons à la Fédération des œuvres ne constituent pas de simples dons aux œuvres de bienfaisance: ils représentent un placement pour notre avenir et celui de notre famille.

Qui sait quand on aura besoin d'une transfusion de sang, qui peut affirmer qu'on n'aura jamais besoin de l'aide de l'Institut national canadien pour les aveugles, de l'Ordre des infirmières Victoria ni des services de thérapie ou de convalescence assurés par d'autres organismes de la Fédération.

L'apport de subventions des diverses administrations gouvernementales et l'aide de nombreux bénévoles ne suffisent pas. D'autres fonds sont nécessaires pour combler les frais d'exploitation et faire l'acquisition de matériel moderne.

Les enfants et les adolescents de toutes les couches de la société bénéficient des services du scoutisme et du guidisme, des groupements de garçons et de filles et des différentes œuvres de jeunesse.

Les divers organismes—Société canadienne de l'arthrite et du rhumatisme, Société canadienne de la sclérose en plaques et associations s'occupant des arriérés et des personnes atteintes de maladies mentales—effectuent des recherches sur les causes et le traitement des nombreuses maladies causant l'invalidité et assurent dans une grande mesure des services aux invalides.

Nous avons tous l'esprit tranquille à la pensée que les enfants dans les foyers adoptifs et les garderies et les personnes âgées dans les foyers ou les clubs reçoivent les soins et l'attention dont ils ont besoin.

Tous ces organismes comptent sur la Fédération des œuvres pour obtenir les fonds leur permettant de poursuivre leur bon travail et sur les dons que vous ferez à la Fédération.

Ne les décevez pas!



## COMMUNICATIONS

Modern discussions about management in large and complex organizations emphasize the need for good communications. What this really means is that employees need to keep others informed about what they are doing and why they are doing it. This process of information is required not only inside the department but in connection with the public as well. Those who work at headquarters are familiar with the importance of this process because of our responsibilities in providing information to Parliament, whether to individual members or to committees. While at times this may seem to take a large amount of time, in fact it is not just a duty; it is a valuable function because de-

partmental decisions and programmes are helped rather than hindered by avoiding unnecessary secrecy.

In the same sense, activities like public Coast Guard days, organized school tours of airports and similar projects are another valuable aspect of communications which help to explain what we are trying to do to serve Canada.

Finally, there is the important field of communications within the department. With continuing growth, we must keep our fellow employees as fully informed as we can in regard to the development of our programmes, our decisions and the reasons behind these decisions. This applies not just to those above us but to those around us who work with us or for us.

## LES COMMUNICATIONS

De nos jours, dans les études qui ont cours sur la gestion d'entreprises vastes et complexes, on insiste sur la nécessité de bonnes communications, ce qui revient à dire que les employés doivent tenir les autres au courant de la nature et de l'objet de leur activité. Ce mécanisme d'information doit non seulement exister au sein du Ministère mais s'étendre au grand public. Les fonctionnaires de l'Administration centrale en connaissent toute l'importance, car il leur incombe de renseigner les députés ou les comités du Parlement. Cette tâche qui, parfois peut absorber beaucoup de leur temps est des plus utiles; de fait, toute discrétion inutile, loin de faciliter les décisions et les programmes que le Ministère doit prendre ou mettre en œuvre, serait préjudiciable.

Dans le même ordre d'idées, la poursuite d'activités comme l'organisation de journées de la Garde côtière, ou de visites d'aéroports par les écoliers constitue une autre utilisation avantageuse des communications et met en relief le travail que nous accomplissons pour servir le pays.

Il y a enfin l'important secteur des communications au sein de notre ministère, en pleine expansion. Nous devons renseigner nos collègues dans toute la mesure du possible sur la réalisation de nos programmes, sur nos décisions et sur les raisons qui les motivent. Ces renseignements doivent s'adresser non seulement à nos supérieurs, mais aussi à nos compagnons de travail et à nos collaborateurs.

Deputy Minister

Sous-ministre



A big day in Victoria

*Help Yourself*  
to a better day  
at the coast guard days  
draw thousands  
to d.o.t. displays



Crowds inspect ships in Parry Sound



Dartmouth display prior to opening

**C**OAST GUARD DAYS, during which the general public was invited to visit Department of Transport marine facilities and "meet the fleet", have been held at Victoria, B.C., Dartmouth, N.S., Saint John, N.B. and Parry Sound, Ont. so far this year as part of the department's special Centennial Year activities.

For thousands of Canadians, it was their first chance to learn of the work done in the various agency shops and to go aboard icebreakers, lighthouse and buoy-tending vessels and other Coast Guard ships.

In addition to having "open house" in the shore establishments and aboard the ships, all four agencies featured special displays of marine equipment, aids to navigation and of buoy laying and marine firefighting. Photographic exhibits also portrayed the work of the department's Marine Services from coast to coast.

### Victoria

The Coast Guard Day program at Victoria was the most elaborate, with all Victoria-based Coast Guard vessels on hand to participate in a sail-past that, as the local press put it, "out-drew Swiftsure", one of the city's traditional summer marine racing events. Thousands of persons lined the seashore off the Dallas Road waterfront while the agency's vessels passed by and their helicopters performed up and down the waterfront.

Heading the fleet was CCGS *Vancouver*, just back from her first period of duty "on station" at Weather Station Papa in mid-Pacific. Astern of her in line came her sister ship *Quadra*, which will be completing her trials in the next few weeks, followed by the icebreaker CCGS *Camsell*, the lighthouse and buoy tenders *Estevan* and *Sir James Douglas* and the 95-foot search and rescue cutters *Racer* and *Ready*.

When the ships had completed the sail-past, the buoy-tending

vessels gave a demonstration of buoy handling and the cutters quickly extinguished a blaze aboard a "fishing boat", actually a hulk that had been towed out to the demonstration area and had been well loaded with inflammable material to ensure a spectacular fire.

The helicopters showed their versatility of action and exhibited their capability in carrying cargo loads in sling hanging below them.

The sail-past and demonstrations took place in the morning. In the afternoon, CCGS *Vancouver* and CCGS *Quadra* were tied up at a wharf at the old navy graving dock. Throughout the remainder of the "open house", crowds made their way through the vessels, visiting in particular the excellent hydrographic and oceanographic displays and seeing the arrays of special electronic equipment in the meteorological and telecommunications section of the ships. The other vessels were tied up at the district marine agency wharves by the Johnston Street bridge and were visited by a steady stream of Victoria district residents.



Many toured Thomas Carleton in Saint John

The agency buildings and yard area displays proved interesting to the crowds and agency staff members were kept busy answering questions concerning the ships and their duties.

### Saint John

Four blasts of an Air-chime horn signalled the opening of Coast Guard Day at the marine services base, Saint John, N.B., on June 24. Coast Guard Day here formed a part of the city's observance of Champlain Day. Open house was observed and the agency's shops building as well as the Coast Guard vessels *Walter E. Foster* and *Thomas Carleton* were open to the public.

At 2.30 p.m. the ship's personnel of the *Walter E. Foster* gave a buoy-changing demonstration. During this well-attended exhibit of typical agency work, the largest type buoy weighing about 6½ tons, was lifted from the water onto the deck. Then the complete procedure involved in servicing this large aid to navigation was shown.

At 3.30 p.m. the agency's Bell helicopter, its float equipped for landing on ground or on the water, showed the pilot's skill in taking off from the flight deck of the *Thomas Carleton* and landing again a number of times on the small platform. During the 2½ hours of "Open House" an estimated 2,000 visitors walked through the shops, inspected the variety of buoys on the pier, and went aboard the vessels.

T. J. Stephen, acting district marine agent, was in charge of co-ordination and arrangements assisted by all his staff. Capt. R. D. Shiels, superintendent of lights, looked after the displays and co-ordinated the arrangements for "Open House" aboard the vessels and for the helicopter activities. L. E. Murphy, personnel officer, prepared the information pamphlets which were distributed to the visitors.

Capt. B. E. Denton and Capt. A. D. Croft played host to the public in their respective vessels, CCGS *Walter E. Foster* and CCGS *Thomas Carleton*.

Four blasts of the Air-chime horn signalled the close of Coast Guard Day activities.

### Dartmouth

At Dartmouth marine agency, crowds of Halifax and Dartmouth residents viewed the displays in the agency shops and visited five of the agency's vessels that were tied up along the agency wharves. Open to the public were the search and rescue cutter *Rapid*, the ice-reinforced depot ship buoy tender *Narwhal*, CCGS *C. D. Howe*, the "passenger ship of the Arctic"; the light

icebreaker CCGS *Sir William Alexander* and the lighthouse and buoy tending vessel CCGS *Edward Cornwallis*.

Parents and children happily toured the shops and ships asking questions, watching the winking and blinking displays of buoys and beacons, testing the ear-shattering voice of the big fog horns, clanging buoy bells in the yard and exploring the insides of the freshly-painted ships. As at past Coast Guard Days, free ice cream for the children proved to be an excellent attendance-booster.

During the day a demonstration of the S-62 helicopter was given, showing its capabilities in search and rescue work. The "chopper" left the agency, swung out over the harbour, lowered a rubber boat and two crewmen. The men effected "repairs" on a buoy, then were picked up and taken away in the helicopter.

A firefighting demonstration was given by the crew of CCGS *Rapid*, an old fishing boat being set alight and the blaze quickly extinguished.

### Parry Sound

A torchlight parade that ended in a fireworks display at the town dock and two days of "Open House" highlighted the Coast Guard Day celebrations at Parry Sound.

"This has been without a doubt the best Coast Guard Day we've ever had," commented F. K. (Dick) McKean, district marine agent at Parry Sound for the past 19 years.

In rolling out the red carpet for its public, the Parry Sound agency opened CCGS *Alexander Henry* and CCGS *C. P. Edwards*, took visitors on a scenic tour of the harbour area aboard the agency vessel *Parry Sound* and open its doors to a host of visitors and Dominion Day tourists.

Biggest attraction of the day, however, turned out to be the agency's helicopter, which thrilled a youthful crowd of enthusiasts that lined up for hours for the chance to get a ride over the area.

But the smiles of the younger set were outdone by those of the agency staff who enthusiastically explained the mysteries of their well-displayed equipment and proudly watched visitors poke and peek into every corner of the gleaming red and white ships.

Among special guests at the two-day event was Mayor George Saad of Parry Sound, who helped set off some of the fireworks as part of his mayoralty duties.

Mr. McKean and his staff also took advantage of the occasion to hold a small reception during which J. B. Tait, superintendent of office services, was presented with his 25-year service award by Mrs. Joan Maughan, chairman of the Parry Sound Centennial Committee.



Boat rides proved popular

## ***a once-in-a-lifetime trip***

A childhood dream came true last June 22, when CCGS *Tupper*, a light icebreaker and lighthouse supply ship, sailed from Charlottetown, P.E.I., bound for Montreal and Expo 67.

Aboard the ship were 10 underprivileged children and a matron, selected by members of the Provincial Command of the Royal Canadian Legion after they learned that children from local orphanages, unlike many school children making sponsored trips to Expo, would have no chance to see the world's fair.

A Centennial project was born and with the co-operation of the Canadian Coast Guard, arrangements were made for the trip aboard the *Tupper*, which was being taken out of regular service to make an official visit to Expo as part of the department's Centennial Program.

After a three-day voyage to Montreal, the children spent a never-to-be-forgotten week at the big fair, then made the return trip to Charlottetown, arriving home July 5.

On their return, James W. Walker, chief radio officer aboard the *Tupper*, told us about it:

"All the youngsters enjoyed the voyage very much," Mr. Walker said, "and all the very best fatherly attributes were shown by the entire crew."

Mr. Walker said the crew members took up a collection among themselves so the children would have "that much extra spending money at Expo," provided entertainment on the ship itself and escorted their adopted family and chaperone on the forays into the exciting world of Expo 67.

"On the return voyage," said Mr. Walker, "there was some time to spare and the children were asked to write an essay on their trip."

Below, unedited, one of them tells what it's like to make a once-in-a-lifetime trip:

## **Our Trip to Expo**

by CHARMAYNE MACINNIS

**I**t started out like a fairy story, it was so hard to believe. One day a few weeks ago, I heard that six of us older children would be going to Expo on the Canadian Coast Guard Ship *Tupper*, with four other children. Well you can't imagine how excited I was, the thought of going to Expo. This was a place I had only dreamed about.

We left Charlottetown on the twenty second of June. Oh, all the excitement; reporters taking our pictures and everyone shouting good-by. Our dream had come true.

The Chief Mate, James Hall, showed us around the ship. He said to "kill our curiosity" on what made the boat "tick". But, I think he was pretty excited himself. He was a terrible tease. He told us that we'd be green by tomorrow and that it would be terribly rocky. We believed him but, we were not sick. We had a wonderful time, no time on our hands to get sick really.

We arrived at Quebec City early in the morning. Chateau Frontenac was beautiful, so high up in the cliffs. The Plains of Abraham, changing of the guard with *Batisse II*, their mascot marching with them and a tour of the Citadel, where we saw the late General Vanier's Grave. These were only a few things we saw there. Not to mention the parade, beatnik street, the long narrow streets and ancient buildings.

We left Quebec for Montreal. The scenery along the way was first beautiful, it made you proud to be a Canadian. The crew lent us their glasses so that we could see the streets and parks of



*All aboard for Expo*

the towns and cities we passed. Montreal finally beamed in front of us, the large bridge, large smoking ships, tall buildings and Expo!

We docked right at Expo, we were terribly excited and went ashore that evening, again with Sparky (Mr. Walker), Mrs. Henry (the chaperone) and George Gaudet (an engineering officer). We went to La Ronde, then later to the Tattoo. This show was really terrific and the colors shown were beautiful.

The next day we went to the pavilions and saw wonderful Works of Man. The British, American, India, Canada and the Theme pavilions were only a few we saw. La Ronde and the Youth Pavilions were simply out of this world.

Wednesday of our stay at Expo we all went for a Helicopter spin. A couple of the kids stayed longer because they went for gas at the airport. They not only saw Expo from the air but also Montreal.

Mr. MacIssac (the Bo'sun) took us all to see the dancing waters, fireworks, the log chopping contest and tree climbing contests. We had a wonderful time and would love to do it again.

Alas, our stay at Expo had to end. As "Our ship" as it came to be known moved slowly out of the Harbour. We were all a little sad to leave Expo. But we were still on the boat and still had three more days to have a wonderful time.

On our trip back a few funny instances occurred and I will also mention a few that happened earlier and some were not at the time so funny. First one of the girls put the iron in the wrong plug and we lost the iron. (Ed. note: Most of the electrical outlets aboard the ship are direct current at 230 volts.) Then another girl put the hairdryer into the wrong plug and we lost the hair-dryer. All went well for awhile and while Mrs. Henry was telling one of the girls what a perfectly behaved group of children she had when a life-saver went sailing by and into the river. One boy was curious and had pulled the pin that connected the buoy. We are all wondering now what will happen next. Probably sink the boat.

We are now out in the Gulf of St. Lawrence. We saw whales, a porpoise and other things swimming by the boat. Sparky suggested to us to write an essay so we are all doing one. I don't think they will be as good as we really can do, since we're beginning to think about being seasick. I feel the ship rising and falling. I wonder if when you are seasick does the world seem to spin around, does your stomach seem a bit "restless?"

I don't think I can write any more. I think I better lay down . . . I got it!

# airport firefighters train to meet any emergency

Whoomph!

The gasoline-fed flames were shooting hundreds of feet into the air as the airport emergency crew moved into position.

The first truck to reach the fire area discharged a dry chemical cloud onto the flames to draw heat from the blazing inferno.

At the same time, a squad of rescue firemen wearing protective clothing fought through the acrid black smoke, entered the "craft" and rescued all 10 "passengers" as a 10,000-gallon-a-minute storm of snowy foam covered the area like a blizzard.

The fire was out in 30 seconds and all 10 "passengers" had been rescued.

Drama in real life?

No. The passengers are dummies, the craft is a 75-foot mockup of a commercial airliner.

The "disaster" is an exercise that's part of the Crash Fire Rescue Training Course held several times each year at major airports across Canada.

The 10-day seminar, designed to train new recruits and keep existing crews up to date on the latest techniques in handling any conceivable type of emergency that could occur at any of Canada's airports, also consists of extensive study, lectures and films, in addition to the practical demonstrations.

At a course held in Halifax recently, the firefighters used 900 gallons of gasoline in an exercise in which they extinguished the fire surrounding a mockup in less than a minute.

"They set fire to enough gasoline to drive a car from Halifax to Vancouver and back seven times," said one observer, "and they used enough foam in extinguishing it to lather the beards of all the men in Halifax for a year."

"They'll know exactly what to do if they ever have to, though," he added seriously, "although everyone hopes they'll never see that day."



*Firemen swing into action*

Safety is a prime consideration in D.O.T. operations and nowhere are the staff more aware of it than in the Emergency Services and Requirements section of Air Services which had seven of its installations win honors in the 1966 annual Government of Canada Fire Prevention Contest.

The responsibility for conducting the Crash Fire Rescue Training courses in each of Air Services' six regions is the duty of the regional supervisor, assisted by the airport emergency services officer. The number of courses held in a region during the year depends on training needs.

In addition to the continuing "on site training" which is carried out at each air-

port, the aim is to have every newly-appointed firefighter on a 10-day regional course during his probationary period and once every five years thereafter.

The program is not only tailored for the regular or professional firefighters employed at the major airports but is flexible enough to include the volunteer firemen who assist regular firefighters at the larger airports and also man the crash rescue vehicles at smaller airfields.

The practical part of the 10-day course, which consists of 50 large-scale fires, is held at a major airport in each region equipped with a fire training area measuring 400 feet by 400 feet with a simulated air-





*Foam blizzard fights fire*

craft mockup eight feet in diameter and 75 feet in length. The training area is constructed in such a way that the fuel spilled during training can be controlled to simulate realistic conditions.

Each course is attended by 10 or 12 regular or volunteer firefighters. The instructional staff usually includes the regional supervisor, emergency services, and/or the airport emergency services officer, the fire chief from the airport where the course is held and one or more fire chiefs from other airports in the region.

Courses commence with vehicle familiarization and "dry runs" using only water in the foam vehicle extinguishing system and no fire.

Next comes the "hot drill" training which is really the heart of the course where firemen train in extinguishing gasoline spill fires of anything from 200 to 1,000 gallons, conducting the aircraft mockup search under emergency conditions and rescuing the "dummy" passengers.

Those taking the course are trained in all conceivable aircraft crash fire situations and are rotated through all positions on the emergency team, from foam truck driver, foam turret operator, foam handline operator, rescue man, water nurse truck operator and dry chemical rescue truck operator.

The amount of training material used on each course varies but is usually about 29,000 gallons of gasoline, 3,000 gallons of foam liquid concentrate and 16,000 pounds on dry chemicals.

Each exercise is fully discussed in a critique before proceeding to the next exercise. A full critique is held at the end of the course and a report is made on each student and added to his personal file at regional and Ottawa headquarters.



*Rescue men enter mockup*



*It's all over*

# centennial salute

A Centennial project that followed in the tradition of Arctic exploration was carried out this summer by the cadets of the Canadian Coast Guard College.

The project, the erection of twin cairns, one in the Arctic and the other on the college's campus at Point Edward, N.S., was proposed by the Centennial Committee of the Cadets' Council.

Given the blessing of the college's director, Captain Gerard Brie, the plans were endorsed by A. H. G. Storrs, the D.O.T.'s director of marine operations, and Gordon W. Stead, assistant deputy minister, marine.

In each of the cairns, the cadets buried an air tight box containing a Canadian flag, a Canadian Coast Guard jack, a college crest, a Centennial emblem, a copy of the Canadian Coast Guard story, a list of all Canadian Coast Guard vessels, a number of pictures of the fleet and the college, and a dedication

message from Governor General Roland Michener which is reproduced here.

The students built the Arctic cairn during a summer trip into northern waters aboard CCGS *Labrador* made by 16 second year navigating cadets.

The campus cairn is a stone monument with a plaque commemorating the establishment of its twin in the Arctic, complete with its position and date of dedication and leaving instructions for the box at the college to be opened at the end of Canada's second century.

In a report to Capt. Brie outlining the project, the cadet committee said in part: "We believe that this project would leave a symbol of Confederation for future generations to admire and would constantly remind us of this historic event, Confederation."



## GOVERNMENT HOUSE OTTAWA

*Greeting to those of the future who open this cairn erected by the Cadets of the Canadian Coast Guard College.*

*On behalf of all Canadians of today (1967) I offer good wishes and a few thoughts which fill our minds at this important moment in our history.*

*We rejoice that Canada is at present, and will long remain, a country of challenging opportunity where people may live and labour in freedom, and dream and plan for the future with hopefulness and trust in our institutions and our Creator.*

*We are proud, too, of the many origins, cultures, traditions and religious faiths which we share with each other. This diversity gives us a sense of the brotherhood of all men. It presses us all to seek that mutual respect and comprehension which lead to harmony and unity. In so doing, we are led to think not only of the welfare of our fellow Canadians, but of the wellbeing of all peoples, so that we may act within the family of nations with generosity and compassion, and with an appreciation of the interdependence of all mankind.*

*You of the future will be our judges as you will also be charged with carrying on our task. All good wishes to you.*

June 1967.

*Roland Michener*

# salut au centenaire

Un projet du centenaire s'inspirant de la tradition établie dans les explorations de l'Arctique a été conçu par les élèves-officiers du Collège de la Garde côtière canadienne.

Il s'agira d'ériger des cairns jumeaux, l'un dans l'Arctique et l'autre sur l'emplacement du collège, à Sydney, Nouvelle-Écosse. Le projet, approuvé par le conseil étudiant du collège, a reçu l'encouragement du directeur de l'institution, le capitaine Gérard Brie, du directeur des opérations de la marine du ministère des Transports, M. A. H. G. Storrs, et du sous-ministre adjoint pour la marine, M. Gordon W. Stead.

Dans chaque cairn, les élèves-officiers se proposent de déposer une boîte hermétiquement fermée contenant le drapeau canadien, le pavillon de la Garde côtière, l'écusson du collège, l'emblème du centenaire, un exemplaire de l'historique de la Garde côtière canadienne, ainsi qu'une liste des noms de navires de la Garde côtière, un certain nombre de photos portant sur les opérations

de la flotte du ministère et sur la vie au collège et un message du Gouverneur général Roland Michener reproduit ailleurs dans cette page.

Les étudiants se proposent d'ériger leur cairn dans l'Arctique au cours d'une expédition projetée par les élèves-officiers de deuxième année durant les mois d'été.

Le cairn, sur l'emplacement du collège, sera construit de pierres. Sur une plaque fixée au monument on indiquera l'emplacement du cairn dans l'Arctique, la date de sa construction ainsi que des directives précisant que la boîte située à l'intérieur ne doit être ouverte qu'à la fin du deuxième centenaire de la Confédération canadienne.

Dans un rapport soumis au capitaine Brie, le Conseil étudiant souligne: «Nous croyons que ce projet servira de symbole suscitant l'admiration des générations futures et nous rappelant constamment cet événement historique, la Confédération.»



## RÉSIDENCE DU GOUVERNEUR GÉNÉRAL OTTAWA

*A ceux qui, à l'avenir, ouvriront ce cairn érigé par les élèves-officiers du Collège de la Garde côtière canadienne, Salut!*

*Au nom de tous les Canadiens d'aujourd'hui (1967), je veux offrir mes meilleurs vœux et exprimer quelques pensées qui nous viennent à l'esprit en ce moment important de notre histoire.*

*Nous nous réjouissons de ce que le Canada soit actuellement et demeurera longtemps un pays d'avenir prometteur dont les habitants peuvent vivre et travailler en liberté, rêver à l'avenir et le préparer avec espoir et confiance en nos institutions et en notre Créateur.*

*Nous sommes fiers également des nombreuses origines, cultures, traditions et croyances religieuses que nous partageons. Cette diversité nous fait prendre conscience de la fraternité de tous les hommes. Elle nous encourage à rechercher la compréhension et le respect mutuels qui font naître l'harmonie et l'unité. Nous sommes ainsi portés à songer non seulement au bien-être de nos concitoyens, mais aussi à celui de tous les peuples, de manière que notre action au sein de la famille des nations soit empreinte de générosité et de sympathie et tienne compte de l'interdépendance de tous les groupes humains.*

*Vous de l'avenir serez nos juges tout comme vous serez chargés de poursuivre notre tâche. Nos meilleurs vœux vous accompagnent.*

*Roland Michener*



# the travois

by J. R. K. Main



*In the conclusion of a Centennial series written especially for "The DOT," Mr. Main, a former director of civil aviation, talks about the method used by the Plains Indians to move their goods and how the coming of the Canadian Pacific Railway signalled the start of a new era in transportation in Canada.*

**T**he American Indian never discovered or invented the wheel. Until the advent of the white man, his domestic animals were few, the dog in all tribes and the llama in Peru. Both were pressed into service.

The llama served among other things as a pack animal, and the dog in the hands of the Plains Indians was, for long generations, made to haul a device constructed of two long poles to which a couple of crossbars were bound by thongs.

The poles, at the thin end, were crossed over the dog's shoulders and bound to his neck. The crossbars, at the heavy ends of the poles, dragged along the ground and

carried the family possessions.

The shape of the device naturally impelled the *coureurs de bois* to describe it as a *travois*.

Before we place the Indian too far down the social scale because of the primitive nature of this vehicle, it should be mentioned that, until fairly recently, a device not far removed from the travois was in common use in many parts of Ireland.

Called a *slip-car*, it consisted of a cart body without wheel or axle to which runners were fixed on the trailing ends of the shafts.

A horse, ox or donkey hauled the slip-car along rough trails that would, in any event, have made the use of a wheel difficult. But the Irishman did not use the shafts to support his teepee as the Indian did.

The possession of the horse by the Plains Indians about the middle of the 18th Century added greatly to their mobility just at the time when the need for mobility was greatest.

The eastern Indian tribes had villages



and fixed dwellings to which they resorted during the winter.

There, as trappers, they traded skins for food at the trading posts and sometimes during the summer, when hunting was poor, practiced a primitive agriculture that provided durable food.

Their western kinsmen could rely on none of these. The Plains Indian never fully graduated from a hunter to a trapper, partly because there were few fur-bearing animals in his environment, but mainly because the buffalo met all his needs.

The prairie tribes had always moved with the buffalo migrations. Now, in addition, they were frequently compelled to shift their hunting grounds under the pressure of the tribes from the east who, in turn, were being displaced as the white man pressed them toward the Rockies. High mobility was needed.

The horse that the Plains Indians acquired was a tough, intelligent little beast even better adapted to prairie life than the Indian himself.

The horse's ancestors had, for tens of thousands of years, scampered over the steppes of Central Asia under conditions almost identical with those prevailing on the prairies.

He had escaped from the Spanish Conquistadors and gone wild in the New World with the result that he gave only grudging allegiance to man; the hobble and the picket-rope kept him in bondage.

In size, he had degenerated from the specialized European breeds from which he sprang, but constitutionally, the *cayuse* combined the toughness of rawhide with the agility of a cat.

Moving day came frequently to these Indians, imposing a heavy burden upon the squaws who bore the brunt of the exercise.

The skins or cloth comprising the teepee were wrapped around spare clothing, and sleeping robes, cooking utensils and other incidental possessions would be stuffed inside or hung on any convenient protuberance on the travois onto which the family possessions were piled and lashed.

Prominent among the utensils was a big black round-bottomed pot, studded with four short spoked legs—a small edition of the boiler traditionally used by cannibals to cook missionaries.

As each group finished packing, it streamed off across the prairie, creaking and jangling, toward the new encampment, with the squaws sometimes riding but more often leading the burdened cayuse.

One inestimable advantage the travois enjoyed over later and more elegant vehicles was that it never stripped a gear or had a flat. In fact, it never broke down. It was a simple and effective device, well suited to the needs of those highly nomadic people.

But it did not measure up to the changing times.

The collapse of the Riel Rebellion of 1885 stemmed, not from the fighting qualities of the Metis and the Indians, who were fully as good as the Canadian militia, but from the superiority of the Canadian Pacific Railway over the travois and the Red River cart.

# eavesdropping on silence



Norine follows the ionoscope's operations and "scales" the film it takes.



Norine Allen of Ottawa listens to what cannot be heard, at a distance of from 55 to 250 miles. Give up?

She is Canada's only female in a small group of Telecommunications and Electronics Branch technicians who take soundings of the ionosphere, a layer of ionized particles which blanket the earth and, among other things, permit long-distance radio broadcasts.

Knowledge of conditions current in the ionosphere is important for the efficient operation of communications with ships, aircraft, lighthouses—with all of which D.O.T. has responsibilities—and, indeed, almost every kind of radio communication.

This strange, invisible sphere is in a state of continual change. In sunlight it gradually spreads into three layers—the inner one about 55 miles high, the outer extending to some 250 miles. As night falls, the upper and lower strata gradually converge until a single layer results. Sun spots, among other factors, have a marked effect on the behaviour of the ionosphere.

Radio waves, generally, are deflected from the ionosphere back down to earth, thus enabling a radio message to travel as far as 2,000 miles or more. Much depends on the wavelength, however, for under certain circumstances some frequencies are absorbed into the ionosphere wholly or partially, resulting in a weak signal or none at all.

This is where Norine and her ionosonde come in. Every 15 minutes the ionosonde, like 50 others in various parts of the world, sends a series of electronic pulses straight into the ionosphere. The electronic "echoes" are recorded on film which, when developed, Norine puts in a projector to "scale", taking off certain information to put on a graph and code into digital form. The information includes the height of the ionosphere and its reaction to different electronic frequencies. Analysis of such specific properties of the ionosphere, as reported by an extensive network of ionosondes, permits forecasts of conditions for a week or 10 days. This enables short-wave stations to choose, from among the frequencies allotted to them, the ones which will get the best bounce, or "skip", from the ionized ceiling.

The Department maintains five "sounding" stations. Located at approximately 47 degrees of latitude are Kenora, Ottawa and St. John's, Newfoundland. Kenora also is in line perpendicularly with stations at Resolute and Churchill, on the ninety-fifth meridian.

Norine and other technicians of the Ottawa Station which is under the administration of Ottawa Telecommunications Area Manager and is part of Toronto Region's Maintenance and Operations Division, Telecommunications and Electronics Branch, have a unique double responsibility.

Results are sent to the maintenance and operations division branch headquarters, which sends daily reports to Fort Belvoir, Virginia, the world warning centre for geophysical phenomena. Reports also are sent to the centre of the American ionospheric group at Boulder, Colorado.

Like most of this select group of technicians, Norine has had extensive radio experience. She first worked for D.O.T. in 1944 at the Winnipeg monitoring station. This was followed by three years as a radio operator for the Canadian army.

Next came permanent employment as wife of Warrant Officer Ted Allen of the Royal Canadian Corps of Signals which has involved over two years at Yellowknife, N.W.T., and postings to Edmonton and Ottawa. They have two children—Patricia, 18, and Garth, 10.

In Edmonton Norine went back to radio work, serving the Department of National Defence's Northwest Territories and Yukon radio system. She rejoined D.O.T. about a year ago.

# *bouncy boat-buggy takes bows in bog*

by Ken Parks

Information Services Division



Marshes are breeders of some strange denizens, but none of the weird and wonderful products of Pogo's Okefenokee Swamp is any more unlikely in appearance than the motorized "crittur" that clambers, flounders, swims and crawls across the tidal flats at Vancouver's International Airport.

There, as an answer to the question of how to get to any aircraft that "ditches" off Runways No. 8 and 12, is the new "swamp buggy" with which trained crews from the airport can wade in where angels probably would fear to tread.

For years the airport has been vexed with the problem of getting aid to any aircraft that might end up on the mud flats. The airport itself is only a few feet above sea level and, extending out a matter of miles from the airport edge is a shallow-water area where, at low tide, a gooey, wasteland of weedy bog is exposed and, at high tide, there is not enough water to float a motorboat of any size. Too thick to swim in, and too thin to walk upon, as they say.

The Canadian Coast Guard's Victoria-based search and rescue ships were brought into the act when the Transport Department began a study of the problem of performing rescue work on the muddy acreage. The 95-foot cutters had to stay miles offshore at low tide and could do little better when the water was at its deepest. The small patrol launches could get in fairly close but were still far from the shore when they could sink their propellers in mud.

The department finally decided to test a "swamp tractor", a Bombardier vehicle combining the capabilities of a tractor and a boat.

An ungainly machine, looking like a cross between an army tank and a railway hopper car, it was found to be capable of crashing its way across the swamp's litter of waterlogged logs and other debris thrown ashore by the sea. It could climb up

and down the mud banks, cross water-filled holes in the bog and waddle right out into the water. Once afloat, its twin propellers sent it plowing along at a steady six knots.

At the time of writing, the "swamp buggy" had not been called into action to cope with any major air mishaps, but its crew was well equipped and well trained to cope with whatever might face them.

The "buggy" has an overall length of 17 feet and width of 10 feet. It is built with a number of water-tight compartments to safeguard its floating ability. The flat deck area has room for around 20 persons in the event of a rescue. In the centre of the deck is the raised engine and driving well, in which the driver is seated at his controls.

It has a 190-horsepower motor driving rubber-belted tracks with steel cross-link tracks. The tracks provide locomotion until the vehicle is afloat, when the propellers are brought into play.

The "buggy" is well equipped to cope with air crash circumstances. It carries four 20-man inflatable rubber dinghies which provide additional rescue vehicles, and can be towed by the Bombardier. It has a good supply of first aid needs, blankets and forcible entry tools such as a power saw and portable generator, as well as fire extinguishers and 20 lifejackets.

In addition, it has radio equipment for contact with the airport and a loud hailer for use in directing operations at a crash scene. A portable "A" frame and a fixed hydraulic winch of five ton capacity are also mounted on the vehicle, along with 200 feet of steel cable, for use when lifting or hauling tasks arise. The vehicle, fully loaded weighs about four tons.

It is manned by specially trained operators, two on each work shift at the Emergency Services Fire Hall at Vancouver Airport. The four crews are G. Blunderfield and A. Neidig; J. Martineau and R. Morison; D. Curtis and R. Bond, and W. Brown and C. Dobirstein.

# LE MODELEUR, c'est un artiste

par Edouard Deslauriers  
Services d'information

Le modelleur dans une entreprise quelconque n'est pas un homme de métier au sens strict du mot, dont le travail peut être comparé, par exemple, à celui d'un électricien, d'un plombier ou même d'un menuisier. Le métier y est certes pour quelque chose, mais le travail est plutôt artistique et il requiert de celui qui s'y adonne des aptitudes spéciales pour le dessin et un grand souci du détail et de la perfection.

Charles-Edouard Simard, de l'Agence de la marine du ministère des Transports à Québec, est un de ces artistes, et comme bien d'autres de sa trempe—les sculpteurs et les peintres par exemple—il tend plutôt à s'effacer et à éviter toute publicité. Il est bien évident pourtant qu'il chérit son travail et qu'il en tire les plus grandes satisfactions personnelles, mais à celui qui veut l'interviewer, il peut paraître froid, récalcitrant même, et donner l'impression d'un homme méfiant qui ne veut, sous aucun prétexte, révéler les secrets de son art.

Récemment, nous avons tout de même eu l'occasion de nous entretenir assez longuement avec M. Simard, qui est à l'emploi du ministère depuis 1949. Au début, il a paru surpris de l'intérêt qu'on apportait à son travail. L'on sentait qu'il aurait voulu qu'on abandonne toute idée d'écrire sur le sujet. Petit à petit, cependant, il s'est ouvert et nous a enfin confié quelques détails qui nous permettent de mieux connaître Charles-Edouard Simard et son œuvre.

Avant de passer au ministère des Transports, M. Simard était à l'emploi des chantiers navals de Davie, à Lauzon. Depuis son arrivée au ministère, il a fabriqué une foule de modèles, dont les mieux connus sont ceux de certains phares, comme par exemple ceux du haut-fond Prince, de l'île Blanche, de Banc-Brûlé et de la Pointe de l'est sur l'île d'Anticosti.

Ses modèles, au cours des dernières années, ont fait l'objet de diverses expositions dans la région de Québec, particulièrement à l'occasion des «Journées de la Garde côtière canadienne». Outre les phares, sa collection comprend des modèles d'amers, de bouées et enfin de toutes sortes d'aides à la navigation. Une de ses maquettes nous fait voir l'emplacement occupé par l'Agence de la marine à Québec. Elle renferme toutes les constructions situées sur l'emplacement, et chacune y est reproduite à l'échelle.

Natif de Rivière-du-Loup, M. Simard a été initié bien jeune aux choses de la mécanique et de la construction. Son père était électricien, et il n'y a pas de doute que son influence a servi à développer chez le fils un goût prononcé pour le travail manuel.

Cependant, comme bien d'autres jeunes de son âge dans cette coquette ville sise sur la rive du Saint-Laurent, Charles-Édouard rêvait de devenir un jour matelot et de faire carrière à bord des majestueux navires qu'il voyait au large, remontant le fleuve à destination de Québec et de Montréal.

S'il devait, comme son père, devenir électricien, il avait décidé, en son for intérieur, que ce serait sur un navire ou dans un chantier maritime qu'il pratiquerait son métier. Il ne se résignerait pas à gagner sa vie ailleurs que là où il serait constamment en contact avec la vie maritime.

Peu à peu, ses goûts pour la mécanique, la sculpture et le travail du bois en général l'ont enfin conduit à l'École technique de Québec, où, en 1940, il décrochait son diplôme de modelleur.

Aujourd'hui, M. Simard, marié et père de trois enfants, voit les rêves de son enfance tout à fait comblés. Certes, il n'est pas matelot, mais son travail l'oblige quand même à voyager fréquemment à bord des navires du ministère. En plus d'être modelleur, il se voit en effet confier la surveillance des travaux maritimes de l'Agence de Québec. Ainsi, par exemple, il doit passer de longs mois sur les chantiers de construction de phares. Dans plusieurs cas d'ailleurs, on s'est inspiré de ses modèles dans la construction de ces phares.

M. Simard fabrique ses modèles dans l'atelier de l'Agence à Québec. Il y passe des journées entières, et parfois il poursuit son travail jusque tard dans la soirée. Pour lui, c'est un passe-temps qui le passionne énormément.

Il construit à l'échelle chacun de ses modèles. C'est dire qu'il doit consacrer plusieurs heures à la planche à dessin avant de mettre en marche l'alésoir, la perceuse, la scie, le tour à bois et les autres outils du métier.

Charles-Edouard Simard trouve dans son travail un magnifique débouché pour son esprit créateur. C'est un peu sa façon à lui d'exprimer son attachement à tout ce qui évoque la vie en mer.





*Charles-Édouard Simard est photographié au travail dans l'atelier de l'Agence de la marine du ministère des Transports, à Québec. Il est en train de tailler une pièce de bois qui servira à la construction d'un modèle de phare.*

*Charles-Édouard Simard, modelleur du ministère des Transports, fait voir dans cette photo quelques-uns des modèles qu'il a fabriqués à l'Agence de la marine, à Québec. Ces modèles représentent, entre autres, les phares du haut-fond Prince, de l'île Blanche et de Banc-Brûlé. La maquette, en avant, à droite, renferme les diverses installations du ministère sur la Pointe de l'est de l'île d'Anticosti.*



# NOMAD: Met's New Sentinel at Sea

An unusual-looking buoy bobbing up and down in the rolling Atlantic off the coast of Nova Scotia is proving to be a welcome asset to the staff of the Meteorological Branch.

Called NOMAD (for Navy Oceanographic Meteorological Automatic Device), the device is a self-contained and unattended weather station housed in a buoy that automatically takes its meteorological observations at pre-determined intervals and transmits them by its own radio to receivers ashore.

The first of its kind in Canadian waters, the weather buoy has been loaned to the Met. Branch by the United States Navy for two years.

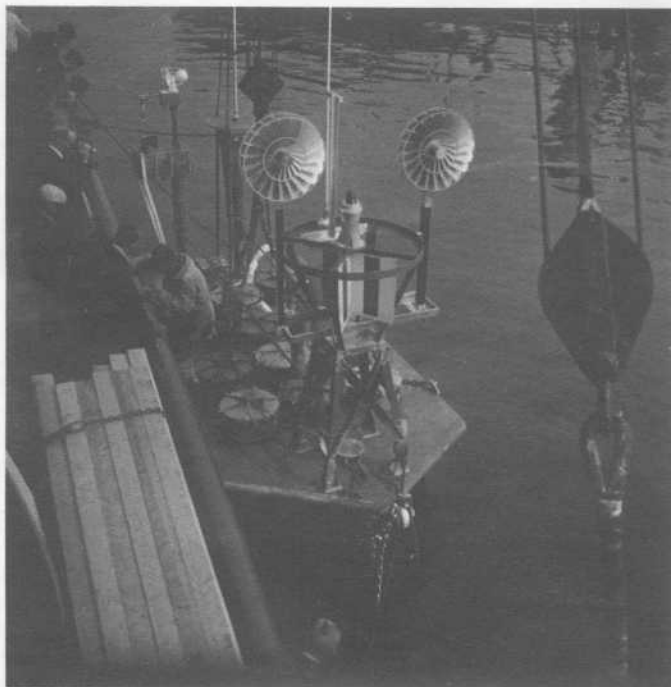
For the Navy, the loan offers an opportunity to have the serviceability of the equipment tested in severe winter conditions. For Canadian meteorology, it will provide valuable experience in the maintenance and operation of a seaborne station.

The NOMAD was designed to be completely self-contained and to be capable of unattended operation at sea for at least 12 months.

The buoy itself consists of a boat-shaped hull, 20 feet long by 10 feet wide on deck, built up of welded aluminum plates.

Fully-loaded (at a total weight of about eight tons), it draws approximately seven feet of water and has a freeboard of 18 inches.

The interior of the hull is divided into compartments to provide 12 wells in which are housed 48 battery cells and the main electrical components.



NOMAD

The meteorological instruments are housed in waterproof boxes supported on two tubular masts which rise from the aftward end of the deck.

At the forward end, a four-legged tower carries a flashing warning light and two windmills which operate a battery charger.

A 20-foot length of cable supported on floats trails from the stern of the buoy to carry an instrument which measures the temperature of the sea 18 inches below the surface.

The buoy, controlled by its own clock, automatically makes reading of air and water temperatures, barometric pressure, wind speed and direction, converts them into groups of Morse code letters and transmits them at three-hour intervals.

The NOMAD signals on a special frequency which can be picked up by radio stations more than 800 miles away in normal daytime conditions although considerable loss of strength occurs at night due to fading.

Beginning in June, however, the D.O.T. aeradio station at Goose, Labrador, began picking up the buoy's signals in an effort to obtain better night reception.

From the radio stations, the coded reports received are forwarded to the weather office at Sydney where they are translated into the equivalent values of temperature, pressure and wind and sent out over the meteorological teletype circuits to the forecast offices in Eastern Canada where they contribute valuable information for the preparation of weather forecasts for a wide variety of users.

NOMAD's forerunners have operated chiefly in sub-tropical waters, the Caribbean and the Gulf of Mexico, one of them being the first automatic floating weather station to detect a hurricane (Ethel, of September 1960), and another was the first to continue to function throughout a similar storm (Hurricane Carla, of September 1961).

The buoy was shipped by motor transport early last September from Washington, D.C., to the D.O.T. dockyard at Dartmouth, N.S., where it was prepared for its sea trials by technicians from the U.S. Navy and the Telecommunications and Meteorological branch of the Department of Transport.

Within two weeks, all was ready and Canadian NOMAD N4S was towed out to its chosen anchorage by CCGS *Edward Cornwallis*.

The mooring operation was carried out without a hitch in a depth of 50 fathoms despite rough seas and at 20 minutes past 11 o'clock on Sept. 20, 1966, NOMAD transmitted its first observation.

Its powerful signal continued to be received on schedule by D.O.T. stations at Sydney and Canso, N.S., and St. John's, Nfld., throughout the fall, winter and spring in spite of the gales which so frequently lash the western Atlantic at that time of the year.

The buoy was retrieved from its mooring site last April 27 and towed to Dartmouth for inspection and overhaul. Other than a heavy coat of barnacles below the waterline and some superficial damage to the deck railing, it showed little evidence of its seven months at sea.

After six weeks ashore, during which a thorough check of all its component systems and a re-charging of its batteries were carried out, Canada's unique weather buoy is now back "on station," faithfully transmitting its observations.

## *From the diary of W. B. McLaughlin*



Penned in a script that flows across the opening page of the heavily-bound black book is the notation: "Sunday, Sept. 1, wind SW, fresh breeze, hazey (sic) with fog and rain."

The year is 1878 and the words are the opening entry in a diary kept by W. B. McLaughlin, first lightkeeper at South West Head lightstation, Seal Cove, Grand Manan Island, New Brunswick.

Located by T. E. Appleton, who is writing a book on the history of marine services in Canada for the Department of Transport, the diary and an old photograph of its author give a rare glimpse into the life and times of one of Canada's pioneer lightkeepers.

Mr. McLaughlin, great great grandfather of O. A. Benson, the present lightkeeper at the station, filled his diary with the events and memorabilia of his time, from the number of wicks he used to keep the light burning, to recipes, poems, clippings from newspapers, and the names and addresses of visitors.

"South West Head, Grand Manan," the diary notes in its early pages, "is located on Gull Cliff; latitude N 44 degrees, 36 minutes, zero seconds; longitude W 66 degrees, 54 minutes, 16 seconds; revolving catoptric red and white light; makes complete revolution in two minutes, showing three white and three red flashes at intervals of 20 seconds, 200 feet above high water; visible 20 miles; white, square tower, dwelling attached."

A census report showed that the island counted 1,876 inhabitants in 1871 and recorded 2,397 when heads were counted again 20 years later in 1891.

Lumped in with details of the progress of the Boer War and stories about the Battle of Waterloo that mingle with accounts of the passing of the famous and the infamous of the day, are several selections of romantic poetry popular at the time.

One, titled "Whisper Softly, Mother's Dying," begins:

*"Whisper softly, mother's dying,  
Soon she'll close her loving eyes,  
Angles (sic) wait to bear her gently  
To her home beyond the skies."*

The big news of the day, however, for the residents of Grand Manan, is contained in a newspaper clipping dated sometime between 1898 and 1900.

Headed "Life Boat at Seal Cove Recently Established by the Dominion Government," it said:

"Some time ago, in response to a request made by persons in St. John (sic) and elsewhere interested in the navigation of the bay, a life saving station was, by the direction of the Minister of Marine and Fisheries, established at Seal Cove, Grand Manan.

"The station is now fully-equipped, and a picture is given below of the boat her crew and launching ways (enclosed with the clipping was a drawing of the new station).

"The Coxswain is Frank Benson, a very active and competent man; there are six boatmen and three reserve men, all of whom reside close to the station.

"The boat house is an excellent one, 20 feet by 36 feet, with quarters in the upper deck for shipwrecked persons. There is an iron railway launching slip with skids to suit, so that the boat can be put afloat even at dead low water in a few minutes.

"Signals and all details incidental to such a station have been provided and Captain Bloomfield Douglas, R.N.R., of the marine department, under whom the work was carried out, is naturally quite proud of this station."

# RETIREMENTS

## A sense of worth

*Irrevocably, endlessly, one by one,  
The years unravel behind,  
Recording a history of work well done  
With problems of every kind.  
Finally, now the time has come  
To seek a well-earned rest;  
Welcomed by most, but feared by some,  
Retirement, itself, is a test.  
After the days of pressure and rush,  
And the constant call of the 'phone,  
And weary delays in the traffic's crush,  
Comes a time that's all your own:  
To rise and watch the blush of dawn,  
Or linger in the shade;  
To pull the weeds, and mow the lawn,  
Or drink pink lemonade;  
To read new books, and see old friends,  
And know a sense of worth.  
A new life starts as the old one ends:  
Retirement can be rebirth!*

—THELMA ROBERTS

## Captain F. S. Slocombe

A man who went to sea as a 16-year-old deckhand, rose to command a Second World War ship on the Halifax-Murmansk route for which he was named a Member of the British Empire, and served 30 years with the Department of Transport, has retired to begin a new career.

Captain F. S. Slocombe, 64, chief of the department's Nautical and Pilotage Division for the past 13 years, plans to enter the University of Toronto's Trinity College this fall where he will study theology with the intention of entering the ministry of the Anglican Church of Canada after graduation.

"It's not that unusual, really," remarked the man whose interests lie in choir singing and music, specifically the organ. "I've been active in the church all my life."

Born in Cardiff, Wales, Capt. Slocombe started work at 14 in the office of shipbrokers Corry and Blundell.

In 1919, he went to sea, obtaining his foreign-going master's certificate by the time he was 25 years of age.

In 1930, he came to Canada, where he started sailing on the Great Lakes, then spent six winters teaching nautical subjects at the Owen Sound Collegiate in Owen Sound, Ont.

Capt. Slocombe joined the Department of Transport as examiner of masters and mates at Toronto in 1937 after he had risen to become first mate aboard the SS "Manitou."

During the Second World War, he took command of the Canadian Government Ship "Montcalm" on the Halifax-to-Murmansk route so heavily attacked by enemy submarines, for which he was invested as a Member of the British Empire by the Earl of Athlone, Canada's Governor General, on Nov. 23, 1943.

Capt. Slocombe finished the war lecturing to Victory Loan audiences in war plants, then returned to his D.O.T. career where he was promoted to assistant supervisor of nautical services in 1946, appointed supervisor of pilotage in 1952, and promoted to chief of the Nautical Division in 1954.

Capt. Slocombe and his wife were honored by his colleagues at a dinner held at the Clark Memorial Recreation Association centre in Ottawa last July 24.



Captain and Mrs. F. S. Slocombe and Gordon W. Stead, Assistant Deputy Minister, Marine.

## F. W. Sealey

A D.O.T. career that spanned the past 39 years has entered a new phase, according to F. W. (Fred) Sealey, who retired recently as officer-in-charge of the Victoria aeradio station.

"Retirement has always seemed to me to be the end of things," Mr. Sealey wrote in a letter to "The DOT" in which he said he wanted to express his thanks for the wonderful farewell party given by his fellow employees.

"Instead, I suddenly realized that retirement was another phase of a D.O.T. career and, rather than something to be feared, was something to be looked forward to," he said. "Looking around and talking to fellows who were there, many who were happily retired and active, gave me the inspiration to emulate them."

He added: "This going away is something experienced, never to be forgotten, as long as I live. Thanks, fellows."

Born in England, Mr. Sealey discovered his calling in 1918 while his family was enroute to a new home in Victoria.

"While on the boat from Vancouver, I happened to be outside the 'wireless' cabin when the operator started up the old spark transmitter and the crash of the spark could be heard all around the deck," recalled Mr. Sealey. "I decided right there and then that the 'wireless' was for me."

With a daytime job and classes at night, he quickly obtained his certificate and went to sea with the Canadian Marconi Company.

In 1928, he was inducted into what is now D.O.T. telecommunications and assigned as radio operator aboard the famed Royal Canadian Mounted Police vessel *St. Roch* on her maiden voyage to the Arctic.

When the ship returned home 17 months later, Mr. Sealey was re-assigned to Coppermine where he later served as OIC from 1931-32.

Following postings in Victoria and Lulu Island, B.C., Mr. Sealey returned to technical duty in connection with airways installations across B.C. during the Second World War and remained in this field until he retired as OIC at Victoria last May 17 and was formally inducted as the newest member of a large group of retired D.O.T. employees living on the West Coast.

Among the retired D.O.T. staff at Mr. Sealey's farewell party were Jack Bowerman, Jim Harker, Bill Meiss, Don Mitchell, L. W. Stevenson, George Gilbert, George Lowe and O. H. "Doc" Quealy.

In summing up his career, Mr. Sealey says: "Where else could the technically-minded person find such a career except in the Department of Transport? And, mind you, I am not any exception. The chances are there still."

## Neville Whitaker

A man who first became interested in radio as a "ham" operator over 45 years ago and has been one of the better known Canadian "hams" ever since has retired from the Department of Transport.

Neville ("Whit") Whitaker was born in East London, South Africa, and came to Canada in 1923 where he entered the service of the Imperial Bank of Canada as a junior in 1925.

He wrote the examination for his commercial radio operator's licence and joined the Department in 1941, serving at various times in Clyde River, St. John's, Nfld., and Ottawa, where he has been stationed for the past 15 years.

More than 100 friends and co-workers gathered in the G.E.M. club rooms last June 16 to honor Whit on his retirement and present him with gifts that included a skill saw, a purse of money and a vanity case for Mrs. Whitaker.

## William White

William "Bill" White, area marine superintendent at Victoria, has retired from the Department of Transport after 17 years of service.

Mr. White started with the Department as the second engineer aboard CCGS *Alexander Mackenzie* in the Prince Rupert marine agency in May 1950.

In 1952, he was promoted to chief engineer of the Mackenzie, in 1956, he was transferred to the Victoria agency as chief engineer aboard CCGS *Sir James Douglas*, and in 1960 was named chief engineer aboard CCGS *Simon Fraser*.

As chief engineer, he sailed with the "Fraser" from Victoria to Quebec City via the Panama Canal when the ship was transferred to the Quebec marine agency.

Mr. White became area marine superintendent on Jan. 1, 1964, the position he held until his retirement.

Mr. White and his wife Ina plan to spend several months travelling in Canada before departing on a long vacation to their native Scotland.

## J. S. McGowan



Left to right, Terry Thompson, D.C. Archibald and Mr. McGowan

Jack Stewart McGowan, senior meteorological technician in charge of the Toronto City Observing and Information Office, has retired because of ill health, ending a 28-year career with the Meteorological Branch.

Mr. McGowan graduated from McMaster University with a degree in chemistry in 1934. Before joining the Met. Branch, he spent most of this earlier career in Kapuskasing.

Following temporary duty at Kingston, Ottawa and Sioux Lookout, Mr. McGowan was transferred to Toronto, where he spent 20 years serving the public interest by providing weather information for the City of Toronto from records of his meteorological observations.

On May 24, Mr. McGowan was presented with a radio by D. C. Archibald, chief of the basic weather division, and Terry Thompson, formerly Mr. McGowan's assistant, acting on behalf of his friends and colleagues in the branch.

Mr. McGowan now resides in Hamilton.

## A. F. Chisholm

Alex Chisholm, a D.O.T. meteorologist, retired last May after more than 36 years of active service in the Meteorological Branch.

A graduate of the University of Dalhousie, he received his master's degree before the age of 22 and entered the service.

Mr. Chisholm was posted to Toronto on July 18, 1930 and remained at Met. headquarters and the Malton Forecast Office until 1952, first as a staff forecaster, then in 1947 as second in charge of the Malton office.

In addition to the daily forecasts, he carried out research studies, one of which was designed to improve forest fire hazard forecasts, and also took responsibility for all the aviation forecasts in Canada until the establishment of forecast offices at airports in 1939.

In 1952, Mr. Chisholm won a posting to Gander and completed his 31-year career as a forecaster there.

On his return to Toronto, he was transferred to the research section and began work on the programming of large electronic computers.

His chief interest lay in mesometeorology and short range forecasting and the use of computers to carry out research on accumulated punched card records of hourly data. He reported on his work in Technical Circular No. 620: "A system for automated study of multi-dimensional relationships within large-volume data samples."

At a gathering held in his honor, his colleagues presented Mr. Chisholm with a set of luggage since he and Mrs. Chisholm plan to do some travelling in between spending some time on his favorite hobby, gardening.



D. P. McIntyre, left, chief of research and training, and Mr. Chisholm.

# CROSS CANADA DATELINE

## Lightkeepers

The Public Service Staff Relations Board has directed that a representative vote be conducted among certain employees in the lightkeepers group to determine whether they wish the Public Service Alliance of Canada to represent them as their bargaining agent.

Persons eligible to vote are those in the operational category on strength as of August 16th, 1967 (other than employees whose duties include supervision in that group).

Not eligible to vote are those who, between August 16th and the date that the vote is taken, voluntarily terminate their employment, transfer to positions not included in the unit or are discharged for cause.

The vote is to be taken by mail and eligible voters will be provided with a ballot kit containing voting instructions and other necessary material.

## Gardiens de phares

La Commission des relations de travail dans la Fonction publique a décidé qu'un vote de représentation sera pris chez certains employés du groupe des gardiens de phares afin de déterminer s'ils désirent que l'Alliance de la Fonction publique du Canada les représente comme leur agent négociateur.

Ont le droit de participer au vote les employés du groupe des gardiens de phares de la catégorie de l'exploitation sur les effectifs au 16 août 1967 (sauf les employés dont les fonctions comprennent la surveillance d'autres employés de ce groupe). N'ont pas le droit de participer au vote ceux qui, entre le 16 août et le jour du scrutin, auront mis fin volontairement à leur emploi, auront été mutés à des postes ne faisant pas partie de l'unité ou auront été congédiés à titre de sanction.

Le vote se déroulera par correspondance. Les employés admissibles au vote recevront une pochette de scrutin contenant des instructions sur la votation et tout ce qu'il faut pour voter.



**A ROYAL GREETING**—His Royal Highness Prince Philip, Duke of Edinburgh, waves to our cameraman after arriving by Canadian Coast Guard helicopter at the Britannia Yacht Club for a ceremony which took place during the Centennial Royal Visit in July. The Prince, who was brought to the yacht club from Government House where he and the Queen were staying, was flown by W. J. (Bill) Glennie, the D.O.T.'s supervising helicopter pilot, and accompanied by T. E. Appleton of Marine Services, who is well known in the sailing and shipping world.

**UN ACCUEIL ROYAL**—Son Altesse Royale, le prince Philippe, duc d'Edimbourg, salue notre cameraman à son arrivée au club nautique Britannia, à bord d'un hélicoptère de la Garde côtière canadienne, pour participer à une cérémonie qui a eu lieu en juillet dernier, lors de la visite royale à l'occasion du Centenaire. L'hélicoptère ayant à bord le prince, qui arrivait de la résidence du Gouverneur général, lieu de séjour du couple royal, était piloté par W. J. (Bill) Glennie, pilote d'hélicoptère surveillant du ministère des Transports. Le prince était accompagné par M. T. E. Appleton, des Services de la marine, bien connu dans les milieux nautiques et maritimes.

## Suggestion Awards Pay \$420 for Ideas

Two D.O.T. employees awarded \$50 each for suggestions adopted by the department were among 14 personnel who won a total of \$420 recently.

D. J. Cullen, an electronics technician in the Toronto area, won \$50 for suggesting a modification that was adopted at five D.O.T. radar sites across Canada.

A. H. Cooke, a radio operator at Sandspit, B.C., also won \$50 for suggesting that the Main Breaker controlling the electrical systems in all government buildings be identified with a large red arrow and the lettering "Main Breaker."

A \$40 suggestion award winner was

F. L. Worsley, a clerk at the marine agency in Victoria, who suggested a new form to be used in transferring stock within a depot.

Other suggestion award winners included G. A. Toole, Forth Smith, N.W.T., \$30; N. L. Larson, Lethbridge, Alta., \$30; C. M. Hockey, Vancouver, \$30; J. D. de Freitas, London, Ont., \$30; H. G. Perkins, Kingston, Ont., \$30; and J. L. DesBiens, St. Lambert de Levis, Que., \$30.

Also included were Joseph Maxwell, Sault Ste. Marie, \$25; D. R. Dann, Moncton, \$25; Miss Ernestine DeLuca, Ottawa, \$25; E. D. Smiley, Ottawa, \$15; R. J. Hamon, Winnipeg, \$10.

### Surprise Visit at Churchill

*Churchill*—Can you imagine having 112 unexpected guests literally drop in on you for the night?

It happened recently to P. R. Nicholas, airport manager at Churchill, and his staff, but left them pleasantly surprised.

The unexpected occurred shortly after 7 p.m. one evening when one of four engines on a Pacific Western Airlines plane on an Amsterdam-to-Calgary charter flight quit about 200 miles north of Churchill forcing the plane to make an emergency landing.

The aircraft landed while a father and son banquet was in progress at the Borealis Club, so the staff was simply asked to stay on and, as soon as the tables were vacated, the dining room was reset and the new arrivals were treated to roast chicken with all the trimmings.

While the 112 passengers and crew were having dinner, the airport staff and towns-

people found transportation for those who were being bedded down at the Churchill and Hudson hotels and at the town's motel.

Said the town newspaper, *The Taiga Times*: "One of the happier by-products of the event was the forming of a number of friendships. One of the passengers, a B.C. mining executive, offered employment and housing accommodation at a mining project on the West Coast and it was accepted on the spot by one family which had enough of Churchill winters!"

The passengers and crew continued their journey in another plane the next day with praise for the high degree of co-operation by the D.O.T. personnel at Churchill and the wonderful hospitality shown by the town's residents.

In a letter that followed the incident, J. C. S. Miles, a vice-president of PWA, thanked Mr. Nicholas and his staff "on behalf of the Company, the crew and the passengers."

Mr. Nicholas reported that the airport's passenger-handling facilities, while overcrowded, "served adequately from the standpoint of aircraft ramp, control of passengers, washrooms and baggage-handling."

### Trophy Presented

*Toronto*—The McIntyre trophy, awarded annually to the airport emergency services unit in the Toronto region with the best fire prevention record, has been presented to the Emergency Services Department at Toronto International Airport.

The trophy was presented by J. R. Belisle, regional manager of airports, to R. E. Harris, airport manager, acting on behalf of Chief N. B. O'Neil and the men of the unit.

Named after the late D. A. McIntyre, who first established airport emergency services, the award was created in 1960 on Mr. McIntyre's retirement as regional supervisor of airports.

**PULLING THEIR WEIGHT**—With the co-operation of the weatherman, who managed to hold off a summer downpour until evening, the Department of Transport Recreation Association pulled off (if you'll excuse a pun) one of the best staff picnics ever held when hundreds of headquarters employees and their families invaded Ottawa's Vincent Massey Park for the Centennial Picnic last July 12. The D.O.T. crew above put their weight behind one of the main events of the afternoon to prove that a good time is what you make it.

**Y METTRE DU SIEN**—C'est grâce à la collaboration du météorologiste qui réussit à retarder jusqu'au soir une averse estivale que l'Association récréative du ministère des Transports connut un des pique-niques les plus réussis de son histoire: en effet, des centaines d'employés de l'Administration centrale et leurs familles envahirent le parc Vincent Massey d'Ottawa le 12 juillet dernier, à l'occasion du pique-nique du Centenaire. L'équipe du Ministère (ci-dessus) a participé à l'une des manifestations principales de l'après-midi, prouvant ainsi que, pour passer un moment agréable, il faut y mettre du sien.



(Department of Transport photo by Bob McInnis)

(Photo du ministère des Transports par Bob McInnis)

Transport  
**ALBUM**  
des Transports



**EDMONTON INTERNATIONAL AIRPORT**

**COST OF TERMINAL:**  
\$10,000,000

**NO. OF RUNWAYS:**  
Two, one 10,200 feet in length, the other 11,000 feet.

**PASSENGER TRAFFIC (1966):**  
approx. 500,000

**AIRCRAFT MOVEMENTS (1966):**  
29,272

**AÉROPORT INTERNATIONAL D'EDMONTON**

**COÛT DE L'AÉROGARE:**  
\$10,000,000

**NOMBRE DE PISTES:**  
Deux, de longueurs de 10,200 pieds à 11,000 pieds

**NOMBRE DE VOYAGEURS (1966):**  
environ 500,000

**ARRIVÉES ET DÉPARTS (1966):**  
29,272