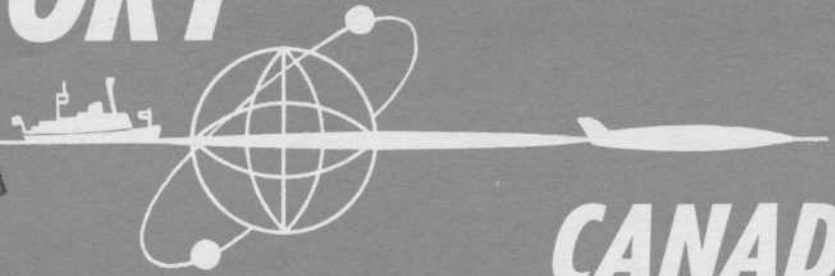


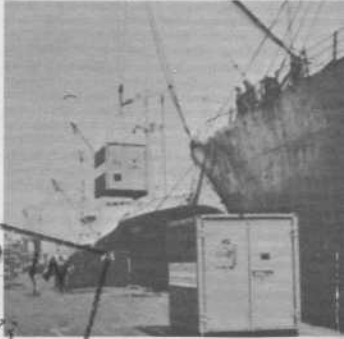
# TRANSPORT

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# CANADA



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Editor A. Victor Bushe

THE QUEEN'S PRINTER, OTTAWA, 1969

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Rédacteur français Edouard Deslauriers

L'IMPRIMEUR DE LA REINE, OTTAWA, 1969

# TRANSPORT



## CANADA

### COVER PHOTOGRAPHS

*Top Centre*—President Nixon and Prime Minister Trudeau in jovial mood following the unveiling of the plaque at the Place des Nations in Montreal June 27 to mark the 10th anniversary of the St. Lawrence Seaway. The plaque reads: "The spirit of friendship and co-operation between Canada and the United States is commemorated by this Tablet which was dedicated on the tenth anniversary of the St. Lawrence Seaway by Richard Milhous Nixon, President of the United States of America, and Pierre Elliott Trudeau, Prime Minister of Canada, June 27, 1969."

*Bottom centre*—Pierre Camu, president of the St. Lawrence Seaway Authority, speaks to a crowd of 7,000 people who gathered in sweltering 90 degree heat at the Place des Nations for the celebrations. On the platform from left: Hon. William P. Rogers, U.S. Secretary of State; Mrs. Donald C. Jamieson; President Nixon, Hon. Donald C. Jamieson, federal Minister of Transport; Prime Minister Trudeau; Mrs. Richard Nixon; Hon. Mitchell Sharp, Secretary of State for External Affairs; Mrs. William P. Rogers; Hon. John A. Volpe, U.S. Secretary of Transportation; Mrs. Nelson Rockefeller, Mrs. David Eisenhower.

*Left Column*—Visitor's viewing stand at Lock 3 in the Welland Section of the Seaway; funnel of a vessel at St. Lambert Lock; Lionel Méthot, one of the Lockmasters in Eastern Section of the Seaway; panorama of Toronto, one of the Great Lakes Ports served by the Seaway.

*Right column*—Construction on the 8.6 mile Welland by-pass channel; containerized cargo being unloaded at one of the Great Lakes Ports; linemen handling a vessel at the Beauharnois Lock; an ocean vessel upbound into the Seaway at St. Lambert Lock.

### FRONTISPICE

*Au centre, en haut*—Le Président Nixon et le Premier ministre Trudeau sourient après avoir dévoilé, le 27 juin, à la place des Nations, à Montréal, une plaque commémorative du 10<sup>e</sup> anniversaire de la voie maritime du Saint-Laurent. Cette plaque porte l'inscription suivante: «Cette plaque commémore l'amitié et la collaboration entre les États-Unis et le Canada en ce jour du 10<sup>ème</sup> anniversaire de la Voie maritime du Saint-Laurent. Elle fut dévoilée par Richard Milhous Nixon, Président des États-Unis d'Amérique, et Pierre Elliott Trudeau, Premier Ministre du Canada ce 27 juin 1969.»

*Au bas, au centre*—M. Pierre Camu, président de l'Administration de la voie maritime du Saint-Laurent, parle à une foule de 7,000 personnes qui s'est rassemblée par une chaleur étouffante de 90 degrés à la place des Nations pour les célébrations. Sur la plateforme, à partir de la gauche: l'honorable William P. Rogers, secrétaire d'État des États-Unis; Mme Donald C. Jamieson; le Président Nixon; l'honorable Donald C. Jamieson, ministre fédéral des Transports; le Premier ministre Trudeau; Mme Richard Nixon; l'honorable Mitchell Sharp, secrétaire d'État aux Affaires extérieures; Mme William P. Rogers; l'honorable John A. Volpe, secrétaire des Transports aux États-Unis; Mme Nelson Rockefeller, Mme David Eisenhower.

*Colonne de gauche*—Estrade des visiteurs à l'écluse 3 dans la section de Welland de la voie maritime; cheminée d'un navire à l'écluse Saint-Lambert; Lionel Méthot, l'un des maîtres-éclusiers de la section est de la voie maritime; vue panoramique de Toronto, l'un des ports des Grands lacs desservis par la voie maritime.

*Colonne de droite*—Construction sur le chenal de contournement de 8,6 milles de Welland; déchargement d'une cargaison containerisée à un port des Grands lacs; préposés aux amarres aidant au passage d'un navire à l'écluse de Beauharnois; un navire transocéanique remonte la voie maritime à l'écluse Saint-Lambert.

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## From the Transportation Council



### *Road and motor vehicle traffic safety.*

The responsibilities of the Assistant Deputy Minister, General include Legal Services, Real Estate and Emergency Measures, and from January 1, 1969, the new Road and Motor Vehicle Traffic Safety Office, with Dr. Gordon D. Campbell as Director. This new traffic safety office implements a government decision that the Department of Transport should undertake responsibility for co-ordinating the role of the federal government in this field.

Although the provinces have primary responsibility for road, highway traffic and motor vehicle administration, the federal Government does spend substantial funds on road construction and maintenance; it has one of the largest motor vehicle fleets in Canada; it is involved in driver administration through the Criminal Code, and is concerned with inter-provincial and international trade in motor vehicles.

Extensive discussions among federal departments and with the provinces at the official and ministerial levels made it possible for the department to identify a program which includes:

1. Safety standards for new motor vehicles and components at the point of manufacture or importation into Canada;
2. Co-ordination of all federal activities relating to road and motor vehicle traffic safety;
3. Correlation of road and motor vehicle traffic research in Canada;
4. Planning and support of research programs;
5. International liaison in matters related to road and motor vehicle traffic safety.

As announced by the Minister in the House of Commons on June 17, the Government is giving consideration to legislation to establish mandatory safety standards for new motor vehicles and components, including tires, at the point of manufacture or importation into Canada. Pending Canadian legislation, motor vehicle manufacturers are complying with existing standards and reporting defects.

### *La sécurité routière*

Depuis le 1er janvier dernier, le sous-ministre adjoint à la direction générale doit, en plus de ses responsabilités concernant les services juridiques, l'immeuble et les mesures d'urgence, s'occuper du nouveau Bureau de la sécurité routière et automobile que dirige M. Gordon D. Campbell. La création de ce bureau est le résultat d'une décision du gouvernement chargeant le ministère des Transports de coordonner l'activité du fédéral dans ce domaine.

Bien que les routes, la circulation et le contrôle des véhicules automobiles relèvent principalement de la compétence provinciale, le gouvernement fédéral affecte des sommes assez considérables à la construction et à l'entretien des routes. De plus, il possède l'un des parcs automobiles les plus importants du Canada. Il participe également à la réglementation relative aux conducteurs d'automobiles par l'intermédiaire du Code criminel, et s'occupe du commerce interprovincial et international des véhicules automobiles.

A la suite de longs entretiens avec les autres ministères et avec les provinces, le ministère des Transports a réussi à établir les grandes lignes d'un programme portant sur:

1. les normes de sécurité que doivent respecter les fabricants ou les importateurs de véhicules neufs et de pièces constituantes;
2. la coordination de l'ensemble de l'activité fédérale dans le domaine de la sécurité routière;
3. la corrélation de toutes les recherches menées dans ce domaine au Canada;
4. la planification et l'appui des programmes de recherche;
5. l'échange de renseignements, à l'échelle internationale, concernant la sécurité routière.

Comme le ministre des Transports l'annonçait aux Communes le 17 juin, le gouvernement envisage l'élaboration de mesures législatives imposant des normes de sécurité pour les véhicules neufs et les pièces constituantes, y compris les pneus, aux points de fabrication ou d'importation au Canada. Dans l'attente de ces mesures, les fabricants de véhicules automobiles doivent respecter les normes actuelles et déclarer toute défectuosité.

Sous-ministre adjoint à la direction générale  
GILLES SICOTTE,  
*Assistant Deputy Minister, General*

# Minister attends graduation ceremony at Coast Guard College

Transport Minister Don Jamieson landed by helicopter on the front lawn of the Canadian Coast Guard College, Sydney, to preside at the college's first graduation ceremonies May 31.

Relatives and guests crowded the college drill hall for the colourful ceremony in which the Minister, the Assist Deputy Minister, Marine, Gordon Stead, and the Director, Marine Operations, A. H. G. Storrs, took part in the presentation of awards.

The 18 graduate officer cadets, from every region in Canada, had enrolled at the college four years ago when it was founded by the federal Department of Transport to provide qualified marine officers for the increasingly complex Canadian Coast Guard fleet. The graduates began their operational careers following the ceremony, leaving the following week for various postings in the Canadian Coast Guard fleet.

The Minister congratulated the graduation class on its high standard of performance and complimented the staff of the College in the success of this new venture.

The graduating class consisted of 11 navigation officers and seven marine engineers. Graduates from British Columbia were navigation officers Philip Arthur Irons of Abbotsford, Henry Roger Southin of Ladysmith, and a marine engineer, Brian Thomas Baillie of New Westminster; from Alberta, navigation officer Richard Chapman Theedom of Red Deer; from Saskatchewan, navigation officer Frederick William Guse of Regina and marine engineer Frederick James Andrews of Nipawin; from Manitoba, marine engineer Russell Buick of Camp Shilo; from Ontario, navigation officers James George Calvesbert of Brantford, Barrie William Robertson of Toronto, and marine engineer Charles Clark Norris of Cooksville; from Quebec, navigation officers Alexis Fernandes of Montreal, David George Parkes and James Jean-Paul Drolet of Quebec City, J. Alain Canuel of Ste-Foy, and Jean-Lionel Maillette of Trois-Rivieres; from Nova Scotia, navigation officers Paul Gregor Kavanagh of Glace Bay, Donald Kemp Ross of St. Peters, Cape Breton, and marine engineer Roy Lewis Bambury of Halifax.



ARRIVAL AT COLLEGE—Transport Minister Don Jamieson arrives by helicopter for graduation ceremony.

ARRIVÉE AU COLLÈGE—Le ministre des Transports, M. Don Jamieson, arrive par hélicoptère pour la cérémonie de collation des grades.



FAREWELL—Cadet Officer Kemp Ross gives valedictory address at graduation ceremony.

LES ADIEUX—En fin de cérémonie, l'élève-officier Kemp Ross prononce le discours d'adieu.



TOPS IN SEAMANSHIP—Cadet Officer M. D. Rintoul, left, receives the Mark Purney Memorial Trophy from Cadet Captain Robertson, in the first year awards.

LES MEILLEURS MARINS RÉCOMPENSÉS—L'élève-officier M. D. Rintoul, à gauche, reçoit le trophée commémoratif Mark Purney du capitaine Robertson comme récompense de première année.

## Le ministre assiste à la collation des grades

Le ministre des Transports, l'honorable Don Jamieson, atterrit en hélicoptère sur la pelouse du Collège de la Garde côtière canadienne, à Sydney, où il a présidé aux premières cérémonies de collation des grades de cette école, le 31 mai.

De nombreux parents et invités ont rempli la salle d'exercice du Collège pour assister à la cérémonie pittoresque au cours de laquelle le ministre, le sous-ministre adjoint à la marine, M. Gordon Stead, et M. A. H. G. Storrs, directeur des opérations de la marine, ont participé à la remise des diplômes.

Les 18 diplômés ont commencé leur carrière presque immédiatement en assumant dès le début de la semaine divers postes dans la flotte de la Garde côtière canadienne.

# Better ferry service for P.E.I. visitors

The crowds of tourists visiting Prince Edward Island this summer were greeted with a new experience when they reached the mainland ferry terminal at Cape Tormentine, N.B. Instead of having to wait in line along the highway to board the three ferries of last year, they found themselves passing quickly through a toll gate into a 400-vehicle parking area.

Instead of having to line up aboard the ferry to get their tickets, they got them from the toll gate as they entered. And if they had to wait any length of time for their crossing, they were able to use the restaurant facilities, washrooms, take-out counters and tourist information services in a new terminal building.

There are now four Department of Transport vessels operated by Canadian National on the nine-mile run between Cape Tormentine and Borden, P.E.I., and they are offering a more frequent service than ever before with 46 crossings a day.

The new service to Prince Edward Island was officially inaugurated June 14 when the latest ship to join the ferry fleet was rechristened the *m.v. Lucy Maud Montgomery* in ceremonies at Borden, P.E.I.

This vessel was purchased in Europe to expand the capacity of the service in time for the summer rush, and was renamed in honor of Prince Edward Island's most famous writer, the author of "Anne of Green Gables." The new arrival plus the three already in operation—the *Abegweit*, the *Confederation* and the *John Hamilton Gray*—are expected to move close to a million passengers to and from Prince Edward Island this year.

Speaking at the Borden ceremonies, Transport Minister Don Jamieson recalled that one of the terms on which Prince Edward Island entered Confederation in 1873 was that the Federal government would provide an efficient and continuous link with the mainland.

Honouring this promise has been a challenge to successive governments. Initially, the major problem was maintaining the link in the face of the severe ice conditions experienced in the Northumberland Strait every winter and early spring. In 1903, for example, one steamer in the service was trapped in ice for 66 days! However, the arrival of the ice-breaking rail-car ferry *Prince Edward Island* in 1916 marked the

beginning of a reliable year-round service to the province.

The most recent challenge has been keeping up with the rapidly-growing traffic as Prince Edward Island grows in popularity as a tourist attraction. In 1958, the CN-operated ferries carried 379,103 passengers and 142,139 vehicles between Borden and Cape Tormentine. By last year the total had grown to 825,703 passengers and 332,726 vehicles.

The rechristening of the latest ship took place in brilliant sunshine as bands played and flags fluttered in the breeze. Gracie Finley, the young Charlottetown actress who plays the part of Anne in the musical version of "Anne of Green Gables" was the ship's sponsor.

The 262-foot long *Lucy Maud Montgomery*, which has capacity for 100 vehicles and such up-to-date devices as closed circuit TV to assist her master in docking, is not likely to remain the latest addition to the service for long.

## Service amélioré pour l'Île du Prince-Edouard

Les touristes qui ont visité l'Île du Prince-Edouard cet été ont connu une nouvelle expérience lorsqu'ils se sont rendus au terminus du service de transbordement de Cap Tormentine (N.-B.). Au lieu de se ranger en file d'attente le long de la route avant de monter à bord de l'un des trois transbordeurs de l'an dernier, ils ont passé rapidement la barrière pour pénétrer dans une aire de stationnement pour 400 véhicules.

Au lieu de s'aligner à bord du transbordeur pour obtenir des billets, ils les ont obtenus à la barrière à mesure qu'ils entraient. Et si ces touristes ont dû attendre quelque temps avant de traverser, ils ont trouvé, à l'intérieur de la nouvelle gare maritime, un restaurant, des toilettes, des comptoirs de commandes à emporter et des services d'information touristique.

Le National-Canadien exploite quatre navires du ministère des Transports pour parcourir le trajet de neuf milles entre Cap Tormentine et Borden (I.P.-E.). Ces navires assurent un service plus fréquent que jamais en effectuant 46 traversées par jour.

Ce service de traversée à l'Île du Prince-Edouard a été inauguré officiellement le 14 juin lorsque le dernier navire à se joindre

à la flotte de transbordement a été rebaptisé *Lucy Maud Montgomery*, au cours d'une cérémonie à Borden (I.P.-E.).

Ce navire, acheté en Europe pour améliorer le service durant les mois d'été, a été rebaptisé en l'honneur du plus célèbre écrivain de l'Île du Prince-Edouard, l'auteur du roman «Anne of Green Gables». Le «*Lucy Maud Montgomery*» et les trois autres déjà en service, l'*Abegweit*, le *Confederation* et le *John Hamilton Gray*, devaient transporter, cette année, près d'un million de passagers à destination et en provenance de l'Île du Prince-Edouard.

Prenant la parole lors de la cérémonie de Borden, le ministre des Transports, l'honorable Don Jamieson, a rappelé qu'en vertu d'une des conditions de l'entrée dans la Confédération de l'Île du Prince-Edouard, en 1873, le gouvernement fédéral devait assurer un lien efficace et continu avec la terre ferme.

Le respect de cette promesse a constitué un défi aux gouvernements qui se sont succédé depuis cette époque. Au début, le problème majeur était de maintenir ce lien malgré les conditions critiques d'englacement du détroit de Northumberland qui se

produisaient chaque hiver jusqu'au début du printemps. En 1903, par exemple, un vapeur en service fut emprisonné dans les glaces pendant 66 jours! Toutefois, l'entrée en service, en 1916, du transbordeur train-auto et brise-glaces Prince Edward Island marqua le début d'un service fiable toute l'année pour la province.

Le défi le plus récent a été celui de faire face au trafic qui augmente rapidement à mesure qu'augmente la popularité de l'Île du Prince-Edouard comme centre touristique. En 1958, les transbordeurs exploités par le National-Canadien ont transporté 379,103 passagers et 142,139 véhicules entre Borden et Cap Tormentine. L'année dernière, le total a passé à 825,703 passagers et 332,726 véhicules.

La cérémonie au cours de laquelle un nouveau nom a été donné au navire le plus récent s'est déroulée sous un soleil éclatant, aux sons de la fanfare, alors que les drapeaux flottaient au vent. Mlle Gracie Finley, la jeune actrice de Charlottetown qui joue le rôle d'Anne dans la version musicale de «Anne of Green Gables», était la marraine du navire.

# Inauguration of new ferry service

*Ceremony at Coast Guard College*



**LATEST ARRIVAL**—The Lucy Maud Montgomery, renamed to honour the famous Prince Edward Island author, was built in France in 1965 and operated between Sweden and Denmark until purchased earlier this year for the Northumberland Strait ferry service.

**DERNIER ARRIVANT**—Le Lucy Maud Montgomery, ainsi nommé en l'honneur de l'auteur fameux originaire de l'île du Prince-Edouard, a été construit en France en 1965 et a navigué entre la Suède et le Danemark avant d'être acheté, au début de cette année, pour le service de transbordeur du détroit de Northumberland.



**MIND THE SPLASH!**—The Lucy Maud Montgomery was christened by Miss Gracie Finley, the Charlottetown actress who plays the part of Anne in the musical version of "Anne of Green Gables". Here Miss Finley, in stage costume, releases the bottle, while Walter B. Mitchell, manager of CN's maritime area, ducks in preparation for the splash.

**GARE AUX ÉCLABOUSSURES!**—Le Lucy Maud Montgomery a été baptisé par Mlle Gracie Finley, l'actrice de Charlottetown qui joue le rôle d'Anne dans la version musicale d'«Anne of Green Gables». Mlle Finley, que l'on voit ici en costume de scène, libère la bouteille tandis que M. Walter B. Mitchell, directeur de la région maritime du CN, s'apprête à éviter les éclaboussures.



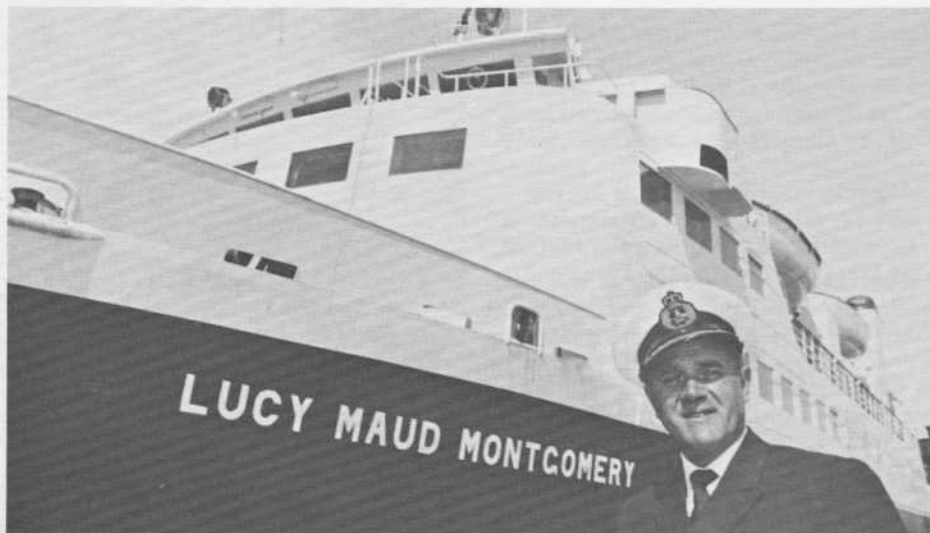
**TERMINALS OPENED**—Premier Alex B. Campbell of P.E.I. and Finance Minister L. G. DesBrisay of New Brunswick cut through the banner at the entrance to the Cape Tormentine terminal area.

**INAUGURATION DU TERMINUS**—Le premier ministre de l'île du Prince-Edouard, l'honorable Alex B. Campbell, et le ministre des Finances du Nouveau-Brunswick, l'honorable L. G. DesBrisay, coupent le ruban placé à l'entrée du terminus de Cap Tormentine.

## P.E.I. and New Brunswick ceremonies

**CAPTAIN OF VESSEL**—*Capt. Gideon Kean is master of the latest vessel to join the Northumberland Strait ferry fleet, operated by CN for the federal Department of Transport.*

**CAPITAINE DE NAVIRE**—*Le capitaine Gideon Kean commande le dernier navire à se joindre à la flotte de transbordeurs du détroit de Northumberland. Le service est exploité par le National-Canadien pour le compte du ministère fédéral des Transports.*



**PRINCIPAL SPEAKER**—*Transport Minister Don Jamieson was the principal speaker at the christening of the Lucy Maud Montgomery at Borden, P.E.I., June 14.*

**ORATEUR PRINCIPAL**—*Le ministre des Transports, l'honorable Don Jamieson, était l'orateur principal au baptême du Lucy Maud Montgomery qui a eu lieu le 14 juin à Borden (I.P.-E.).*



**PLAQUE UNVEILED**—*A plaque honouring the author was unveiled aboard the new ferry by Miss Kate Macdonald of Toronto, granddaughter of Lucy Maud Montgomery. At the ceremony are, from left: Premier Alex B. Campbell of P.E.I.; Dr. E. Stuart Macdonald of Toronto, son of Lucy Maud Montgomery, Miss Macdonald and Walter B. Mitchell, manager of CN's maritime area. (Canadian National photos)*

**INAUGURATION D'UNE PLAQUE COMMÉMORATIVE**—*Une plaque commémorant l'auteur a été dévoilée à bord du nouveau transbordeur par la petite-fille de Lucy Maud Montgomery, Mlle Kate Macdonald, de Toronto. Étaient présents à la cérémonie, de gauche à droite, le premier ministre de l'Île du Prince-Édouard, l'honorable Alex B. Campbell, le Dr E. Macdonald, de Toronto, fils de Lucy Maud Montgomery, Mlle Macdonald et M. Walter B. Mitchell, directeur de la région maritime du National-Canadien.*

*(Photos du National-Canadien)*



# Un nouveau système de contrôle améliore les services de pilotage

Les services de pilotage pour la voie navigable du Saint-Laurent sont maintenant dotés de tableaux de contrôle semblables à ceux qui sont utilisés pour le contrôle de la circulation aérienne. Il en résulte une amélioration sensible du service tout le long du Saint-Laurent, y compris le chenal maritime, la voie maritime, le lac Ontario et le canal de Welland.

L'an dernier, les quelque 370 pilotes attachés au service ont effectué 47,809 sorties pour répondre aux besoins de la navigation.

C'est en 1967 qu'on a commencé à modifier le vieux système qui consistait alors à noter dans un journal ou registre les allées et venues des navires, le déplacement du personnel et enfin tous les autres détails se rapportant au travail du pilote au cours de chacune de ses sorties.

A cette époque, on a adopté un système de fiches qui a permis d'accélérer les procédures et de réduire les erreurs d'environ 60 pour cent. Ce n'était tout de même pas encore un système idéal.



KEEPING RECORDS STRAIGHT—Here Pilot Despatcher Jerry Chauvin checks pilots' records.

AU TABLEAU DE CONTRÔLE—Le préposé Jerry Chauvin vérifie les données qu'il doit transposer au tableau de contrôle.

En novembre dernier, on a enfin installé des tableaux de contrôle au centre du pilotage de Montréal. L'expérience s'étant révélée fructueuse, des installations semblables ont été faites au centre de Québec le printemps dernier.

Les bureaux de Québec, Montréal, Cornwall et Port Weller, près de St. Catharines (Ont.), sont constamment en communication avec les pilotes. Selon le capitaine Guy Lahaye, surintendant régional des pilotes, à Montréal, les pilotes à l'intérieur de chaque région doivent se déplacer par train ou autobus pour se porter à la rencontre des navires.

Le centre de Montréal, dont une succursale se trouve à Trois-Rivières, est chargé de dépêcher les 190 pilotes desservant la région s'étendant entre Trois-Rivières et Cornwall. Il faut donner 12 heures d'avis pour retenir les services des pilotes.

Bien que les pilotes de la région de Montréal ne soient pas des fonctionnaires de l'État, le ministère des Transports fait la perception des droits de pilotage et les



IT'S RIGHT HERE!—Réal Paré, financial officer, checks an account with Mrs. Denise Brunet.

VOILÀ... J'AI TROUVÉ!—L'agent financier Réal Paré discute un problème de comptabilité avec Mme Denise Brunet.

porte au registre de façon à en assurer le partage. Dans d'autres régions, les pilotes sont des employés du ministère des Transports.

Le capitaine A. D. Latter, surintendant des opérations de pilotage, estime que le nouveau système présentement en vigueur a permis d'écarter à peu près toutes les erreurs. Il permet, par ailleurs, de desservir un plus grand nombre de navires beaucoup plus rapidement qu'auparavant.

## New control system boosts pilot services

Control panels similar to those used in air traffic control are an important part of the pilotage division's new, highly efficient pilot control system for the St. Lawrence waterway. This includes the ship channel, the Seaway, Lake Ontario and the Welland Canal.

Shipping last year in this busy waterway required in excess of 47,809 pilot assignments, and these were filled by a staff of some 370 pilots.

Renovation of the division's severely-strained system of multiple journal entries began in 1967. A card system provided increased speed and efficiency, cutting down errors by some 60 per cent. However, it was not an ideal system.

A new panel system was installed at the Montreal Despatch Centre last November and, following its success, a similar instal-

lation was made in Quebec City in the spring.

Offices at Quebec, Montreal, Cornwall and Port Weller, near St. Catharines, Ont., keep in touch with pilots at all times. Captain Guy Lahaye, Regional Superintendent of Pilots, Montreal explains that pilots within each region are transferred back and forth by train or bus when they are required by ships travelling in either direction.

The Montreal despatch centre, which has a sub-station at Trois Rivières, has the responsibility of despatching the 190 pilots and apprentices operating between Trois Rivières and Cornwall.

Requests for pilots must be received 12 hours in advance.

Although the pilots operating in the Montreal region are not public servants, the Department of Transport collects their fees and keeps the records on which the pilots base their fee-sharing. Net costs to the department for these services amount to about \$464,000 annually. Pilots in some other regions are salaried employees of D.O.T.



## Lightkeepers for 134 years

One of the most colourful and unique stories in the long history of Newfoundland is that of the Cantwell family, who for five generations have been lightkeepers at Cape Spear, the most easterly point in North America.

In 1835, when Prince Henry of the Netherlands was on his way to visit the Port of St. John's, his ship got into difficulties in a fog and James Cantwell, great great grandfather of Frank Cantwell, who retired as lightkeeper on April 19, located the ship and guided it safely to St. John's Harbour. At that time James Cantwell was the St. John's Harbour Pilot.

In recognition of this service, the Prince presented James with a parchment commending his feat of seamanship, and as a further gesture of appreciation asked James if he would accept some favour. To this James replied that he very much wished to become Lighthouse Keeper at Cape Spear. The request was subsequently granted and the family has held that position since the station opened 134 years ago.

The present incumbent, Gerald Cantwell, son of Frank Cantwell, represents the sixth generation of the Cantwell family to hold the position of Lightkeeper.

### 25 years of service

Martin Hefferman, assistant Lightkeeper at Cape Spear, recently completed 25 years of service and was presented his gold pin by P. M. Bailey, Superintendent of Lights.



**FROM FATHER TO SON**— In the picture Frank Cantwell passes over the keys to his son, Gerry, who is now Principal Lightkeeper. From Left: R.E. Stone, District Marine Agent; Frank Cantwell; his son Gerry, and P.M. Bailey, Superintendent of Lights.

### Life on a lighthouse

On this page we have three stories from lighthouses—two in Canada and one in Australia. The history of Canada's lighthouses is filled with tales of adventure, perils of the sea, war and even ghost stories. Why can't we have more items of interest from them?

You folks who live on these lighthouses must have plenty of stories to tell—why don't you let readers of "Transport" hear some of them?

#### Want a penfriend?

Beverley Hills, aged 14, of Cape Leveque Lighthouse in Western Australia, wants a penfriend who lives on a Canadian lighthouse station. The request was received from Beverley in a letter to "Transport".

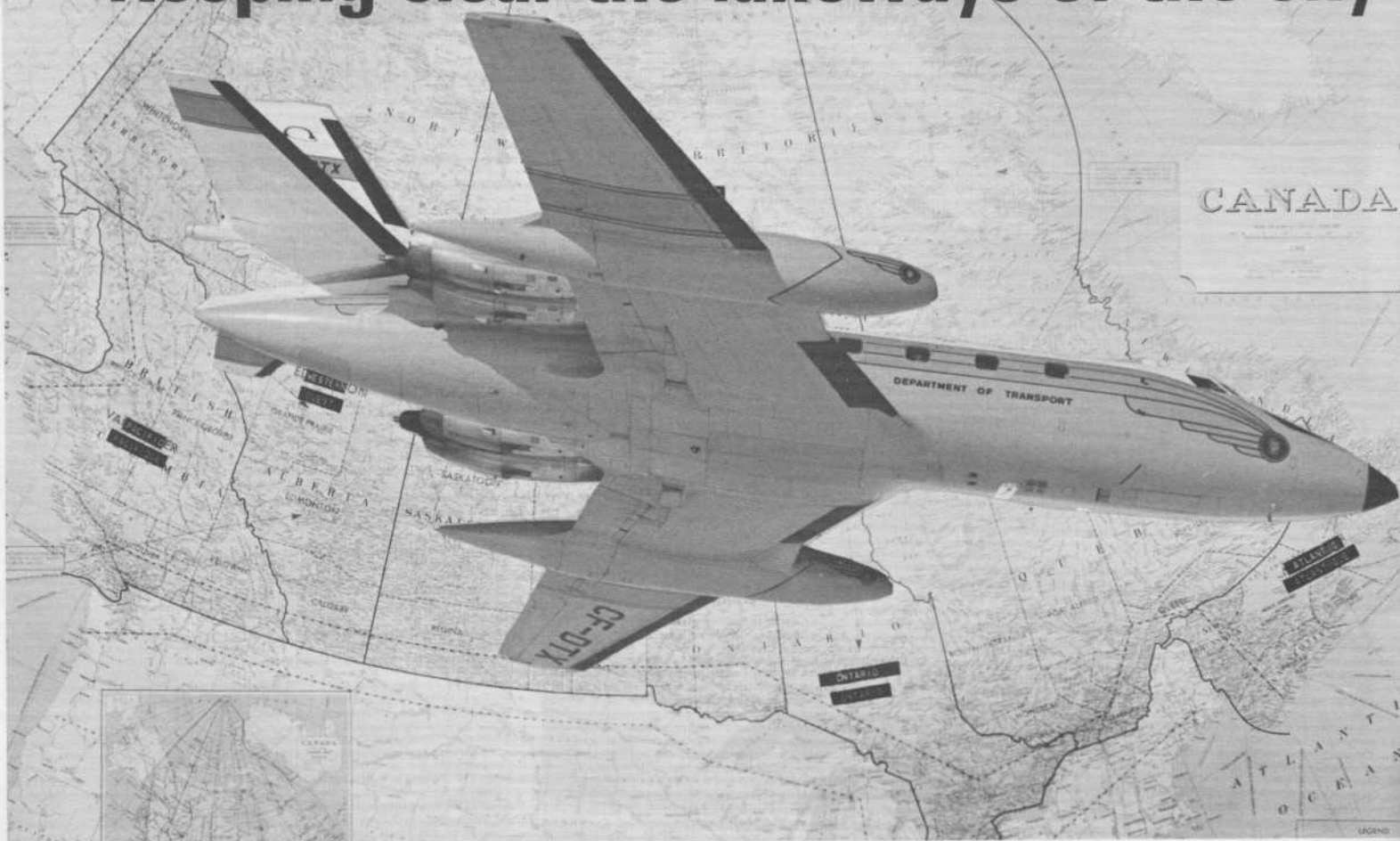
If there is a girl, or boy, who would like to become Beverley's penfriend they should write to the Editor of "Transport", Department of Transport, Ottawa, and a letter of introduction from Beverley will be forwarded to them.

**HER DISABLED FRIEND**—Miss Sarah Flemming, daughter of the senior lightkeeper at Chebucto Head Lightstation, Nova Scotia, feeds a wild fox which first visited the station in search of food early last winter. It will be seen that the fox's left front paw is missing at the joint and this apparently accounted for it searching for food at the house. The fox is now sufficiently tame that it eats out of Sarah's hand and does not seem to mind posing for a photograph.

**FIN RENARD APPRIVOISÉ**... C'est au début de l'hiver dernier que ce renard, en quête de nourriture, a été aperçu, la première fois, rôdant autour du phare de Chebucto Head aux approches du port de Halifax. On peut voir dans la photo que le renard a une partie de la patte gauche amputée. C'est sans doute pour cette raison qu'il a quitté son habitat naturel pour chercher refuge auprès des occupants du phare, la famille Flemming. On voit ici le renard en train de prendre sa nourriture des mains de Mlle Sarah Flemming, fille du gardien de phare.



# Keeping clear the laneways of the sky



## Aviation Task as big as Canada itself

by Ken M. Parks  
Information Services Division

For the guidance of air traffic across the trackless skies, the Canada Department of Transport has responsibility for the regulatory aspects of aviation in Canada and for the provision and maintenance of the wondrous array of electronic gadgetry that is required for this task.

It is a task that is as big as Canada itself. To keep abreast of their countless responsibilities from Sandspit, B.C. to St. John's, Newfoundland, from Toronto to Tuktoyaktuk, planners, inspectors, engineers and technicians of the department's Air Services Civil Aviation Branch must take to the air themselves.

To meet this need, the department has its own air fleet of 42 fixed wing aircraft and 26 helicopters, under the general control of the Flight Services Division, which has its headquarters at Ottawa International Airport.

In operation, the aircraft are attached to the department's six Air Services and four Marine Services regions, the helicopters being assigned almost entirely to marine duties.

The department's fastest aircraft are two Lockheed JetStars, used for executive transport, for crew training and for setting control procedures for high altitude air traffic. The two Viscounts are also used for executive transport. They carry the Prime Minister of Canada, members of the Cabinet, foreign heads of state and top ranking officials of various Government departments on official journeys.

The Department of Transport air fleet also includes seven turbo-powered Beechcraft King Airs; eight Queen Airs with piston engines; a Cessna Super-Skymaster,

six Beechcraft D55 Barons; one Beechcraft 56 turbo-powered Baron; five De Havilland DHC-2 Beavers and nine Douglas DC3's. Among the rotarywing aircraft are 16 Bell 47's, six Bell Jet Rangers, one Sikorsky S61-N and three Alouettes.

### Birth of the Fleet

The departmental fleet had its beginnings in 1936, when the department came into existence and took over control of civil aviation from the Department of National Defence. At that time there were only eight departmental aircraft of assorted types. The change since then is directly proportionate to the growth of responsibilities that accompanied the tremendous development of aviation in Canada.

Today's controlled airways and ultra-modern airports, the newest electronic navigation aids, communications and air traffic control systems are a far cry from the era when the aviator's principal directional guide was the nearest railway track.

Six King Airs and five of the DC3 aircraft are used on a full-time basis for checking the accuracy and performance of the various air navigation aids. For this purpose they are flown by inspectors from the Civil Aviation Branch, all of whom are experienced pilots and most with airline transport ratings. On board to operate the intricate electronic equipment with which these airplanes are fitted are technicians and engineers from the department's Telecommunications and Electronics Branch.

Beechcraft Queen Airs are used in the course of their duties by departmental aviation inspectors, engineer test pilots and aviation research officers, all of whom are aviators with highest qualifications. The Queen Airs are useful for a limited amount of calibration work such as the checking of low frequency ranges, instrument landing systems and other air safety installations. The twin-engined Cessna Super-Sky-master is used principally for aerial ice reconnaissance and oil pollution patrol over the Gulf of St. Lawrence and along the St. Lawrence River and Great Lakes system.

The Beechcraft Barons are used for transportation by departmental inspectors in their endless rounds of departmental and private airports, flying schools and clubs and other aviation establishments that have personnel, aircraft or equipment requiring official inspection. Beavers are equipped for amphibious operations during most of the year and are able to take inspectors to remote seaplane bases and other points of call that can be reached only by float planes. They are particularly useful in the investigation of air accidents in hard-to-reach areas.

#### With Coast Guard Fleet

The helicopters for the most part, are based at the departmental marine bases or aboard Canadian Coast Guard ships. They fly ice reconnaissance patrols from the flight decks of icebreakers in the Eastern and Western Arctic in summer and in the Gulf of St. Lawrence and St. Lawrence River in winter. They also are used to transport personnel and light cargo loads between the marine bases or their "home" ships and lighthouses, thus greatly speeding supply and staff transfers at many hard-to-approach coastal and island sites. To facilitate this work, the department designed and built special helicopter landing pads at many of these locations, and as a result much of the isolation facing lightkeepers and their families was eliminated.

The helicopters for a long time have been proving their worth in Arctic operations. In earlier times, an icebreaker or Arctic supply ship might lie offshore at a port of call for several days, waiting for a shift in wind and weather before it could move shore ice away and permit access to the shore settlement by supply barges from the vessel. Nowadays, the ship can steam past such a calling place without stopping. Her heli-



D.O.T. helicopter repair shop

copters can quickly swing shoreward, leave consignments of supplies, pick up or drop personnel and get back to the ship while it is still within sight of the settlement.

Helicopters also serve as the "eyes" of convoys. A few years ago, the captain of an icebreaker could choose his path through shifting "leads" in the ice on the basis of such information as could be gained from masthead lookouts. The modern skipper sends an experienced officer aloft in the helicopter to scout for 15 or 20 miles ahead, seeking the easiest route from one ice-free area to the next. As a result, the convoys can keep on the move with a minimum of lost time and this is an important saving in fuel.

#### Northern Operations

During the northern operations, helicopters are often used to bring Eskimos from shore settlements to the Arctic patrol vessel CCGS C. D. Howe, aboard which they are given medical and welfare check-ups by officials of the various government departments responsible for the well-being of the native population.

On the West Coast, a twin turbo-powered S-61N Sikorsky helicopter, with a capacity

of 26 passengers and a range of 500 miles, is attached to the departmental marine base at Prince Rupert. This aircraft is used for search and rescue work, as are all the helicopters when the need arises. They are used also for ferrying goods and men to and from lighthouses as remote as Langara, Canada's westernmost point of land on the Queen Charlotte islands.

Apart from helicopters that are assigned to Canadian Coast Guard ships at the departmental marine bases, there are 10 that are specifically attached to the bases for such duties as carrying technicians and equipment needed for the maintenance and repair of lighthouses and other aids to navigation. These aircraft are stationed at Prince Rupert, Victoria, (two); Parry Sound, Ont.; Quebec, Sorel, Saint, John, Charlottetown, Dartmouth, and St John's Newfoundland.

In addition to attending to its own needs, the Department of Transport provides helicopters and crews in support of the work of the Department of Energy, Mines and Resources. These units are stationed aboard the hydrographic survey ship *Baffin*.

In the course of a year, the aircraft of the Department of Transport log nearly 27,000 flying hours.



Cessna Super-Skymaster



De Havilland DHC-2 Beaver



Twin-engine Queen Air

### Maintenance big task

Normal running maintenance and occasional engine changes are carried out at the departmental regional Air Services bases at Moncton, Montreal, Toronto, Winnipeg, Edmonton and Vancouver. Staffs at such points are comprised of a foreman aircraft engineer and several fully licensed aircraft engineers. However, major airframe overhauls and engine changes are done at the department's well-equipped air base and hangar at Ottawa International Airport. This building is a unique landmark in the Ottawa area because of its "inside-out" roof structure. Its vast interior work area, capable of housing a whole fleet of aircraft at a time, was made possible by use of a design that eliminated supporting pillars in the working area. The trusses supporting the roof stand high above the roof itself, providing an unusual and somewhat unfinished appearance.

The department's aircraft maintenance engineers and technicians, and staff members of the well equipped aircraft radio and electronics shop maintain a high standard of proficiency through attendance at various courses and training schools conducted by the major airlines and aircraft manufacturers, and through the department's own training facilities. These courses cover all phases of work on fixed wing and rotary wing aircraft.

The establishment at the Flight Operations base at Ottawa totals 232, including 21 executive pilots and 21 helicopter pilots.

### Special Aviation Services

The Department of Transport hangar at Ottawa International Airport houses all headquarters Flight Operations equipment and facilities, stores, aircraft and radio workshop. There are a helicopter overhaul shop, classrooms and the administrative staff necessary to the operation of the air fleet. Apart from these special aviation services, the department has

a flight simulator, a training device used by its flying personnel to further their instrument flight efficiency and maintain their qualifications at peak levels.

Because the department must keep abreast of every new development in aviation, the task of evaluating new flying pro-

cedures, aircraft and equipment types is an endless one. With a fleet of excellent aircraft and the skilled professional and technical staff available, the Department of Transport is performing that task with a view to fully supporting Canada's aviation industry.



**MANY (PRETTY) HANDS MAKE LIGHT WORK**—Transport Minister Don Jamieson found that the burdens of state business were not really too hard to bear when he officiated on July 24 at the opening of the New Montreal International Airport exhibit and information centre in the Dupont Auditorium at "Man and His World". After addressing the large gathering at the outdoor ceremony, Mr. Jamieson was "pilot" for the take-off of the new project. He is seen here with a bevy of beauties assisting him in operating an airliner "throttle" that activated a simulated jet flight departure.

**IL Y A DES MOMENTS AGRÉABLES**—Les affaires de l'État ne sont tout de même pas accaparantes au point où un ministre n'arrive pas à trouver un petit moment pour se divertir un peu. L'honorable Don Jamieson, ministre des Transports, en fait la preuve ici alors qu'il sollicite l'aide de ces jolies hôtesse de l'Air pour inaugurer officiellement, à «Terre des hommes», l'exposition sur le futur aéroport international de Montréal. Le ministre s'est fait pilote pour l'occasion en activant une manette de contrôle qui a déclenché le mécanisme faisant entendre les bruits d'un moteur d'aéronef au décollage. La cérémonie avait lieu, en juillet dernier, à l'auditorium DuPont de «Terre des hommes».

## Who's next for the Piano?

John Chong, a radio operator at Prince George Airport, B.C., doesn't lack music in his home—he has five children, all accomplished pianists.

The Chong children have won many awards when they competed in B.C. competition finals. Last November they organized a family concert in Vanier Hall, Prince George, and played to a near capacity audience.

Besides being keenly interested in music, the Chong children have a high scholastic standing and have won many awards and trophies. They are active in school clubs and sports.

Louise Chong, aged 17, works part time and plans to go this term to UBC to study medicine. She was runner-up in the Winter Carnival competition for Queen Aurora. Louise and Denise, 15, are also accomplished seamstresses and make most of their own clothes.



**MUSICAL CHONGS**—Here are the members of the Chong family of Prince George, all accomplished pianists. From left, Chris, 11; Denise, 15; Wayne, 7; Louise, 17 and Greg, 13.

**TOUS DES MUSICIENS**—Il ne manque certes pas d'entrain ni de joie de vivre dans la famille de l'opérateur radio John Chong, de Prince George (C.-B.). Ses cinq enfants sont des pianistes accomplis qui ont déjà remporté de nombreux prix dans divers festivals de musique. A l'avant, on voit, de gauche à droite, Chris, 11 ans, Wayne, 7 ans, et Greg, 13 ans. Les deux autres, à l'arrière, sont Denise, 15 ans, et Louise, 17 ans.



**AÉROGARE INAUGURÉE**—L'honorable Jean Chrétien (à droite), ministre des Affaires indiennes et du Nord canadien, a présidé les cérémonies d'ouverture de la nouvelle aérogare de Val d'Or, le 16 mai dernier. Une foule nombreuse a répondu à l'invitation du ministre des Transports, l'honorable Don Jamieson, sollicitant la présence de dignitaires locaux aux cérémonies. Cette photo a été prise au moment où l'entrepreneur en construction, M. Ange-Albert St-Amant, présentait une plaque commémorative au ministre Chrétien. La plaque, conservée à l'aérogare comme souvenir de l'événement, porte une clé symbolique en or (réplique de la clé qui a servi à l'inauguration de l'immeuble) ainsi qu'une inscription appropriée notant l'événement.

**OPENING OF AIR TERMINAL**—The Hon. Jean Chrétien, Minister of Indian Affairs and Northern Development, opened the new air terminal at Val d'Or at a ceremony on May 16. Civic authorities and representatives of service clubs and other organizations interested in development of commercial and civil aviation in this highly industrialized mining centre of northwestern Quebec attended the ceremony. Here Mr. Chrétien (right) receives a plaque to commemorate the occasion from the building contractor, Mr. Ange-Albert St-Amant. The plaque bears the symbolic key and appropriate inscription.

### Search for new department symbol

Last year when the Department of Transport promoted a symbol contest, a large number of employees showed a genuine interest in the department by entering the contest and submitting a wide variety of designs. Many of the entries received displayed imagination and originality, but unfortunately, none were quite what was sought for a departmental symbol.

In view of this, it was decided that there would be no winning design and that all entries would be returned to the originators to be retained as their property.

It was the opinion of the Contest Committee that the entry from John S. O'Neill of Willowdale, Ontario, was the best of those received. In appreciation of his efforts it was decided to grant Mr. O'Neill, who is with the Instrument Division of the Meteorological Branch in Toronto, an honorarium of \$50.

### Aucun symbole jugé acceptable

Le concours organisé au ministère l'an dernier en vue de trouver un symbole qui illustrerait les buts et initiatives poursuivis par le ministère des Transports a certes suscité beaucoup d'intérêt chez tous les employés. Dans les nombreux projets soumis, on a pu déceler chez le personnel beaucoup d'imagination et d'originalité.

Malheureusement, aucun des dessins présentés ne répondait aux conditions que doit réunir l'emblème d'un ministère. Aucun des dessins n'a donc été choisi et l'on a décidé de les retourner aux participants.

Le jury a cependant jugé que le projet de M. John S. O'Neil, de Willowdale, Ontario, était le mieux conçu. M. O'Neil est employé à la Division des instruments de la Direction de la météorologie. Pour le récompenser de ses efforts, on lui a décerné un montant de \$50.

## À Sainte-Scholastique Renseignements «à la source»

Le premier ministre Pierre Elliott Trudeau a inauguré, le 14 juin dernier, un centre de renseignements et d'exposition sur les lieux de l'aéroport international qui doit être aménagé à Sainte-Scholastique, au Québec.

Le centre de renseignements, sous l'égide du ministère des Transports, fournit d'abord une information de caractère général sur le futur aéroport. Il sert particulièrement à renseigner les citoyens de la région sur les problèmes de l'expropriation ainsi que sur les programmes de construction, et il apporte enfin son appui à la population dans les domaines du rétablissement et de la formation professionnelle.

La section du centre consacrée à l'exposition illustre les raisons pour lesquelles le pays a besoin d'un nouvel aéroport international, pourquoi Sainte-Scholastique a été choisi comme emplacement et fait voir ce que sera le futur aéroport.



**À L'ÉCOUTE DU PREMIER MINISTRE**—Une partie de la foule imposante qui a écouté le discours du Premier ministre, le très honorable Pierre Elliott Trudeau, lors de l'inauguration du centre de renseignements à Sainte-Scholastique.

**FROM THE PM**—Section of the large crowd which heard Prime Minister Trudeau speak at the opening of the new Information Centre at Ste. Scholastique.



**SOURIRES PARTOUT**—Après la cérémonie de la coupe du ruban, le Premier ministre Trudeau s'est entretenu avec M. Yves Pratte, administrateur principal et président du conseil d'Air Canada (au centre) et M. O. G. Stoner, sous-ministre des Transports.

**SMILES EVERYWHERE**—Prime Minister Trudeau chats with Air Canada's Chief Executive Officer and Chairman of the Board, Yves Pratt (centre) and Department of Transport Deputy Minister O. G. Stoner following the ribbon cutting ceremony.

# Why's, when's and how's at site of new airport

An information and exhibition centre at the site of the new international airport to be built at Ste. Scholastique, Quebec, was opened by Prime Minister Pierre Elliott Trudeau on June 14.

The information centre is being operated by the Department of Transport to supply general information on the future airport and to provide specific information and counselling to local residents on such subjects as expropriation, construction schedules and assistance in the fields of re-establishment and vocational training.

The exhibition portion of the centre provides information on why Canada needs a new international airport, why Ste. Scholastique was chosen for the site, and what the new airport will be like.



**AIDE SYMPATHIQUE**—Les hôtesses de l'air Lucie Robichaud (à gauche) et Lise Lalonde aident le Premier ministre à couper le ruban, lors de l'inauguration du centre de renseignements.

**ATTRACTIVE HELP**—Air Canada Stewardesses Lucie Robichaud, left, and Lise Lalonde help the Prime Minister cut the ribbon at the opening of the new Information Centre.

(Air Canada photos)



**IT WILL BE LIKE THIS**—With the aid of a sand table model, Phil Beinhaker, head of the new airport project team, explains proposed layout of the airport at St. Scholastique to Prime Minister Trudeau and National Defence Minister Léo Cadieux.

**L'AÉROPORT EST AINSI SITUÉ**—À l'aide d'un modèle illustrant l'aspect général que prendra le nouvel aéroport international qui sera aménagé à Sainte-Scholastique, le directeur du projet, M. Phil Beinhaker, explique au premier ministre Trudeau et au ministre de la Défense, M. Léo Cadieux, au centre, comment seront disposés les pistes d'atterrissage sur l'emplacement.



**COMMENT, QUAND ET POURQUOI**—Le centre de renseignements et d'exposition inauguré officiellement par le Premier ministre, à Sainte-Scholastique.

**HOW, WHEN AND WHY**—New information and exhibition centre at Ste. Scholastique which the Prime Minister officially opened.

(Photo by Ray Stone)

## Pioneer of flight dies in Mexico

Charles T. Travers, a former chief of accident investigation in the civil aviation branch of the department, died May 10 in Chappala, Mexico, as a result of an accident.

Mr. Travers, a pioneer of flight whose career spanned 45 years in aviation, retired from the department in November 1962. He was with the department for 25 years.

He joined the department's civil aviation branch in 1936 and was closely identified with writing Canada's air regulations and particularly with the introduction of regulations conforming to the standards of the International Civil Aviation Organization (ICAO). He was closely associated with the development of student pilot training under ICAO requirements.

## Un pionnier de l'aviation meurt au Mexique

M. Charles T. Travers, ancien chef de la Division des enquêtes sur les accidents au ministère des Transports, est décédé le 10 mai à Chappala, au Mexique, des suites d'un accident.

M. Travers, pionnier de l'aviation dont la carrière dans ce domaine embrassait une période de 45 ans, a pris sa retraite en novembre 1962, après avoir passé 25 ans au ministère.

Entré au service de la Direction de l'aviation civile en 1936, il s'est identifié à la rédaction des règlements de l'air du Canada et particulièrement à l'élaboration de règlements conformes aux normes de l'Organisation de l'aviation civile internationale (OACI). Il a été étroitement lié à la mise au point du programme de formation des élèves-pilotes, selon les exigences de l'OACI.

## Their suggestions pay dividends

Suggestions ranging from improvements to snow plows to new methods to save paint brought D.O.T. employees a total of \$490 in awards made under the department's Suggestion Award Program.



**RUSSIAN VISITORS**—An exchange of gifts and an evening of good humour marked the reception in Ottawa in June for senior officials of the USSR's Ministry of Marine. The group was in Canada to visit facilities used by Russian shipping. Here T. B. Guzhenko, First Deputy Minister of USSR Merchant Marine is seen (second from right) with His Excellency B. P. Miroshnichenko, USSR Ambassador to Canada (far right) and the host, the Hon. Don Jamieson, Federal Minister of Transport (facing camera). At left are A. A. Savelyev, President of the Soviet Union's Sovfrakht Chartering Organization, and G. Belkov of Ottawa, interpreter. Behind Mr. Guzhenko is G. V. Sveshnikov, Senior Soviet Shipping Representative to Canada.

(Ray Stone photo)

**VISITEURS RUSSES**—La bonne humeur et l'entrain étaient de mise lors d'une réception, à Ottawa, en juin, en l'honneur d'un groupe de hauts fonctionnaires du ministère de la Marine de l'URSS. Le groupe est venu au Canada pour visiter les installations maritimes canadiennes utilisées par les navires russes. De gauche à droite, on voit M. A. A. Savelyev, président de Sovfrakht; l'interprète G. Belkov, d'Ottawa; le ministre des Transports Don Jamieson, hôte de la réception; M. G. V. Sveshnikov, représentant du commerce maritime soviétique au Canada; le sous-ministre de la Marine de l'URSS, M. T. B. Guzhenko; et l'ambassadeur de la Russie au Canada, Son Exc. B. P. Miroshnichenko.

(Photo Ray Stone)

These awards are made to employees who have submitted suggestions which are judged to be of intangible benefit to the service concerned.

Among the awards presented were: N. Steinhaur, Met. Technician, Willowdale, Ont.—\$20; W.K. Sloan, Foreman Painter, Vancouver—\$100; T.R. Macham, Technician, Chemainus, B.C.—\$25; E.M. Yetman, Communicator, Frobisher Bay, NWT—\$75; F.A. Hill, Airport Manager, Smithers, B.C.—\$50; G.L. Gordon, Radio Operator, Vancouver—\$30; H.G. Perkins, Radio Operator, Sault Ste. Marie, Ont.—\$30; A. Efting, Technician, Enderby, B.C.—\$20; M.R. Thompson, Technician, Wiarton, Ont.—\$50; E.J. Ward, Technician, Wiarton, Ont.—\$50; L.C. Knight, Technician, Ottawa—\$40; P.E. Potvin, Records, Vanier City, Ont.—\$75.



**INTERNAL AUDITORS**—E.B. Meyers, Director, Operations Review in the department is President of the Ottawa Chapter of the Institute of Internal Auditors. The Institute is primarily concerned with developing and advancing concepts of operational auditing.



AND AWAY SHE GOES—Mrs. F.M. Weston is seen cutting the ribbon which released the bottle of champagne for the christening of the CCGS Robert Foulis, while members of the official party look on. Standing behind Mrs. Weston is A.H.G. Storrs, Director of Marine Operations of the Department of Transport at Ottawa.

BAPTÊME AU CHAMPAGNE—Mme F.M. Weston, épouse du directeur régional des Services de la marine, à Dartmouth, coupe le ruban qui retient la traditionnelle bouteille de champagne qu'on voit en train de se fracasser sur la coque du n.g.c.c. «Robert Foulis». Immédiatement à l'arrière de Mme Weston, on voit M. A.H.G. Storrs, directeur des opérations de la marine au ministère des Transports.



## Another vessel joins the D.O.T. fleet

Saint John, N.B.—Equipped with the latest in electronic communications and navigational aids, the new lighthouse and buoy tender *Robert Foulis* was launched at a ceremony earlier this year at Saint John Shipbuilding and Dry Dock Co. Ltd.

The vessel was christened by Mrs. F.M. Weston, wife of the Regional Director of Marine Service, Halifax, and was blessed by Rev. Leonard J. Galey, minister of All Saints Church in East Saint John.

Climaxing the ceremony was Mrs. Weston smashing the traditional bottle of champagne across the vessel's prow. After this the workmen knocked loose the restraining supports and the new tender slid down the ramp into the water amidst the blaring of ships' horns and the strains of martial music.

Speaking briefly before the launching, J.E. Irving, a director of the shipyard, expressed his pleasure that the *Robert Foulis* was to remain in the Maritimes.

Mr. Irving had high praise for the Dry Dock employees, whose efforts were responsible for the building of vessels such as the *Robert Foulis*.

The tender is 104 feet long, 25 feet in breadth, with a depth of 10 feet, and it is operating in the Saint John River and Bay of Fundy area. It is powered by two 340 h.p. engines with controllable pitch propellers for extra manoeuvrability on the river.

The vessel is named after Robert Foulis, a Scottish immigrant who invented the first steam fog whistle while living in Saint John. The first of these was erected on Partridge Island in 1859.

## Pilotage officers honour Capt. Jones

As a finale to a Pilotage Conference, the Pilotage Officers honoured Captain D.R. and Mrs. Jones at a buffet dinner in Ottawa's Skyline Hotel. Last year Captain Jones relinquished his position as Superintendent of Pilotage in the Nautical and Pilotage Division to join the Pilotage Task Force as Special Adviser. He was appointed Superintendent of Pilotage in July, 1954, transferring from the post of Principal Examiner of Masters and Mates.

Captain Jones holds an Extra Master's Certificate and during the Second World War was Master in the government-owned Park Steamships on voyages covering the major trade routes of the world.

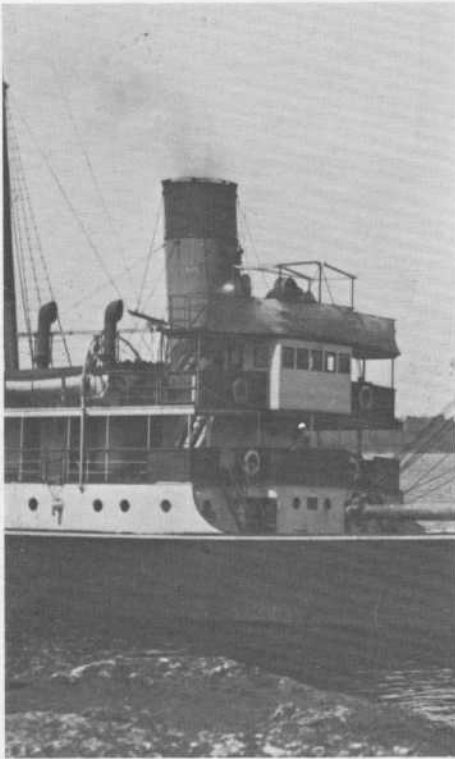
### Just to be sure

A captain who had served 50 years aboard a naval vessel had a peculiar habit. Each morning he would open a safe in the wall of his cabin, pull out a piece of paper, study it, and put it back. The officers could hardly control their curiosity.

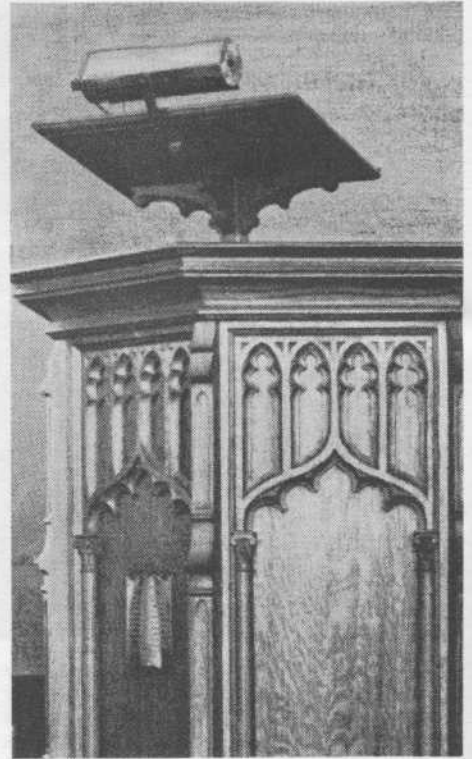
Finally the old captain died. The executive officer raced to the captain's cabin pulled the paper from the open safe and read: "Port—left; Starboard—right".



Capt. D.R. and Mrs. Jones



## From bridge to pulpit



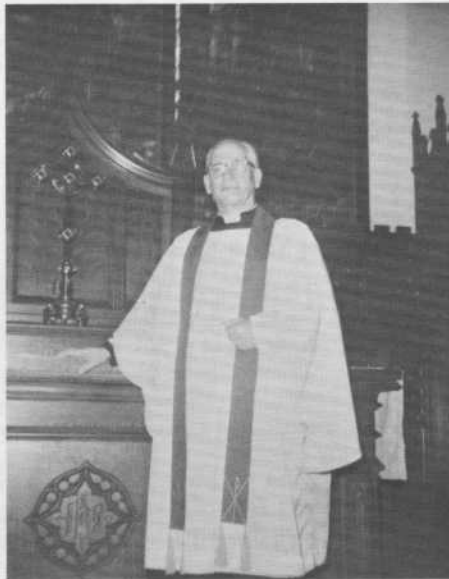
A man who went to sea as a 16-year-old deckhand and rose to command a Second World War ship on the Halifax-Murmansk route for which he was named a Member of the British Empire, is now a priest in the Anglican Church. The ordination ceremony was held earlier this year in Ottawa's Christ Church Cathedral.

The man, Frederick S. Slocombe, formerly Captain and now Reverend, served for 30 years with the Department of Transport and retired in 1967. After his retirement he entered Trinity College, University of Toronto, and was given credit for his wide theological reading and graduated early. On graduation he went to Holy Trinity Church, Pembroke, Ontario, where he is now assistant curate.

For Mr. Slocombe it seemed natural that he should turn to a second career in the priesthood when he retired. From an early age he had been associated with the church and for a time before he went to sea had been a choir boy.

Before entering the active ministry he was a lay reader in the Anglican Church for 15 years. And on top of this the long hours on a lonely watch at sea had helped to turn his mind to thoughts of religion.

Born in Cardiff, Wales, he started work at 14 in the office of shipbrokers. In 1919, he went to sea, obtaining his foreign-going master's certificate by the time he was 25 years of age.



Rev. Frederick S. Slocombe

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

Rev. Mr. Slocombe joined the department as examiner of masters and mates at Toronto in 1937 after he had risen to become first mate aboard the SS *Manitou*.

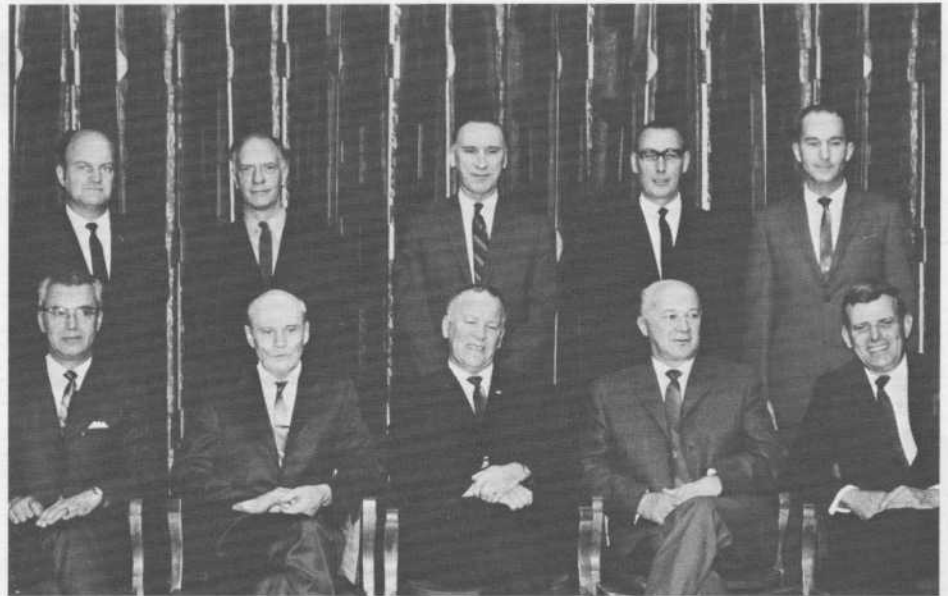
During the Second World War, he took command of the Canadian Government ship *Montcalm* on the Halifax-Murmansk route, which was heavily attacked by enemy submarines. For his services he was invested a Member of the British Empire by the Earl of Athlone, then Canada's Governor General.

After lecturing to Victory Loan audiences in war plants, Rev. Mr. Slocombe returned to his D.O.T. career and was promoted to assistant superintendent of nautical services in 1946, to supervisor of pilotage in 1952, and promoted chief of the Nautical and Pilotage Division in 1954.

Before being made a priest, Rev. Mr. Slocombe had served as a deacon, but this was in a limited capacity. For instance, he could not legally marry people, or act as a celebrant at services of Holy Communion.

Acceptance into the priesthood removed such restrictions and he is now entitled to perform any of the functions of a priest. "I trust I shall worthily fulfil the same", he told Transport.

QUARTER CENTURY OF SERVICE—Ten Western Region Air Traffic Controllers who were presented with 25-year pins and certificates. Back row, from left: Terry P. Terriff (Calgary), Clare F. Macklam (Edmonton), Gordon Smith (Edmonton), George A. Wilkins (Edmonton), Robert S. Turner (Edmonton). Front row: Emil Hryciw (Edmonton), Phillip E. Connolly (Edmonton), Gordon C. Grant (Calgary), Jack Cook (Edmonton), George W. Wright (Calgary).



## Service in Air Traffic Control—250 years

Ten 25-year pins and certificates were presented to 10 Western Region Air Traffic Controllers at a ceremony in April. This represented 250 years' service in the Public Service of Canada and a wide variety of experience in the Air Traffic Control Division.

The service of some of these personnel dates back to the last war, when they served in various capacities, such as pilot, navigator, etc. To most of them, continuing service in the Air Traffic Control field was a natural extension of their liking for flying and things connected with it.

These men have seen the development of Air Traffic Control from its start to today's radar, precision approaches, instant communications with the pilot, etc. Their

experience has been quite varied, starting with the control of aircraft in the 100-200 mile per hour range to today's jets in the 500-600 and sometimes 1000-1200 miles per hour range.

Some of them have specialized in Visual Flight Rule work, which means they operate from a control tower and oversee aircraft flying in the vicinity of an airport. Others specialized in Instrument Flight Rule work, operating from the Edmonton Area Control Centre or Calgary Terminal Control Unit. Their job is to separate aircraft flying in cloud in various areas ranging from Lethbridge-Calgary area to Edmonton-Whitehorse-Inuvik-Cambridge Bay-East Coast of Canada. Still others act as Air Movements Information Coordina-

tors, which entails keeping track of aircraft in certain areas in coordination with the military.

### Always Alert

The men find great satisfaction in this work, and the need to be alert and proficient is an ever existing requirement. While on the job these men just can't afford to be lax in their duty—there is no such thing as putting off a decision until tomorrow or next week. Decisions have to be made as a situation develops and for this reason the Department of Transport gives the best in equipment, training and environment.

At the ceremony D. J. Dewar, Deputy Regional Director, made the presentation of the 25-year pins and certificates.

OFF ARCTIC MEDICAL PATROL—Arctic transportation and northern medical facilities have improved to such an extent that it was announced in June that it was no longer necessary to continue the annual medical patrols of CCGS C.D. Howe. The vessel, designed for the medical patrol, will be engaged in hydrographic studies in the Eastern Arctic.

RETIRÉ DU SERVICE MÉDICAL—Le n.g.c.c. «C.D. Howe», navire spécialement équipé pour prodiguer des soins médicaux aux populations éloignées de l'Arctique, a été retiré de ce service spécial, cette année. Il n'est plus requis pour ce travail, les services médicaux dans le Grand Nord s'étant sensiblement améliorés au cours des dernières années. Le «C.D. Howe» servira maintenant à des études hydrographiques dans l'Est de l'Arctique.



# A heart worth preserving

When we speak of the heart of our city or town do we mean the mass of steel and concrete skyscrapers in the geographic centre of the city—or do we speak of another heart, a heart which generates warmth, understanding, compassion and generosity—the human values a modern city must have if it is to beat the sterility and coldness of tall buildings and the paradox of loneliness on a crowded street?

A city is made up of people and it can be no greater than the people in it. A city has a heart and the heart is no bigger than the people who create it. As we approach another United Appeal campaign there could be no better time to reflect on this than now. The United Appeal will be reaching out to touch the hearts and minds of us all.

Many of us may be feeling increasingly satisfied over the past few years that we have provided some enlightened social legislation good enough to take care of the less fortunate of our brothers—our sick, aged, needy and handicapped brothers.

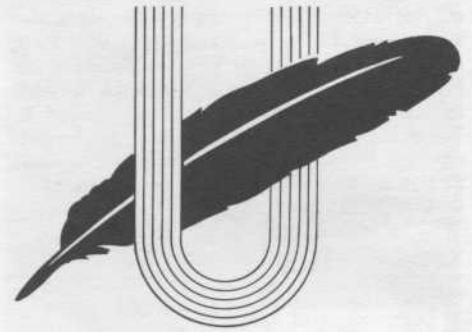
If we believe this—believe that these people are adequately cared for, that they

are getting a fair share of Canada's growing affluence—then we are deceiving ourselves.

It is easy to rationalize non-participation, to regard the United Appeal canvasser as just another doorstep irritation—to argue that our own needs come first. Past records may show that the people of our city or town give readily and generously. However, they may not have known that their money was being shared among the many voluntary agencies in the city or town. They may not know a great deal about how these agencies are operated.

It is the one bright spot in our community when we know that these agencies are at work—that they are making a vital contribution to people in need, that their work often makes the difference between existence and a decent life.

All these agencies are part of your community's heart—a heart as big as its people. It is, therefore, a heart worth preserving. We can all do what we can to help preserve this heart, to bring the dream of social justice a little closer to reality. The United Appeal is our finest instrument of charity and through it we can give our share the United way.



## United Appeal Campaigns in Canada

United Appeal campaigns are held in 145 cities, towns and villages throughout Canada.

- United Appeals and Community Chests are local, autonomous organizations administered by citizen-volunteer groups.
- There is no national United Appeal campaign directed from a central headquarters.
- In 1968 Canada's United Appeal campaigns raised over \$49-million.
- 2,300 voluntary health, welfare and recreational services received financial support.

## Continues success with DOT s'hip

Denise Stone of St. John's, Newfoundland, winner of one of the three DOT scholarships in 1964, has decided to enter the teaching profession and in the school year of 1969-70 will be teaching French at Wabush, Labrador.

When Denise got the DOT Scholarship the winning of scholarships was nothing new for her. In 1963 while a grade 10 student at Prince of Wales Collegiate she was awarded a Confederation Scholarship given by the Newfoundland Government to the top 250 students in the province, and in 1964, in addition to the DOT scholarship, she received a "Centenary of Responsible Government" scholarship of \$600.

In the fall of 1964 Denise entered Memorial University, Newfoundland, and at the end of the university year of 1968 graduated with a Bachelor of Arts (First Class).



Denise Stone

At the end of the 1969 university year she graduated with a Bachelor of Education (First Class).

She majored in French and then went to St. Pierre-Miquelon for six weeks with the aim of becoming perfectly bilingual.

Denise is the eldest daughter of R.E. Stone, District Marine Agent, St. John's.

## But where's the driver?

A motor vehicle survey has revealed that in 1940 the average number of passengers in each car on the road was 3.2 persons.

In 1950, occupancy had declined to an average of 2.1 persons. By 1960, the average was down to 1.4 persons.

If we project those statistics to 1980, every third car going by will have nobody in it.

—NSC Fleet Safety Newsletter.

# appointments

# nominations



Robert Turner

## New directors

The appointment of two new directors in the department was announced recently. They are Robert Turner as Director of Information Services, and Harold James Williamson as Director of the Telecommunications and Electronics Branch.

Mr. Turner was formerly a Lieutenant-Colonel at National Defence Headquarters. While serving with the Canadian Armed Forces, Mr. Turner, a native of Ottawa, specialized in the fields of information and public relations and gained extensive experience in postings in Canada as well as abroad.

Mr. Williamson was formerly acting Director of the Telecommunications and Electronics Branch. He graduated in engineering from the University of New Brunswick in 1930, and joined the department in 1937 as a field engineer, Radio Division, in Western Canada. He has held appointments in Toronto, Montreal, Edmonton and Moncton, N.B.

## Deux nouveaux directeurs

Deux nouveaux directeurs ont été nommés au ministère des Transports au cours des derniers mois. L'un d'eux, M. Robert Turner, spécialiste de l'information et des relations publiques avec les Forces canadiennes pendant une quinzaine d'années, a assumé la direction des services d'information. L'autre, M. Harold James Williamson, ci-devant directeur suppléant des télécommunications et de l'électronique, est devenu directeur du même service.

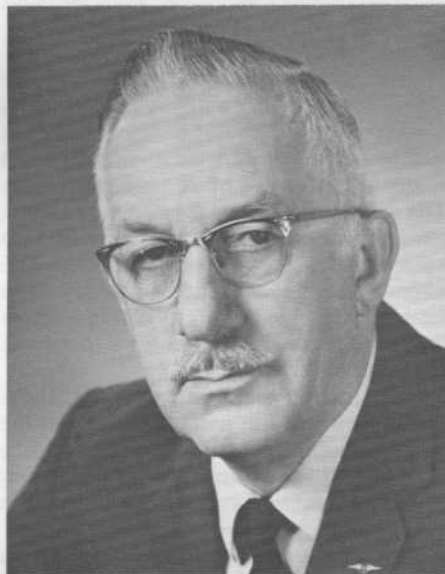
### M. Turner

M. Turner, ancien lieutenant-colonel auprès de la Défense nationale, est natif d'Ottawa. Ses fonctions dans les domaines de l'information et des relations publiques l'ont conduit en Europe et aux États-Unis.

Il est marié et père de quatre enfants.

### M. Williamson

Le nouveau directeur des télécommunications et de l'électronique est diplômé en génie civil de l'Université du Nouveau-Brunswick. Il est passé à l'emploi du ministère des Transports en 1937. Depuis 1961, il est attaché à l'administration centrale à Ottawa.



H.J. Williamson



W.E. Harrison

## New appointment

William Edward Harrison, formerly Marine Superintendent, Marine Operations Branch of the department, was earlier this year appointed Chairman, Board of Steamship Inspection. This was in addition to Mr. Harrison's appointment as Chief of the Steamship Inspection Division of the department.

Born in Rosslare, Ireland, Mr. Harrison has been with the department since 1948.

## Nouveau poste

### À M. W. E. Harrison

M. William Edward Harrison, ci-devant attaché à la Direction des opérations de la marine à titre de surintendant, est maintenant président du Bureau d'inspection des navires à vapeur.

Natif de Rosslare (Irlande), M. Harrison est au service du ministère depuis 1948. Auparavant, comme officier de marine, il avait, pendant cinq ans, commandé des navires océaniques. Au cours de la seconde guerre mondiale, il commandait des navires d'escorte de la Marine canadienne.



Miss M. A. Riddell

## Librarian retires

Miss Marianne Riddell, who had been librarian in the department since 1951, retired on May 31. Prior to her appointment as D.O.T. librarian she had held a post in the Air Services Branch library.

Born in Compton, PQ, Miss Riddell has spent most of her life in Ottawa, with the exception of the years spent in the Services during the Second World War.

## La bibliothécaire à sa retraite

Mlle Marianne Riddell, bibliothécaire du ministère depuis 1951, a pris sa retraite en fin de mai.

Née à Compton, au Québec, Mlle Riddell a cependant passé la majeure partie de sa vie à Ottawa. Après ses études secondaires, elle a commencé sa carrière à la Bibliothèque publique d'Ottawa.

En 1943, elle est passée au service de la Marine canadienne, toujours à titre de bibliothécaire. Après la guerre, elle a fréquenté les universités Carleton et McGill, où elle a obtenu son diplôme en bibliothéconomie.

## Many years in aviation

After being involved in aviation for many years—in the air and on the ground—Earl Hickson, Assistant Director, Airports and Field Operations Branch of the department, retired on June 6. He had been with the department for 32 years and before that had been a pilot with the R.C.A.F. and in commercial aviation.

Born in Norton, N.B., Mr. Hickson graduated from Teachers' College, Fredericton. And how did he become a pilot? "Well, when I saw what college presidents and professors were earning and what I could make if I was flying, it wasn't hard for me to make up my mind", he says.

He was attending University of New Brunswick when he took his pilot training with the R.C.A.F., and did aerial photography for them in the Arctic from 1928 until 1932.

He was in commercial aviation from 1934 until 1937, flying out of Rouyn, Noranda, Hudson and other northern outposts. After that he joined the Civil Aviation Branch of D.O.T. With the official opening of the Val d'Or air terminal in May, Mr. Hickson was reminded of the times he had spent in that area. "Things have changed greatly since I was there. There wasn't even a road at that time", he recalls.

In his bush pilot days Mr. Hickson worked with the mining industry and had to transport a variety of cargoes—sometimes it would be hay, at other times dynamite. The bush pilots serviced their own machines in those days "We really had to know our airplanes", says Mr. Hickson. The aircraft were not equipped with radio, and bush pilots had to be "pretty careful" where they brought their planes down if they were running short of fuel.

After joining the department Mr. Hickson was engaged in helping to lay out the trans-Canada airways system, and in the early days of the Second World War was a one-man team for the selection of sites for military airports.

When working on the selection of airport sites, he was involved in surveying and photography and had to estimate what sort

of a reception inhabitants in the area would give an air base that was established in their midst. He had to handle levels and transits, and estimate grades and drainage and the quantities of gravel that would be required. There was also the question of the price to be paid for land and the taking out of options on the land.

Mr. Hickson has served also as District Inspector, Central Airways, Winnipeg, District Superintendent, Airways, Vancouver, and Administrator of Airports.



OTTAWA RECEPTION—R. W. Goodwin, director of the Civil Aviation Branch, makes one of the presentations to Mr. Hickson at a reception held in the Golden Totem at Ottawa airport on June 6.

HOMMAGE À M. HICKSON—Le directeur de l'aviation civile, M. R. W. Goodwin, remet un cadeau-souvenir à M. Hickson au cours d'une réception en l'honneur de ce dernier à l'aéroport international d'Ottawa, le 6 juin dernier.

## Retraite bien méritée

Après une longue carrière dans les services de l'aviation au Canada, dont 32 années au ministère des Transports, M. Earl Hickson, directeur adjoint de l'exploitation des aéroports, a officiellement pris sa retraite, le 6 juin dernier.

Né à Norton, au Nouveau-Brunswick, M. Hickson semblait destiné à faire carrière dans l'enseignement après de brillantes études à l'école normale de Fredericton. Comment alors est-il devenu pilote d'aviation? «C'est simple, dit-il. Je n'ai que comparé les salaires et choisi la carrière qui me paraissait la plus avantageuse.»

Il était étudiant à l'Université du Nouveau-Brunswick quand il a commencé à suivre des cours de l'ARC. A la fin de son cours, il a fait de la photographie aérienne dans l'Arctique de 1928 à 1932.

Il s'est adonné ensuite à l'aviation commerciale de 1934 à 1937, faisant la navette entre Rouyn, Noranda, Hudson et d'autres points du Nord canadien. Il est passé au service de l'Aviation civile du ministère des Transports en 1937.

Au cours de ses premières années au ministère, il a surtout participé à la mise au point du réseau aérien du Canada. Au début de la seconde guerre mondiale, on lui a confié la délicate tâche de choisir l'emplacement des aéroports militaires canadiens. A cette fin, il lui a fallu faire des levés et de la photographie aérienne, s'occuper des réactions souvent défavorables soulevées par l'établissement de bases aériennes dans le voisinage de certaines localités, étudier les problèmes relatifs à la topographie, au drainage, aux matériaux de construction, à l'acquisition de terrains, etc.

M. Hickson a également occupé les fonctions d'inspecteur de district de la Central Airways, à Winnipeg, de surintendant de district des lignes aériennes, à Vancouver, et de gestionnaire des aéroports.

## Earl William Clark

Earl William Clark and Mrs. Clark were honoured by employees at Charlottetown Airport on April 16 to mark Mr. Clark's retirement after 27 years' service. The Airport Manager, C.R. Matheson, making a presentation to Mr. and Mrs. Clark, wished them many years of happiness. Master of ceremonies was L.L. Campbell.



PRESENTATION ON BRIDGE—*Quartermaster Ambrose Steele receives a gift on the bridge from the Tupper's Capt. R.E. Doucette. Looking on is Mrs. Steele.*

## Ambrose (Ambie) Steele

Quartermaster Ambrose Steele retired March 3 after almost 10 years with CCGS *Tupper*. He began a long and distinguished career with the department on November 1, 1935, as a seaman on the Canadian Marine Service ship *Brant*.

## Stanley P. Adlington

Stanley P. Adlington recently retired after 29 years' service with the department—all at London Airport. He was first employed by the Construction Branch in the early construction of the airport, and later as airport attendant, equipment operator and then airport mechanic.

## Walter G. Wastell

Walter G. Wastell retired March 31 after 31 years' service with the Department of Transport. Mr. Wastell started as a Radio Operator on DOT ships and later became Officer-in-Charge of various Radio Range Stations in the West. At the time of his retirement he was Executive Assistant to the Regional Director of Air Services in the Western Region, Edmonton.

## Other recent retirements in department

J. Burgess, Halifax, N.S., May 31, 21 years; Richard Bertrand, Greece's Point, April 21, 34 years; Frank Cantwell, Cape Spear, N.S., April 19, 38 years; Norman J. Cormier, Fort William, April 1, 24 years; John Joseph Cole, Halifax Airport, June 6, 20 years; Lester Humphries, Gander Airport, 20 years; Thomas Hannon, Orrville, Ont., April 8, 15 years; A.J. Van Hulle, Winnipeg, May 26, 10 years.

H. L. Land, Montreal, May 1, 37 years; P. Lake, Parker's Cove, Nfld., May 18, 25 years; Mrs. Marie C. Morin, Hull, PQ, May 18, 13 years; Henri Mercier, Ville Montmorency, PQ, May 28, 50 years; Larry McCrimmon, Ottawa, May 30, 16 years; R. F. Pattison, Saskatoon, April 29, 29 years; H. C. Risteen, Moncton, July 4, 40 years; A. Robert, Montreal, May 29, 16 years; John Edmund Tunstall, Victoria, B.C., May 5, 8 years.

# TRANS-CANADA

## Canadian pioneer of Air Mail

Ottawa—Alexander Daniel McLean, a pioneer air mail pilot in Canada who helped foster the growth of civil aviation in this country, died at his home here on May 16. Aged 73, he retired as a member of the Air Transport Board in 1962.

Mr. McLean began his career in the Royal Flying Corps and the RAF during the First World War. He flew the inaugural flight of air mail service from Ottawa to St. John, N.B. and operated an experimental air mail service in the Maritimes. In 1927, he joined the RCAF and two years later was appointed district inspector of civil aviation for Western Canada.

In 1944, Mr. McLean participated in the development of the International Civil Aviation Organization (ICAO). In 1946, he was awarded the O.B.E. for his services during the Second World War, and in 1950 was appointed a member of the Air Transport Board.

## Un pionnier du courrier aérien meurt à 73 ans

M. Alexander Daniel McLean, pionnier du courrier aérien au Canada, est décédé à son domicile d'Ottawa, le 16 mai dernier, à l'âge de 73 ans.

M. McLean a consacré sa vie entière à l'essor de l'aviation civile au Canada. Lorsqu'il a quitté les services du gouvernement, en 1962, il était membre de la Commission des transports aériens depuis 12 ans.

Il a commencé sa carrière avec la RAF pendant la première guerre mondiale. Il a plus tard effectué le vol inaugural du courrier aérien d'Ottawa à Saint-Jean, Nouveau-Brunswick. Il a également exploité un service de courrier aérien expérimental dans les Maritimes.

Il a largement contribué à la planification et à l'établissement du réseau de voies aériennes transcanadiennes et a constamment oeuvré en vue d'assurer, par tous les moyens possibles, l'expansion de l'aviation civile au Canada.



**A COOL TOPIC**—The subject is Arctic icebreaking as Gordon W. Stead, Assistant Deputy Minister, Marine, left, and A. H. G. Storrs, Director, Marine Operations, talk with Captain P. M. Fournier, master of CCGS John A. Macdonald, which is engaged in the historic trip of the huge oil tanker Manhattan through the northwest passage. The scene is the National Library, Ottawa, during a break in the week-long Canadian Coast Guard Master's conference in June. Some 30 Coast Guard ship captains from across Canada met with headquarters personnel to discuss technical and administrative advances in DOT marine operations.

**UN THÈME RAFRAÎCHISSANT**—Le sujet est le déglacage dans l'Arctique alors que M. Gordon W. Stead, sous-ministre adjoint pour la Marine, à gauche, et M. A. H. G. Storrs, directeur des opérations de la marine, s'entretiennent avec le capitaine P. M. Fournier, commandant du n.g.c.c. John A. Macdonald qui prendra part cet été à l'historique voyage d'un pétrolier géant à travers le passage du nord-ouest. La scène se passe à la Bibliothèque nationale d'Ottawa au cours d'une pause lors de la Conférence des capitaines de la Garde côtière canadienne qui a duré toute une semaine. Environ 30 capitaines de la Garde côtière venant de toutes les parties du Canada ont rencontré le personnel des bureaux de l'administration centrale pour discuter des développements techniques et administratifs relativement aux opérations de la marine du ministère des Transports.

## Deputy Chief Architect

John J. Bolton, MRAIC, ARIBA, was appointed recently to the post of Deputy Chief Architect and Chief, International Terminals Division in the department's Construction Engineering and Architectural Branch. He had been Acting Deputy Chief Architect since the death last September of C. R. M. Wood.

Mr. Bolton joined the D.O.T. Air Services in November 1959, was promoted to the rank of Chief, General Building, on January 1, 1966, and held that post until Mr. Wood's death. He is a member of the Royal Architectural Institute of Canada.



John J. Bolton





# Weather Knows No Boundaries

by J. Rogalsky

As a member of the World Meteorological Organization, an agency of the United Nations, Canada is engaged in a wide variety of international endeavours in the field of meteorology. In addition to the exchange of data and forecasts, special assistance for the improvement of meteorological services has been given to a number of countries through foreign aid programs, and particularly to Commonwealth countries under the Colombo plan.

It has been recognized by international agencies that one of the primary things that can be of assistance to developing countries is the training of professional and technical staff in various disciplines. The Canadian Meteorological Service has gained an enviable reputation in the provision of this type of training service for other countries.

The Climatology Division, at Meteorological Branch Headquarters in Toronto, has pioneered in the field of machine processing of climatological data and is now recognized as one of the leaders in the development of modern methods, systems and techniques for analyzing and archiving climatological data. Several foreign Meteorological Services have selected Canada for the training of their own specialists in the design, development and implementation of climatological data processing systems.

## Technical Aid

In 1963, under the Special Commonwealth Aid to Africa Program (SCAAP), the Meteorological Branch participated in

a substantial program of technical aid to the Nigerian Meteorological Service. After a feasibility survey was completed and the program accepted by the External Aid Office, Canadian made data processing equipment was shipped to Lagos, and Nigerian technical staff were trained in Canada. A Canadian meteorologist went to Nigeria to supervise the installation of the equipment and to get the program started. Four Nigerian meteorologists and technicians have come to Toronto for training periods over the past few years, and periodic correspondence has been carried on with the Nigerian staff regarding their technical problems and progress.

A training program involving V. K. Raghavendra from India under the Colombo plan, and Sampson Masope from Ghana under the WMO Fellowship program, was recently concluded. Basically the purpose of this training program was to familiarize the students with the most modern equipment, techniques, facilities and methods for weather data processing and analysis, and was custom tailored to suit the needs of the participating countries.

The Indian Meteorological Service plans to install a medium scale computer in the near future, and the emphasis for Mr. Raghavendra was therefore in the area of computer operating systems and equipment capabilities. He also became familiar with the most effective programming languages to be used on the current generation of computing equipment.

## Canada and India

Mr. Raghavendra also found time to engage in some supplementary developmental work to empirically derive sunshine and radiation data using the computer and available historical cloud cover observations. These procedures will be useable in Canada as well as India, and even if only partially applied, Canada will have directly benefited far more than we have invested in this particular program. There were, of course, many other intangible mutual benefits derived in areas of learning, appreciation, tolerance and understanding, which will help in future programs of this kind.

The Ghanaian Meteorological Service will be utilizing a small scale computer located at the University of Ghana on a part-time basis. Their primary applications will involve quality control and tabulation of climatological data. Mr. Masope's training was, therefore, oriented to computer programming with emphasis on the production of tabulations which will be used by the Ghanaian Meteorological Service for routine publications.

Both Mr. Masope and Mr. Raghavendra were presented with certificates indicating successful completion of a technical training course in methods and procedures related to machine processing of climatic data.

The trainees expressed pleasure with the choice of Canada as the host country for their training programme, and the Meteorological Branch is looking forward to continued liaison with the recipient nations.

# Le temps se rit des frontières

par J. Rogalsky

A titre de membre de l'Organisation météorologique mondiale, une agence des Nations Unies, le Canada participe à une grande variété de projets internationaux dans le domaine de la météorologie. En plus d'échanger des données et des prévisions météorologiques, il aide tout spécialement à améliorer les services météorologiques de certains pays dans le cadre des programmes d'aide à l'étranger, particulièrement des pays du Commonwealth en vertu du plan Colombo.

Les agences internationales reconnaissent que l'un des meilleurs moyens d'aider les pays du tiers-monde consiste à former leur personnel professionnel et technique des diverses disciplines. Le Service canadien de la météorologie s'est fait une réputation enviable en fournissant ce genre de service à d'autres pays.

La Division de la climatologie, au bureau central de la Direction de la météorologie à Toronto, a fait oeuvre de pionnier dans le domaine du traitement mécanique des données climatologiques et est maintenant reconnue comme l'un des organismes les plus compétents en matière d'établissement de méthodes, de systèmes et de techniques modernes d'analyse et de mise en archives des données climatologiques. Par conséquent, plusieurs services météorologiques étrangers confient au Canada la formation de leurs propres spécialistes de la conception, du perfectionnement et de la mise en oeuvre de systèmes de traitement des données climatologiques.

## Aide technique

En 1963, la Direction de la météorologie a participé, dans le cadre du Programme spécial du Commonwealth pour l'aide à l'Afrique (SCAAP), à un vaste programme d'aide technique au Service météorologique nigérien. Après étude des possibilités et acceptation du programme par le Bureau



QUE DIT L'ORDINATEUR?—M. J. Rogalsky et M. V.K. Raghavendra vérifient l'exactitude des résultats fournis par l'ordinateur.

WHAT DOES THE COMPUTER SAY?—J. Rogalsky and V.K. Raghavendra examine the computer output for validity.

de l'aide extérieure, du matériel de traitement des données fabriqué au Canada fut expédié à Lagos et des membres du personnel technique de la Nigéria reçurent leur formation au Canada. Un météorologiste canadien se rendit à la Nigéria pour surveiller l'installation du matériel et pour mettre le programme en oeuvre. Quatre météorologistes et techniciens nigériens ont reçu une formation à Toronto, au cours des dernières années, et une correspondance périodique a été entretenue avec le personnel nigérien au sujet des problèmes et des progrès techniques.

M. V.K. Raghavendra, boursier indien du plan Colombo, et M. Sampson Masope, boursier ghanéen de l'Organisation météorologique mondiale, ont récemment terminé un stage de formation au Canada. Les deux stagiaires devaient essentiellement se familiariser avec l'utilisation des équipements, des techniques, des installations et des méthodes les plus modernes de traitement et d'analyse des données météorologiques. Ces stages ont été conçus de façon à répondre aux besoins particuliers de l'Inde et du Ghana.

Le service météorologique de l'Inde a, en effet, l'intention d'utiliser prochainement un ordinateur de dimensions moyennes. M. Raghavendra a donc reçu des cours plus poussés en informatique. Il connaît maintenant les principaux langages de programmation utilisés dans les ordinateurs de la génération actuelle.

## Coopération indo-canadienne

M. Raghavendra a également consacré une partie de son temps à des études supplémentaires en vue d'obtenir empiriquement des données sur l'insolation et le rayonnement, à l'aide d'un ordinateur et de données de nébulosité. Cette méthode pourra être utilisée au Canada autant qu'en Inde et, même s'il ne l'utilise que partiellement, le Canada aura tiré de ce programme particulier un profit supérieur aux sommes investies. Il y a, de plus, bien d'autres avantages indirects que les deux pays tireront de ce programme, dans les domaines de la connaissance, de l'appréciation, de la tolérance et de la compréhension, choses très utiles pour les programmes futurs du même genre.

De son côté, le service météorologique du Ghana utilisera bientôt à temps partiel un petit ordinateur installé à l'Université du Ghana et ses premiers travaux porteront sur le contrôle de la qualité et la tabulation des données climatologiques. Le stage de M. Masope a donc porté surtout sur la programmation des ordinateurs et la production de tableaux comme ceux que le service météorologique ghanéen établira pour des publications courantes.

MM. Masope et Raghavendra ont tous deux reçu des diplômes indiquant qu'ils ont terminé avec succès des stages techniques en méthodes et procédures de traitement automatique des données climatologiques.

Les deux stagiaires se sont déclarés très satisfaits d'avoir fait leur stage au Canada. De son côté, la Direction de la météorologie espère maintenir le contact ainsi établi avec l'Inde et le Ghana.

# end of the MV Halhawk

On March 22, the 18-year-old ex-fishing vessel MV *Halhawk*, en route from Canso, N.S. to Saulnierville, N.S. with a 200-ton cargo of herring, sprang a leak forward that was to end her career.

After the forward accommodation had flooded and the rudder and propeller came half out of the water, all attempts to reach nearby Jeddore became hopeless. The master, Cereno McCullough, ordered the crew to abandon ship and an inflatable liferaft was successfully launched. It would have been useless to launch a dory or boat in such conditions.

The master and crew were picked up by the vessel *Bluethroat*, emphasizing to the crew the lifesaving capabilities of these liferafts.

The vessel later drifted ashore and went aground about 150 yards off Half Island Point, near East Lawrencetown, N.S. On March 26, after four days of pounding in heavy surf, the break up was complete, with only a skeleton of the vessel remaining.

In these pictures, taken by J.S. McCallum, Steamship Inspector, Marine Regulations Branch, Halifax, the final minutes of the *Halhawk* are portrayed. With an interest in the oil pollution hazard, Mr. McCallum had been watching the vessel from the shore.

1, The *Halhawk* lies on her starboard bilge; 2, struck by a wave she is knocked almost upright; 3, the after deckhouse, complete with funnel and wheelhouse, goes over the side; 4, main hull is smashed; 5, destruction near complete; 6, the after deckhouse has come upright and the bow swings round pointing inshore, while the deckhouse heads out to sea; 7, like a sea monster, the galley funnel, supported by a section of deck, drifts further shoreward.



3

... puis la timonerie s'écroule



4

... la coque est fracassée



5

... destruction presque complète



6

... soulèvement du pont arrière



7

... puis, quelques débris seulement

## Un navire de pêche fait ses adieux



1

Le «Halhawk» s'incline à tribord



2

... une vague le redresse

CAI  
D.D. 5  
T.61  
Sept-Oct  
1969

# Transport ALBUM des Transports



## **CCGS Tupper**

The Canadian Coast Guard Ship Tupper, completed and named in 1959, was built by Marine Industries Limited, Sorel, P.Q. It is a light icebreaker, supply and buoy vessel based at the D.O.T. Marine Agency in Charlottetown, P.E.I.

LENGTH: 204.6 feet

BREADTH: 42 feet

DRAFT: 14 feet

POWER: Diesel Electric, 2,900 SHP

GROSS TONNAGE: 1,358 tons

## **Le n.g.c.c. Tupper**

Le Tupper, brise-glace léger servant surtout au ravitaillement des phares et à l'entretien des bouées, est attaché à l'Agence de la marine de Charlottetown, I.P.-E. Sa construction a été achevée en 1959 aux chantiers navals de Marine Industries, à Sorel.

LONGUEUR: 204 pieds, six pouces

LARGEUR: 42 pieds

TIRANT D'EAU: 14 pieds

PUISSANCE: diesel-électrique, 2,900 cva

JAUGE BRUTE: 1,358 tonneaux