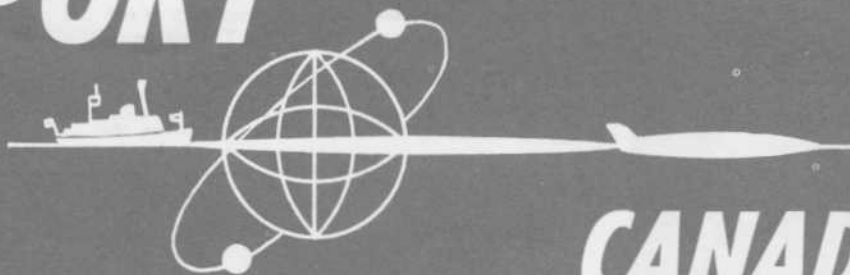


# TRANSPORT

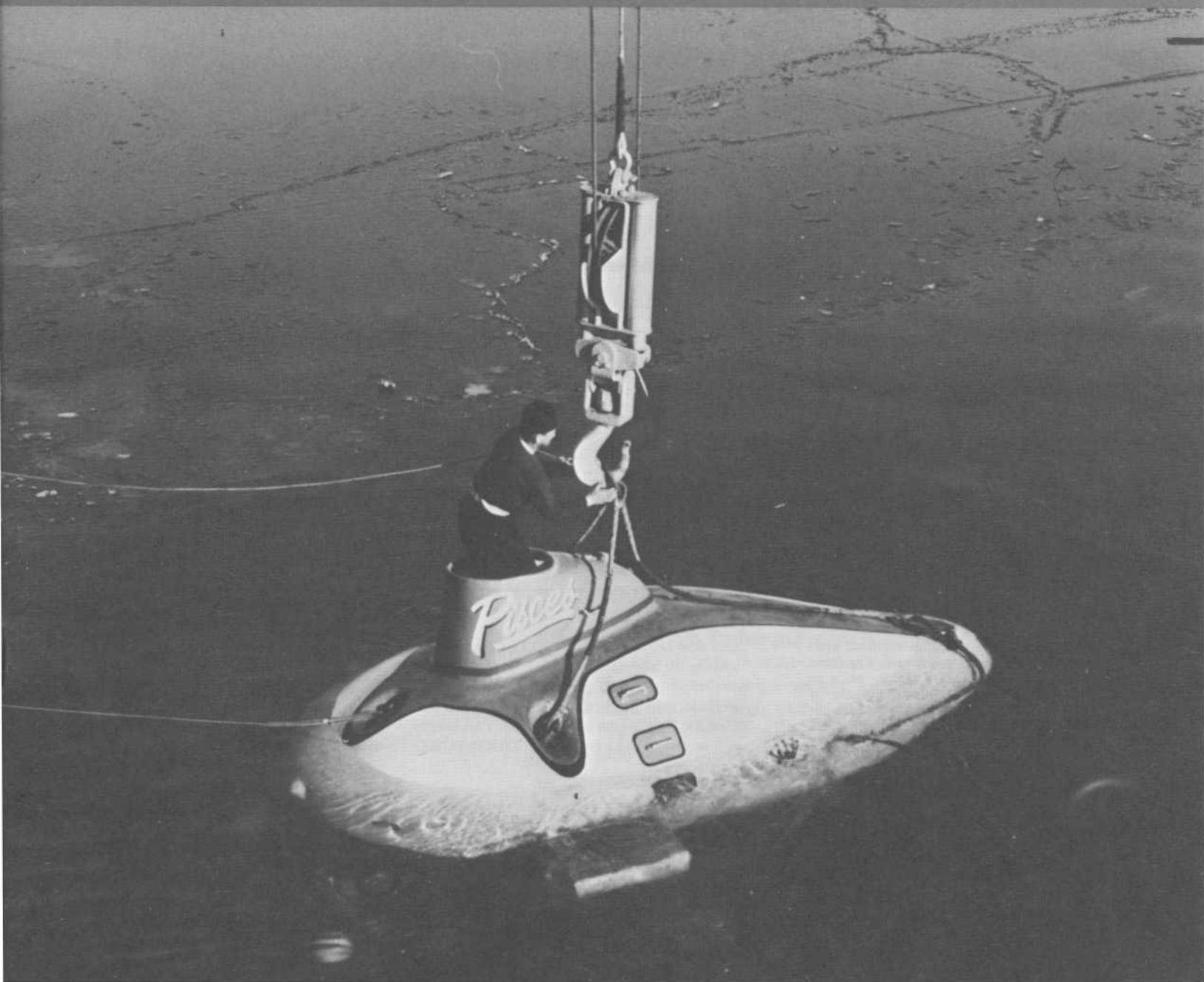
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# CANADA



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Editor Bryan R. Goodyer

ROGER DUHAMEL, F.R.S.C., QUEEN'S PRINTER AND CONTROLLER OF STATIONERY, OTTAWA, 1969

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Rédacteur français Edouard Deslauriers

ROGER DUHAMEL, M.S.R.C., IMPRIMEUR DE LA REINE ET CONTRÔLEUR DE LA PAPETERIE, OTTAWA 1969

**TRANSPORT**



**CANADA**

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The story of the two-man research submarine *Pisces* (shown disconnecting from a crane aboard CCGS *Labrador* prior to making a dive in Arctic water south of Melville Island) and its assistance in the successful completion of "Project R.I.P." is told by Captain Paul Tooke, master of the *Labrador*. The story begins on page 4.

Le "*Pisces*", petit sous-marin capable de contenir seulement deux personnes, s'est prêté à d'importantes recherches scientifiques dans l'Arctique, l'été dernier. Le capitaine Paul Tooke, du n.g.c.c. *Labrador*, raconte en page 4 comment le "*Pisces*" s'est comporté au cours de sa périlleuse mission dans les profondeurs des eaux de l'Arctique au sud de l'île Melville. Dans cette photo, le sous-marin est descendu à l'eau à l'aide d'une grue installée à bord du *Labrador*.

Our new Deputy Ministers, O.G. Stoner, will assume his new duties with the Department of Transport on Feb. 1. Mr. Stoner succeeds J.R. Baldwin, who has become president of Air Canada. Full details of Mr. Stoner's biography will appear in the next issue of TRANSPORT.

Our thanks to Jean Miville-Deschenes, an artist on the staff of the Department of Public Printing and Stationery in Hull, whose design for the cover of the November-December 1968 issue of TRANSPORT sparked a number of inquiries from the readers.

The Editors

Notre nouveau sous-ministre, M. O. G. Stoner, assumera ses nouvelles fonctions aux Transports d'ici quelques jours. On sait qu'il succède à ce poste à M. J. R. Baldwin, devenu président d'Air Canada. On publiera une biographie détaillée du nouveau sous-ministre dans le prochain numéro de notre revue.

Nos remerciements à l'artiste Jean Miville-Deschênes, du Département des impressions et de la papeterie publiques dont le dessin ornant le frontispice de notre numéro de novembre-décembre a suscité l'admiration de nos lecteurs.

La rédaction

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## A NEW ROLE

I am starting my twentieth year of full time activity in transportation in a new role at Air Canada. While not in the Department of Transport, it will be under the Minister of Transport, so quite a few of the associations and contacts of recent years will remain. To all of you in the Department who have, as far as I am concerned, made this the most stimulating and vigorous department of government, and who have helped me so much in the last fifteen years, I send my thanks and best wishes for the future.

## NOUVEAU POSTE

Je commence ma vingtième année d'activité à temps complet dans le domaine des transports avec un nouveau poste à Air Canada. Bien que je ne serai plus au ministère des Transports, je relèverai quand même du ministre des Transports et, de la sorte, je conserverai nombre de mes liens et contacts des dernières années. A tous ceux d'entre vous qui, au ministère, ont fait en sorte qu'il soit pour moi le ministère du gouvernement le plus exaltant et le plus dynamique, et qui m'ont tant aidé ces quinze dernières années, j'adresse mes remerciements et mes meilleurs vœux pour l'avenir.

*J. R. Baldwin*

Deputy Minister

Sous-ministre

# the long, cold summer

by Captain Paul Tooke



Capt. Tooke

*CCGS Labrador was involved in three "first-ever" exercises during the annual Arctic resupply operation which concluded last fall. These were the successful recovery of four one-ton recording instruments from the Arctic sea bottom, the use of a research mini-submarine in ice-covered seas, and the tape-recording of the underwater noises of Arctic ocean mammals.*

*This article, except for some paragraphs of explanation, is a compilation of the reports of Captain Paul Tooke, master of the Labrador.*

The icebreaker CCGS *Labrador* set out July 17, with a total of 114 souls, for a three-month voyage in Canada's Arctic. Though she had a varied number of assignments, one of the most important

was the "R.I.P." project.

The term "R.I.P." has no deadly connotation. It refers to the attempted recovery of five one-ton remote instrument packages, or R.I.P. units, from the sea-floor of the Arctic archipelago, where they had been lowered and placed the year before.

The packages were designed to record samples of undersea noise once each hour for a year. Each unit was lowered to the bottom in different Arctic channels in order to typify under-sea noise for use in the future design of sonar detection and acoustic navigational devices.

The method of RIP recovery was to send coded underwater sound signals from the icebreaker into the water near the location of the instrument. When these sounds were recognized by the release system in the RIP unit, an explosive bolt fractured and released an underwater float. As it rose to the surface, the float unreeled a rope which was used to hoist the RIP unit onto the ship.

It also ejected automatically copious quantities of a yellow-green dye and switched on a small radio transmitter.

The two-man submarine *Pisces* was flown from Vancouver to Thule, Greenland, where it was picked up by the *Labrador* for assistance in recovering the RIP units and conducting underwater research.

The RIP recovery project was 80 per cent successful, four out of five being recovered. RIP Number Two, off Thule in open water, was not recovered because a 176-foot-high iceberg had grounded exactly on its position. It was estimated by the scientists aboard the *Labrador* to contain 50 million tons of ice.

It had been intended to investigate

this site on the sea floor (235 fathoms) but I stopped the operation because of the slow oscillations of the iceberg and the danger of it overturning because of its obvious loss of stability due to grounding.

We abandoned this unit and moved on to Norwegian Bay which was solidly covered with ice three feet thick. The *Labrador* spent six hours breaking up all the ice in a quarter-mile circle into small floes. When the RIP was challenged by the sound-signals from the quarter-deck, the float could not be seen. From the ship's helicopter, the dye was detected streaming up in the water between the cracked floes. The ship then split the small floe, thus permitting the float to be picked up and the rope from the RIP to be wrapped onto the winch drum.

The same procedure was repeated at RIP Position Number Five to the west of Cornwallis Island and the one off Winter Harbour, Melville Island.

RIP Number One off North Devon Island was an open water recovery, and no problems were experienced other than the usual one of very delicate shiphandling lest the rope or wire be snapped by the weight of the ship or the turning propellers.

Health of the crew became of special importance through the death of the ship's medical officer, Dr. John Goodwin, who suffered a heart attack approximately two weeks after sailing. He had diagnosed a case of appendicitis shortly before his death which necessitated a dash from Wakem Bay to Sugluk, in Hudson Strait, where the patient was transferred to CCGS *C.D. Howe* for a successful operation.

Another seaman suffered severe head

injuries in a fall but the ship, fortunately, was at Thule where hospital attention was immediately available.

Crew morale during the trip was maintained at a fairly high level. I judge this on the fact that no complaints were made to the master during the entire trip, either directly or through department heads, and also by the roars of laughter I heard floating up through the messrooms to my quarters. "If they're laughing, they're not plotting", as one master imparted to me many years ago.

The films supplied were invaluable to the general relaxation and mental escape, however, fleeting, from the stark realities of the Arctic, and were much appreciated by all on board.

Physical recreation was difficult, but we did manage to land many of the crew at Sugluk to play baseball and kick a football around for a few hours. Also, in Milne Inlet, all the fishermen were flown ashore to partake in a fantastic run of Arctic char, a native trout. Good success was had, 50 to 60 fish being caught, some of them nearly a yard long. This was strictly rod and line and lure fishing, but proved to be a highlight of the voyage.

The "Pisces" made a total of 20 dives. It was picked up each time by maneuvering *Labrador* alongside, while the operator opened the hatch and hooked on our crane hook. This operation calls for absolutely no movement of *Labrador*, otherwise the submarine would start "penduluming" about in ever-increasing gyrations.

I was always worried that though it was calm when *Pisces* submerged, it might be quite nasty when it surfaced three hours later. With its low hatch, about a two-foot sea would slop in the hatchway, preventing it from being opened to hook on. With *Labrador* rolling even slightly, recovering *Pisces* without damage would be impossible.

Two or three times we lost radio contact with *Pisces* on the ocean floor, and therefore had no idea where she was.

Several times off Melville Island, I watched large ice floes moving into the area after *Pisces* had gone down earlier in open water for miles around. Luckily she came up between the floes and we spotted her despite the fact her two-foot-high hatch is hard to see over half a mile. Usually, if ice was around, a rope was attached to the submarine.

One real danger decided between Al Trice, operator and part owner of *Pisces*, and myself was that if the lead weights had to be jettisoned on account of malfunction on the sea-bed, *Pisces* might shoot to the surface under the middle of an ice floe, and buoyancy would keep her hatch jammed hard up against the under side, where she could be invisible to us forever.



*CCGS Labrador, which steamed 12,724 miles in 89 days during last summer's annual Arctic resupply operation.*

*Le n.g.c.c. Labrador, au cours de son dernier périple dans les eaux de l'Arctique, a parcouru 12,724 milles en 89 jours.*



*The two-man submarine Pisces is hoisted aboard the Labrador after diving under the ice off Melville Island. Pilot "Scratch" MacDonald can be seen emerging from the sub's hatch.*

*Le petit sous-marin «Pisces» est hissé à bord du Labrador après une de ses plongées sous la glace à quelques milles de l'île Melville.*



*The Pisces submerges in Norwegian Bay.*

*Le «Pisces» sur le point de disparaître sous l'onde dans la Baie Norvégienne.*

In his report, Dr. Allen R. Milne of Victoria, chief scientist aboard, writes: "The unevenly-lit under-ice world of the seal could be seen through the view ports of *Pisces* and on the television screen during under-ice acoustic measurements. The water was often transparent enough to permit viewing by natural light to depths as great as 650 feet. At one RIP site near Melville Island, after the float had reached the surface, we followed the rope down 1,000 feet to the sea floor to photograph the instrument as it sat during its year's vigil."

Dr. Carleton, of Johns Hopkins University, said his biggest goal was to tape-record the underwater noises of the narwhal, a sea mammal on which he waxed enthusiastic at the slightest provocation.

I dodged into Grise Fiord on the way out of Jones Sound and anchored a stone's throw off the beach in dense fog where, predictably, it cleared up as soon as we anchored and inquiries revealed that a large herd of narwhal had indeed that very day passed up the fiord.

Dr. Ray's enthusiasm was catching, and I went in the helicopter with him about 15 miles to the head of Grise Fiord.

We saw nothing on the way up, but as soon as we put the hydrophone in the water at the beach edge, we heard peculiar clicks and whistles in the ear-phones. He taped these noises for about 10 minutes, then we looked out over the water and there were narwhal everywhere, leaping and slicing around. From the helicopter, we counted between 50 and 60. He obtained movies of them, as well as colour and black and white, being festooned with loaded cameras. He informed us that this was a scientific "first" in the world of mammalogy, and rejoiced at his good fortune in capturing it for posterity, and the enlightenment of this hitherto dark corner of science.

Dr. Ray left us in Resolute Bay, leaving his assistant, Ray Harmon, to carry on the good work, and to record in particular anything he could get on the Ringed Seal. Along the south coast of North Devon Island, Mr. Harmon taped and photographed not only the Ringed Seal, but a rookery of 200 walrus in Stratton Inlet, and a herd of belugas off the entrance.

Dr. Bernard Pelletier, geologist from Bedford Institute in Dartmouth, also got

as much flying time as possible, examining rock stratas and formations. He also was very enthused about his trips to the ocean floor in the *Pisces*, which had the capacity for picking rocks up and depositing them in a bucket, until the \$50,000 stainless steel arm unluckily fell off one day in 100 fathoms.

Dr. Pelletier's enthusiasm for *Pisces* was dampened when it sprang a leak in 100 fathoms, and no time was lost in surfacing. This happened three times before the problem was solved.

The problem had to do with a new rubber flange or gasket where the power cable goes through the hull and out to the motors. The general opinion was that the cold water made the rubber more brittle and less malleable, and it didn't quite do the job of keeping out the ocean.

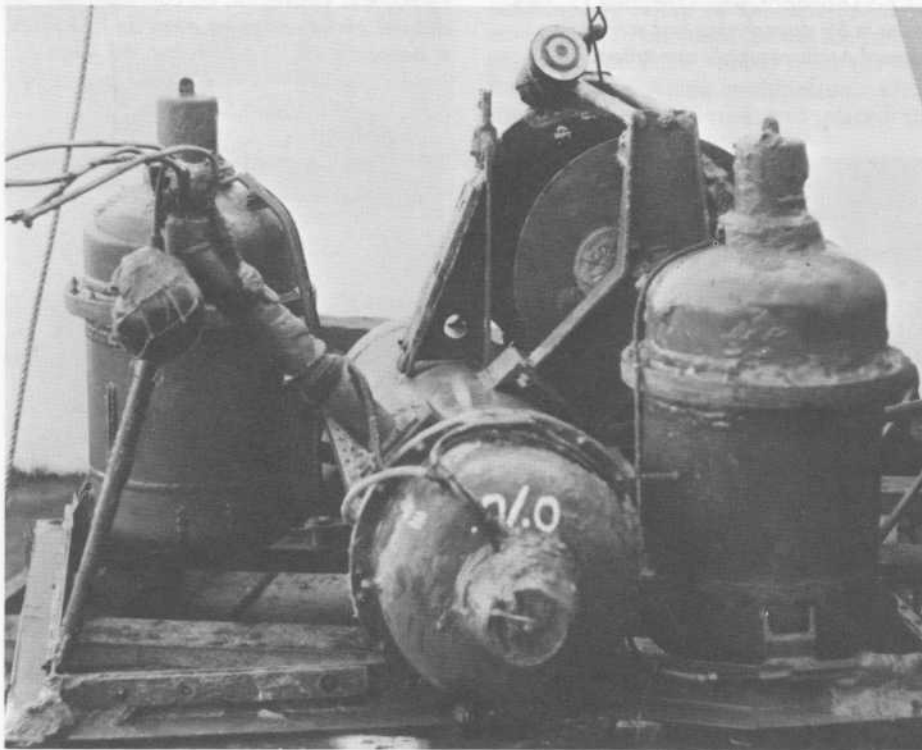
However, Dr. Pelletier did acquire a couple of crates of rock samples and fossils-in-rock which, if I may quote his own words, were "beautiful, just beautiful."

Dr. Dick Herlinveaux, Fisheries Research Board, Nanaimo, B.C., obtained data from 32 oceanographic stations taken along our route from Thule to Norwegian Bay to Winter Harbour and Eclipse Sound, Milne Inlet, Pond Inlet and back to Thule. As well as Nansen bottle water samples, there was bathythermograph and occasional bottom-coring at these stations. He was also supplied by us with chart tracings of our set and drift every time we stopped. He expressed his satisfaction for the work he accomplished.

Back at Sugluk we embarked two topographers of the Department of Energy, Mines and Resources. Topographical work was carried out on Coates, Mansel and Nottingham islands, the latter being interrupted by a search and rescue mission than involved taking a sick Eskimo girl and the officer in charge of Nottingham Radio to Cape Dorset nursing station. Bad weather held up the Nottingham survey work with fog and heavy rolling preventing the helicopters from flying. This project included the task of measuring distances from mountain to mountain, and establishing mountain heights. It was finally abandoned due to fog and we proceeded to Diggs Island, where snow cover prevented any work and the project was discontinued.

Cleared for the voyage home, we started for Halifax on four engines, at 14 knots, instead of two engines, to avoid Thanksgiving Day at sea, as the extra fuel cost was only about 25 per cent of statutory holiday pay for all hands.

After landing 12 cadets at Sydney, we reached Dartmouth October 13, to officially end the voyage. *Labrador* had steamed a total of 12,724 miles, and the voyage lasted 89 days, or 1,261 hours, 15 minutes.



An R.I.P. unit recovered from the bottom of Viscount Melville Sound. This unit flipped over and was nearly lost because of the interference of a large polar floe which persisted in pressing the Labrador away from its position. This R.I.P. unit is now back at the Defence Research Establishment Pacific where it has produced some excellent records of underwater noises.

Cet appareil servant à enregistrer des bruits sous-marins a été décelé à l'aide du «*Pisces*» et ensuite retiré des profondeurs au sud de l'île Melville. On a éprouvé beaucoup de difficultés à récupérer l'appareil, placé à cet endroit l'année précédente, à cause de la présence d'une immense banquise mettant entrave au travail du Labrador.

(Photos courtesy Defence Research Establishment Pacific, Victoria, B.C.)

# le bilinguisme aux transports

Le ministère des Transports fut l'un des premiers à instituer un programme visant à créer un climat plus favorable à l'expansion du bilinguisme au sein de son personnel et il demeure aujourd'hui l'un des plus actifs dans ce domaine.

Déjà avant l'adoption d'une politique gouvernementale favorisant le bilinguisme dans certains secteurs de la fonction publique, le ministère des Transports, répondant aux désirs de son sous-ministre, M. J. R. Baldwin, maintenant président d'Air Canada, lui-même bilingue, avait déjà jeté les bases d'un programme en ce sens par diverses mesures d'administration interne. En 1965, un comité consultatif en matière de bilinguisme fut établi sous la direction du sous-ministre adjoint à la Direction générale, M. Gilles Sicotte, et, la même année, on retenait les services d'un conseiller spécial en bilinguisme, M. Paul Chouinard, professeur de langues et de méthodologie détenant divers diplômes universitaires, dont, entre autres, une maîtrise en littérature anglaise de l'Université de Montréal.

C'est encore à cette époque, avant qu'on ait officiellement adopté une ligne de conduite gouvernementale bien définie en ce qui concerne le bilinguisme, que le ministère obtenait l'autorisation d'établir sa propre école des langues, une des premières dans la fonction publique.

Quelque temps auparavant, le sous-ministre, avant même l'intervention du Bureau fédéral des traductions, avait invité notre personnel à maintes reprises à utiliser au maximum son potentiel bilingue afin d'avoir le moins souvent possible besoin de recourir aux services de la traduction. Sur ce point, on a également encouragé les employés du ministère à utiliser la langue de leur choix dans tout échange de correspondances à l'intérieur des services.

Aujourd'hui encore, le ministère des Transports demeure celui qui a le plus recours aux services de l'enseignement des langues dans la région d'Ottawa, comme d'ailleurs dans les autres secteurs du pays où l'usage des deux langues est requis.

## Dans des postes-clés

Au chapitre du recrutement, la liste de Canadiens d'expression française détenant des postes-clés au sein de l'administration du ministère et des agences relevant du ministère est assez longue. De fait, on les retrouve dans tous les services et à divers échelons de l'administration.

Pour les besoins de la cause, nommons-en quelques-uns. D'abord, parmi nos trois sous-ministres adjoints dont l'un dirige les Services de l'Air et le second les Services de la Marine, le troisième, à la Direction générale, est un Canadien d'expression française, M. Gilles Sicotte.

Des quatre directions relevant des Services de la marine, celle des travaux maritimes est dirigée par un ancien haut fonctionnaire du gouvernement du Québec, M. Walter Manning.

Aux Services de l'Air, le directeur auquel incombe les plus lourdes responsabilités financières est M. Emile Daoust, de la Direction de la construction et de l'architecture. M. Daoust est un ancien employé de la ville de Montréal.

Le contentieux est depuis de longues années sous la direction de Me Jacques Fortier, natif de Hull (P.Q.).

A d'autres échelons supérieurs de l'administration, il y a des nominations plus récentes encore, soit celles de M. André Dumas au poste de chef du Contrôle des opérations des aéroports et de M. Louis Lavoie, directeur du personnel aux Services de la marine.

Il peut être intéressant de noter ici qu'au sein des diverses agences relevant de notre ministère, d'autres compétences du Canada français détiennent des postes de haute importance. Nous pensons, entre autres, au vice-président de la Commission canadienne des transports, Me Pierre Taschereau. Deux des principaux comités de cette Commission sont également dirigés par des Canadiens d'expression française. En effet, le président du Comité de la politique internationale en matière de transport est M. Gérald Morisset, alors que le Comité des transports par véhicules à moteur est dirigé par Me Laval Fortier.

On sait, par ailleurs, que le président de l'Administration de la voie maritime du Saint-Laurent est M. Pierre Camu.

## Relevé des besoins

Revenant au ministère lui-même, le travail que poursuit le service de M. Chouinard est à signaler. Sa première tâche, à titre de conseiller en bilinguisme, a été de faire le relevé des besoins dans tous les coins du pays où le bilinguisme s'imposait. Cette étude a entraîné, en dehors de la région de la Capitale nationale, l'ouverture des premières écoles d'enseignement des langues de la Fonction publique à Cornwall, St. Catharines, Québec, Montréal et Dorval.

Le service du conseiller en bilinguisme se compose aujourd'hui de huit employés à temps complet, attachés au bureau d'Ottawa, ainsi que d'un certain nombre d'employés qui agissent à temps partiel comme agents de liaison auprès des principales installations du ministère réparties à travers le pays.

Le ministère des Transports est, comme l'on sait, une vaste entreprise dont les ramifications s'étendent d'un bout à l'autre du pays. Il a donc fallu visiter chacun de nos bureaux régionaux, rencontrer les chefs de services et interviewer au-delà de 4,000 employés en vue de déterminer les besoins en matière de bilinguisme par tout le pays. Une attention particulière a été portée aux localités suivantes: la région de la Capitale nationale, Québec, Montréal, Dorval, Cornwall, St. Catharines, Toronto, Fredericton, Moncton, Charlottetown et Saint John (N.-B.).

## Immersion favorisée

En ce qui concerne l'enseignement des langues, notre Comité consultatif en matière de bilinguisme a particulièrement insisté sur la nécessité de plonger les candidats dans des cours de deux ou trois semaines de durée dans un entourage et une ambiance totalement anglais ou français, selon le cas. D'après nos spécialistes, cette formule est l'une des plus aptes à fournir au candidat l'occasion

d'améliorer sa connaissance de la langue seconde. On espère, de fait, que cette formule en vienne à supplanter cette autre qui ne prévoit que cinq ou six heures de cours par semaine.

Au total, depuis le début du programme d'enseignement des langues, près de 1,000 employés des Transports ont eu l'occasion de suivre les cours sous une forme ou une autre, soit en immersion (cours de deux ou trois semaines) ou par périodes de cinq ou six heures par semaine. L'an dernier seulement, 102 employés se sont inscrits à des cours de français en soirée à diverses universités au pays.

Ces chiffres ne tiennent pas compte de ces autres employés qu'on a destinés au programme de biculturalisme et de bilinguisme. Il s'agit, dans ce cas, de certains hauts fonctionnaires désignés pour suivre des cours d'un an, soit à l'Université Laval de Québec ou à l'Université de Toronto. L'an dernier, trois employés de langue française ont suivi le cours à Toronto alors qu'un d'expression anglaise s'est inscrit à Québec. Cette année, deux autres candidats ont été choisis; l'un pour Toronto et l'autre pour Laval.

#### Recrutement difficile

Au chapitre du recrutement, particulièrement en ce qui concerne l'embauche du personnel de langue française, on a formé, entre autres, une équipe de spécialistes à Dorval dont la tâche principale est de pourvoir aux besoins des Services de l'Air et de la météorologie en ayant recours aux plus importantes maisons d'enseignement français au pays.

On s'efforce enfin, par tous les moyens possibles, d'assurer les services dans les deux langues dans tous les secteurs de l'administration où le bilinguisme s'impose.

A Sydney, en Nouvelle-Écosse, notre collège de la Garde côtière canadienne prodigue un enseignement bilingue aux futurs officiers de marine. On consacre 800 heures à l'enseignement de la langue seconde durant les quatre années de ce cours. Le premier groupe d'élèves-officiers, tous maintenant capables de maîtriser les deux langues, recevront leur diplôme du Collège cette année et seront immédiatement appelés à servir à bord de nos navires. Certains seront éventuellement promus à des postes-clés au sein de l'administration des Services de la marine du ministère, soit à Ottawa ou ailleurs au pays. Le Collège aura donc servi à former des spécialistes bilingues qui assureront la relève dans un des plus importants services du ministère.

#### Bibliothèques linguistiques

Plus récemment encore, le ministère est devenu le premier à conclure une entente avec la Commission de la fonction publique en vue de l'établissement sur

place, soit dans nos locaux, de bibliothèques linguistiques dotées de magnétophones et servant également de classes et de salles de conférence. Ces installations permettront au personnel de retourner aux sources à l'occasion, de se retremper enfin dans le milieu, afin de conserver la langue seconde acquise et même d'en approfondir la connaissance.

Deux de ces laboratoires seront aménagés à Ottawa—l'un dans l'édifice Hunter et l'autre dans l'édifice temporaire numéro 3—alors que le troisième ira à Toronto. Ces services s'organisent en collaboration étroite avec le Bureau des langues de la Commission de la fonction publique.

Les succès espérés de cette dernière initiative pourraient entraîner l'ouverture de laboratoires semblables dans d'autres centres à mesure que les besoins en matière de bilinguisme se feront sentir.

Le bilinguisme chez nous fait donc des progrès sensibles. Il reste évidemment beaucoup à accomplir et la tâche est parfois lourde, mais les responsables du programme ont confiance de mener à bien leur œuvre.



P. A. Chouinard

*Au moment d'aller sous presse, on apprenait la mort subite de M. Paul Chouinard, âgé de 48 ans, conseiller spécial en bilinguisme aux Transports depuis 1965. Ses nombreux amis au ministère pleurent la perte de celui qui a tant fait pour créer chez nous un climat favorable à l'expansion du bilinguisme à tous les échelons de l'administration. Nos sincères condoléances à la famille éprouvée, et plus particulièrement à son épouse et à ses quatre enfants.*

*As this issue of TRANSPORT went to press, we learned of the sudden death of Paul Chouinard, 48, special adviser on bilingualism to the department since 1965. His numerous friends here will keenly miss a man who has done so much to create a climate favorable to the expansion of bilingualism at all levels of the administration. Our sincere sympathy goes out to Mr. Chouinard's bereaved family, particularly his wife and his four young children.*

## bilingualism and the department of transport

The Department of Transport was one of the first to initiate a program designed to create a climate more favorable to the growth of bilingualism among its staff and today it remains one of the most active in this field.

Even before the adoption of government policy favoring bilingualism in certain sectors of the public service, the Department of Transport, acceding to

the wishes of its Deputy Minister, J. R. Baldwin, now President of Air Canada and himself bilingual, had already laid the foundation for a program along that line through various internal administration measures.

In 1965, a departmental advisory committee on bilingualism was established under the direction of Gilles Sicotte, Assistant Deputy Minister, General, and,



the same year, the services of a special advisor on bilingualism, Paul Chouinard, were retained.

Mr. Chouinard, a former professor of languages and methodology, holds various university degrees, including an M.A. in English literature from the University of Montreal.

Also at that time, before a well-defined government policy on bilingualism had been adopted, the Department was authorized to establish its own language school, one of the first in the public service.

Earlier, even before the Federal Bureau of Translations came into the picture, the Deputy Minister had suggested the D.O.T. personnel make maximum use of the Department's bilingual potential in order to avoid as much as possible the use of translation services.

The employees of the Department were encouraged to use the language of their choice in all exchanges of correspondence within the Department.

### Training Services

Today the Department of Transport makes the best use of the language training services in the Ottawa region, as well as in other areas of the country where the use of both languages is required.

With respect to recruiting, the list of French-speaking Canadians who hold key positions within the administration of the Department and the agencies which come under it is lengthy. In fact, they can be found in all branches and at various levels of the administration.

Among our three assistant deputy ministers, one of whom directs Air Services and the second Marine Services, the third, the assistant deputy minister, general, is a French-speaking Canadian, Gilles Sicotte.

Of the four branches under Marine Services, Marine Works is directed by a former senior official of the Government of Quebec, Walter Manning.

In Air Services, the director who has the heaviest financial responsibilities is Emile Daoust of the Construction Engineering and Architectural Branch. Mr. Daoust is a former employee of the City of Montreal.

The Department's Law Branch has been for many years under the direction of Jacques Fortier, a native of Hull, Quebec.

### Appointments

At other senior levels of the administration, more recent appointments include those of Andre Dumas to the position of Chief of Airports Operations Review, and of Louis Lavoie, Director of Personnel, Marine Services.

It may be of interest to note here that within the various agencies which come under the Minister of Transport, other French-Canadians hold important posi-

tions. They include the vice-president of the Canadian Transport Commission, Pierre Taschereau.

Two of the main committees of that commission are also directed by French-Canadians. In fact, the chairman of the International Transport Policy Committee is Gerald Morisset, while the Motor Vehicle Transport Committee is directed by Laval Fortier.

In addition, the president of the St. Lawrence Seaway Authority is Dr. Pierre Camu.

Mr. Chouinard's first task as advisor on bilingualism was to make a survey of the needs in all parts of the country where bilingualism was imperative. Outside the National Capital region, that survey resulted in the opening of the first language training schools of the public service at Cornwall, St. Catharines, Quebec, Montreal and Dorval.

The bilingualism unit is now made up of eight full time employees attached to the Ottawa office, as well as a number of employees who act part time as liaison officers with the main facilities of the Department throughout the country.

Because of the size of the Department, it was necessary for Mr. Chouinard to visit each of our regional offices, to meet with the chiefs of services and to interview over 4,000 employees in order to determine the needs for bilingualism across the country. Particular attention was given to the National Capital region, Quebec, Montreal, Dorval, Cornwall, St. Catharines, Toronto, Fredericton, Moncton, Charlottetown and Saint John, N.B.

### Total Immersion

With regard to language training, the advisory committee on bilingualism insisted particularly on the necessity for two or three week "total immersion" courses in a completely English or French environment as the case might be.

According to the specialists, that formula is one of the most likely to give the candidate an opportunity for improving his knowledge of the second language. The committee hopes that the formula will eventually replace the one which provides for only five or six hours training per week.

Since the beginning of the language training program, about 1,000 Transport employees have had the opportunity to take the courses in one form or another, either through immersion (the two or three week course) or in periods of five or six hours per week. Last year alone, 102 employees enrolled in evening courses in French at the various universities across Canada.

These figures do not take into account those other employees who have been assigned to the program of biculturalism

and bilingualism. This concerns senior officers who were designated to follow one year courses, either at Laval University in Quebec or at the University of Toronto. Last year, three French-speaking employees took the course in Toronto, while one English-speaking employee enrolled at Quebec. This year, two other candidates were selected, one for Toronto and the other for Laval.

For recruiting, particularly French-speaking staff, a team of specialists was formed at Dorval whose principal task was to provide for the needs of Air Services and Meteorology by recruiting from the most important French teaching institutions in the country.

Finally, every effort is being made to provide services in both languages in all sectors of the administration where bilingualism is required.

At Sydney, Nova Scotia, our Canadian Coast Guard College is providing bilingual training for future marine officers; 800 hours are devoted to the teaching of the second language during the four years of that course.

### Bilingual Cadets

The first group of cadets, all now capable of mastering both languages, will receive their diplomas from the college this year and will be called immediately to serve on board Canadian Coast Guard vessels.

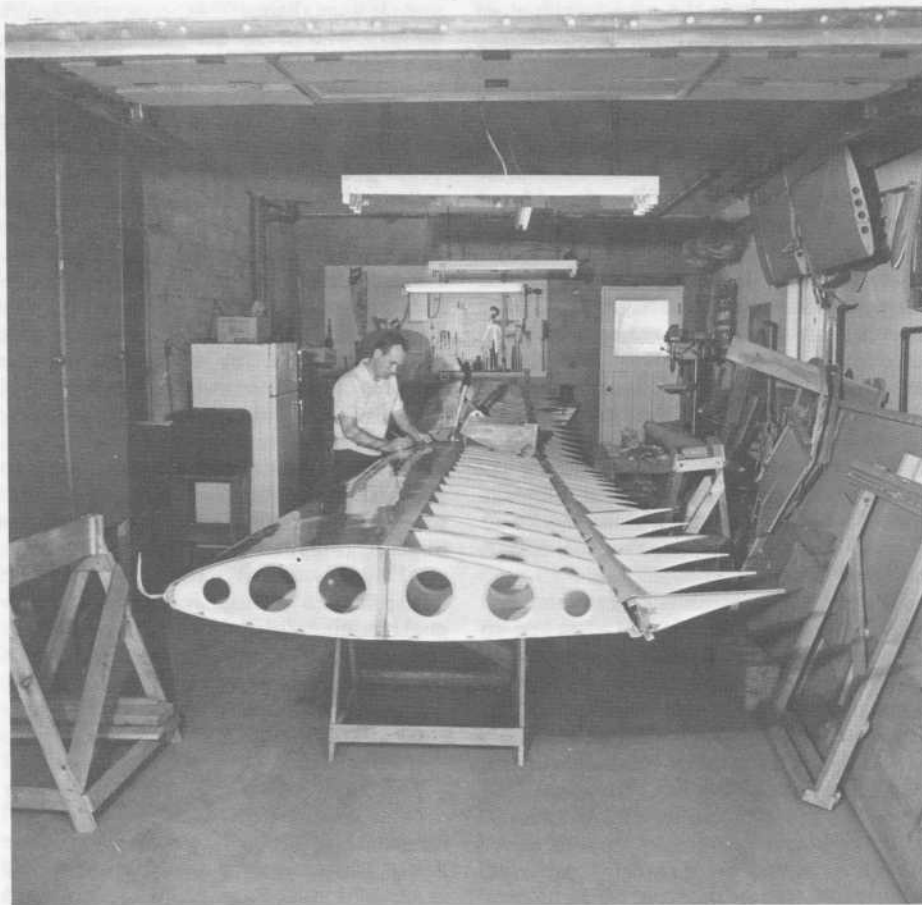
Some of them will eventually be promoted to key positions within the administration of Marine Services of the Department, either in Ottawa or elsewhere in the country. The college will, therefore, have succeeded in training bilingual specialists who will provide replacements in one of the most important services of the Department.

More recently, the Department became the first to conclude an agreement with the Public Service Commission for the establishment of "linguistic libraries" equipped with tape recorders to be used for classes and conference rooms. Such facilities will make it possible for the staff to "brush up" on the second language and improve their knowledge of it.

Two of these laboratories will be set up in Ottawa—one in the Hunter Building and the other in No. 3 Temporary Building—and the third will go to Toronto. These services are being organized in close co-operation with the Language Bureau of the Public Service Commission.

The success of this last initiative could result in the opening of similar laboratories in other centres as the need for bilingualism is felt.

Bilingualism in our Department is, therefore, making substantial progress. Obviously, there is still much to be done and the task is sometimes demanding, but those responsible for the program are confident that they will succeed.



*Jean-Paul Vaillancourt, pencil in hand, works on the plans for a small aircraft that he is building in the garage of his home in Eastview, Ont., a city on the outskirts of Ottawa. Mr. Vaillancourt, whose longtime hobby has been small planes and their construction, is an aeronautical engineer attached to the Quebec air services region in Montreal.*

*Jean-Paul Vaillancourt, crayon à la main, se penche sur les plans qui servent à la construction de son petit avion dans le garage de sa demeure à Eastview. La photo nous fait voir l'aile, dont le recouvrement n'est pas achevé, ainsi que diverses autres pièces accrochées au mur du garage converti en atelier.*

## Pour Jean-Paul Vaillancourt, construire un avion est un simple passe-temps

Par Edouard Deslauriers  
Services d'information

Chacun a sa marotte... son passe-temps favori, mais aucun de ces passe-temps n'est peut-être aussi exigeant que celui auquel s'adonne présentement Jean-Paul Vaillancourt, employé des Services de l'Air du ministère des Transports dans la région de Québec. Jean-Paul a en effet entrepris la construction d'un avion. Il s'adonne déjà à ce projet depuis près de cinq ans et il n'en prévoit pas l'achèvement avant l'automne prochain.

Chacune des pièces de son avion, depuis la queue jusqu'au nez de l'appareil, a été fabriquée dans un garage au sous-sol de la demeure des Vaillancourt, 270, Cercle Michel, à Eastview. Jean-Paul estime avoir déjà mis environ 4,000 heures à la fabrication des mille et une pièces requises pour constituer et activer les appareils de stabilisation, de direction, de commande, de contrôle et du train d'atterrissage.

Les diverses pièces du fuselage sont déjà construites ainsi que l'aile d'au-delà d'une trentaine de pieds d'envergure. Il

lui reste maintenant à assembler le tout, y incorporer un moteur, et l'appareil sera prêt à décoller pour son premier vol d'essai.

Jean-Paul, âgé de 36 ans, est ingénieur en aéronautique employé au ministère depuis 1957. Il détient aussi son certificat de pilote. Lorsqu'il n'est pas au travail dans son garage, il se ballade donc entre ciel et terre, soit au gré des vents dans un planeur ou bien aux commandes d'un petit avion loué d'un aéroclub. C'est sa façon à lui d'échapper pour un temps aux tracasseries de la vie quotidienne.

Il était donc naturel, croyons-nous, qu'un pilote, en même temps ingénieur, en vienne à s'adonner à un projet aussi audacieux que celui de construire à son propre compte un avion fait "à ses mesures" et selon ses goûts.

Natif de Maniwaki, à une soixantaine de milles au nord d'Ottawa, Jean-Paul a d'abord commencé à étudier le génie électrique à l'Université d'Ottawa. Puis,

il est passé à l'Université de l'Illinois aux États-Unis où il a décroché son diplôme en génie aéronautique en 1957. La même année, il est employé au ministère des Transports à la Division de la technique aéronautique à Ottawa. En octobre 1967, il est promu surintendant régional à la Division du génie aéronautique, à Montréal, poste qu'il occupe à l'heure actuelle.

C'est au cours de son séjour dans la Capitale que Jean-Paul a décroché son certificat de pilote. Il a plus tard fait partie du club de vol à voile de Buckingham à titre d'instructeur. C'est là qu'il a rencontré Jos Collins, de Gatineau, un autre passionné des choses de l'aviation.

M. Collins est un employé de la CIP de Gatineau. Au début de 1960, il avait entrepris la construction d'un petit avion, modèle Jodel D-11. Jean-Paul, qui avait lui-même depuis déjà longtemps conçu le projet de construire un jour son propre avion et voyant l'occasion d'acquiescer une

expérience utile à cette fin, a donc immédiatement offert ses services à Collins, et, en 1963, le Jodel prenait la voie des airs. Ils ont par la suite tous les deux piloté l'appareil pendant trois ans, soit pour un total de 300 heures.

Un an après avoir complété la construction du Jodel, Jean-Paul décide enfin de donner suite à son propre projet. Il choisit comme modèle le Pazmany PL-1, monomoteur à deux places. Jos Collins, quoique fort satisfait de la performance de son Jodel, voit un nouveau défi à relever dans la construction du Pazmany et décide donc de joindre ses efforts à ceux de Jean-Paul. Les deux hommes ne tardent pas à se mettre à la tâche. Au lieu d'un seul Pazmany, ils en construiront deux. Quelques années plus tard, Jos Collins devait vendre son Jodel afin de se procurer les fonds nécessaires pour compléter son deuxième projet.

Ainsi, chaque pièce du Pazmany a été fabriquée en double. Travaillant ensem-

ble, chacun y mettant du sien, soir après soir, en fin de semaine et durant les vacances, on a pu ainsi sensiblement hâter la construction.

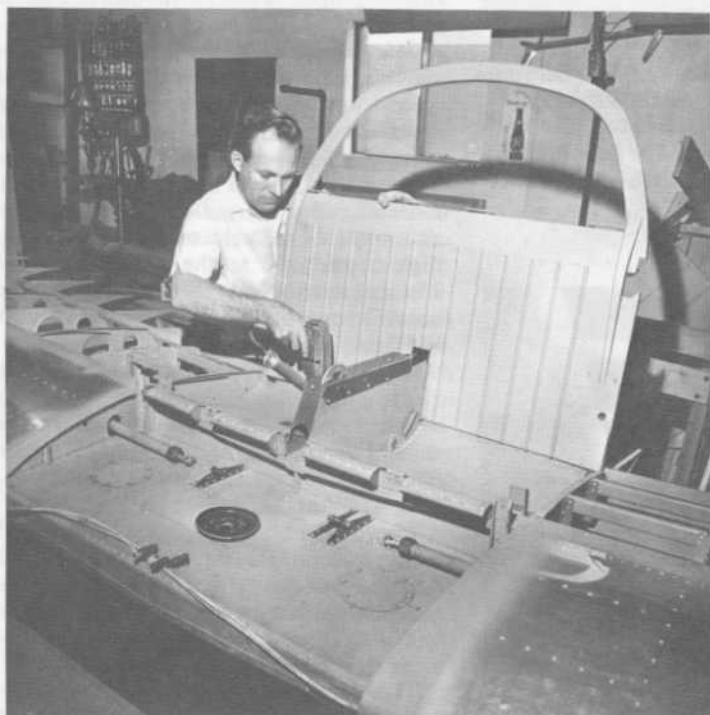
"Je me demande si, seul, j'aurais pu tenir le coup", précise Jean-Paul. Un projet comme celui-ci entraîne des heures de travail ardu, méticuleux et soigné. Chaque pièce doit être taillée aux dimensions précises et fabriquée enfin selon les plus hautes normes de sécurité... Aucune marge d'erreur possible. C'est un travail exaspérant où la minutie du détail est de la plus haute importance. C'est enfin à décourager le plus patient des hommes.

Et Mme Vaillancourt, comment s'adapte-t-elle à son rôle de mère et d'épouse d'un mari qui est en même temps pilote, ingénieur et bricoleur? "Je m'intéresse de très près au projet de mon mari, dit-elle. Je me suis habituée au bruit de la machinerie dans le garage, et les enfants de même. J'ai maintenant bien hâte de voir notre petit avion prendre la voie des

airs. Qui sait? . . . J'apprendrai peut-être moi-même à piloter l'appareil."

D'ici quelques semaines, la famille Vaillancourt, y compris les trois enfants, Denis, 10 ans, Jocelyne, 8 ans, et Suzanne, 5 ans, déménagera dans une nouvelle demeure à Montréal. C'est là que Jean-Paul assemblera les pièces du fuselage, fixera l'aile à la charpente et installera enfin les divers appareils de commande, y compris le moteur.

Ainsi, Jean-Paul estime que son Pazmany sera vraisemblablement prêt à décoller en septembre prochain. Il aura donc enfin réalisé un rêve qu'il chérissait depuis de nombreuses années. Puis après? . . . "J'en construirai peut-être un autre . . . à cinq places cette fois, dit-il, afin que les enfants aussi puissent nous accompagner dans nos voyages. Le Canada est un vaste pays, et l'on se propose maintenant de le visiter d'un océan à l'autre . . . à bord du Pazmany."



*Mr. Vaillancourt is shown riveting a piece of the cockpit to the wing of the Pazmany PL-1 he is building in his spare time. Each of the parts that go into the construction of the aircraft is made by hand in the small workshop in which it is being assembled.*

*On voit ici Jean-Paul en train de riveter à l'aile une pièce qui servira de dossier au pilote lorsqu'il s'assoiera aux commandes de son avion. Chacune des pièces de l'appareil a été fabriquée à la main dans ce petit atelier. Des milliers de rivets ont servi à l'assemblage de l'aile seulement.*



*The Pazmany PL-1 as it will look when Mr. Vaillancourt completes it, possibly by the fall of 1969.*

*Le Pazmany PL-1 tel qu'il paraîtra lorsque complété.*



The unique control tower atop the new Vancouver International Airport passenger terminal presents a striking silhouette against the sky.

La tour de contrôle surplombant l'aérogare du nouvel aéroport international de Vancouver renferme un personnel compétent et l'outillage le plus moderne pour assurer la sécurité de la navigation aérienne dans ce coin du pays.



The main floor of the new passenger terminal at Vancouver looking north shows part of the international flights departure area.

Cette photo nous fait voir les comptoirs des diverses lignes aériennes dans la salle d'attente réservée aux départs des envolées internationales.

## WELCOME TO

Friday, October 25, was one of the Red Letter dates on the 1968 calendar for the Department of Transport, for Greater Vancouver and for Canadian aviation.

On that date, Transport Minister Paul Hellyer climbed aboard what was probably the world's most unlikely-looking flying machine and "flew" across the domestic waiting room in the plush new air terminal building at Vancouver International Airport. In so doing, he officially opened one of the world's finest aviation buildings.

The ceremony, witnessed by a festive-spirited crowd of 800 guests, drew a great round of applause when, following speeches by dignitaries of church and state, Mr. Hellyer donned the cap-on-backwards dress of the pre-World War One air pioneers, pulled on his goggles and prepared to "take off" on a symbolic flight from 1910 to the Jet Age. It was a singular tribute to British Columbia's notable record of 58 years of participation in Canadian aviation.

Fittingly, Mr. Hellyer had as his "instructor" the only living Canadian whose flying experience dates back to the days of "those magnificent men and their flying machines", air historian Frank H. Ellis of West Vancouver.

The Transport Department had staged many a colorful event to mark official openings of its air terminal buildings in the past, but in no previous occasion had there been quite the touch of excitement that prevailed at Vancouver.

The Minister was "flying" in a full-scale replica of the "Twin Plane", a strange machine designed, built and flown near Victoria B.C. by the late inventor William Gibson. It was the first flight by a machine entirely produced in Canada and as such won a hitherto little-publicized place in Canadian aviation history. The crowd in the air terminal pressed forward for a better look when Mr. Hellyer, with Frank Ellis at his side, climbed into the seat of the "Twin Plane".

Overall-clad "mechanics", following the custom of the old-time flyers, called "Contact!" The two propellers were given a swing into action and, with special sound effects providing the splutter and

# VANCOUVER

roar of a starting airplane, the machine moved across the floor.

It was unexpectedly dramatic. There was the Minister of Transport opening a \$32,000,000 air terminal embodying aviation's newest-of-everything. Walking beside him, still spry and very much "with it", was seventy-five-year-old Mr. Ellis, wearing the same flying gear he had stored away decades ago. The scene brought to mind other names to be conjured up from British Columbia's pioneer air days: names like William and Winston Templeton, William McMullen, Billy and Olive Star, the Bryants and many more.

The "flight" was short but drew a hearty cheer from the assembly. Mr. Hellyer dismounted and, with Master of Ceremonies J. A. Lenahan, Regional Director of Air Services and Mr. Ellis, was welcomed to the "Jet Age" by Airport Manager Bill Inglis, the Hon. John Nicholson, Lieutenant Governor of British Columbia, and Mayor W. H. Anderson of the Township of Richmond, in which the airport is located. Adding a special scenic touch were eight pretty stewardesses, representing the major airlines operating into Vancouver, each standing on a decorated podium to which was affixed the crest of her airline.

Mayor Anderson presented Mr. Hellyer with a guest book to be used for the recording of names of distinguished visitors to the terminal. The Minister and the participants in the ceremony signed their names on the first page, and Mr. Hellyer declared the building officially open.

Following the signing of the book by the other platform guests, the assembly moved to the trans-border waiting lounge, where refreshments were served. The new terminal was officially in business.

Preparations for the event, and for two special commemorative programs held the day before, had been under way for weeks under the direction of Airport Manager Inglis. Mr. Hellyer, in the course of his address to the crowd, had special words of commendation for the airport staff and regional staff members who assisted them, for both the organization of the two days of formal opening activities



*Transport Minister Paul Hellyer addresses guests and visitors at the official opening of the new Vancouver air terminal on Oct. 25. Seated at front are, left to right, Mrs. William Templeton, widow of the airport's first manager, Mrs. Elizabeth McConachie, mother of the late Grant McConachie, Mr. McConachie's widow and son, William.*

*Le ministre des Transports, M. Paul Hellyer, s'adresse aux invités et visiteurs à l'occasion de la cérémonie marquant l'ouverture officielle de la nouvelle aéroport de Vancouver, le 25 octobre dernier. Assis, de gauche à droite, on aperçoit Mme William Templeton, veuve du premier directeur de l'aéroport; Mme Elizabeth McConachie, mère de feu Grant McConachie, ancien président de C.P. Air; Mme Grant McConachie et son fils William.*



*Mrs. William Templeton, widow of the first airport manager at Vancouver, unveils the memorial at the new international air terminal dedicated to the aviation pioneers.*

*Mme veuve William Templeton dévoile la plaque commémorative érigée dans l'aéroport à la mémoire des pionniers de l'aviation.*

and the smoothness with which the new terminal had gone into physical operation several weeks earlier.

On Thursday, October 24, the Minister acted as master of ceremonies at two events in which tribute was paid to men and women whose names are linked permanently with the history of the airport and with Canadian aviation.

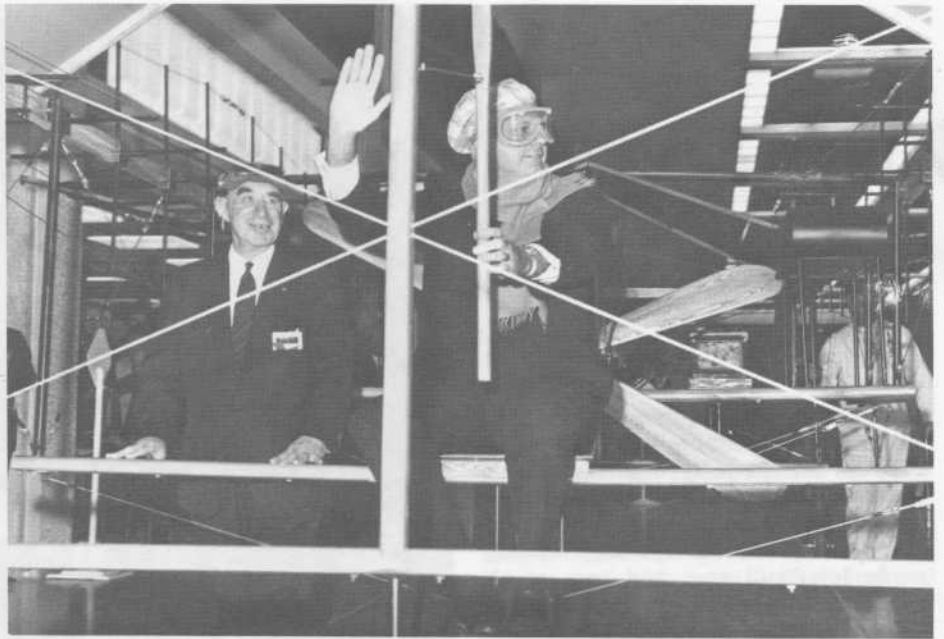
With around 100 specially interested guests in attendance, a ceremony was held in which the new entrance road to the air terminal was named "Grant McConachie Way", in honour of the late president of CP Air, who played a vital part in the development of Canadian aviation, particularly in regard to northwestern Canada.

Deputy Transport Minister John R. Baldwin, now president of Air Canada, and CP Air President J. C. Gilmer spoke briefly in tribute to the renowned aviator. Present for the occasion were Mrs. McConachie, who unveiled a memorial plaque honoring her husband, Mr. McConachie's mother, Mrs. Elizabeth McConachie, and his son William.

Following the ceremony the assembly moved indoors where a large "Wall of Honour" was unveiled in memory of Vancouver's aviation pioneers, the men and women who in the years between 1910 and 1930 were largely responsible for the development of aviation in British Columbia and for Vancouver airport in particular.

First World War ace and bush pilot Don MacLaren recalled the contribution of those whose names were listed on the memorial. The unveiling was performed by Mrs. William Templeton, widow of the pioneer flyer and first manager of Vancouver airport.

Among the aviation pioneers honored are the late Gordon C. Bulger of Ottawa, the late A. T. Cowley and the late J. H. Tudhope, all former Department of Transport employees. Other D.O.T. employees honored are Joseph Bertalino, Carter Guest, William Jacquot, Norman C. Terry, A. H. (Hal) Wilson, Alf. Walker and H. Davenport.



*Transport Minister Hellyer, right in goggles, scarf and aviator's cap, "takes off" in a symbolic flight that officially opened Vancouver's new air terminal. With him at left is Frank H. Ellis, an air historian and aviation pioneer.*

*Le ministre Hellyer, à droite, portant les lunettes, le foulard et la casquette traditionnelle des pionniers de l'Air, s'installe aux commandes d'une réplique de l'authentique "Twin Plane", premier appareil de fabrication canadienne à prendre la voie des airs près de Victoria (C.-B.) au tournant du siècle. A ses côtés se trouve M. Frank H. Ellis, lui-même un pionnier de l'Air et auteur d'un historique de l'aviation au pays.*



*After declaring the new Vancouver International Airport's passenger terminal officially open, Transport Minister Paul Hellyer signs the airport's visitor's book.*

*Après avoir présidé à l'ouverture officielle de l'aérogare, le ministre Paul Hellyer inscrit son nom dans le livre d'or des visiteurs à l'aéroport.*



Left, Mrs. Elizabeth McConachie, mother of the late G. W. McConachie, and his widow admire the plaque commemorating his memory. At right, Mr. Baldwin delivers his tribute.

## 'He showed me his north, his sky, his Canada'

*A tribute to the late G. W. Grant McConachie, delivered by J. R. Baldwin, former Deputy Minister of Transport and now president of Air Canada, at the ceremony dedicating McConachie Way, the entranceway to the terminal at Vancouver International Airport.*

Today mine is not a role casually sought or lightly borne. A little under two decades ago when aviation became for me an occupation as well as a pre-occupation, a man who came from the east, from the west and from the north met me on my new paths. He showed me his north, his sky and his Canada. His continuing friendship was sometimes nourished by frequent meetings and the welcome even if enforced companionship of long journeys. Sometimes it continued over the span of a continent; always it had much influence on my life and growth. I am not alone. A myriad drew benefit from like contact.

The air and the cloud canyons pay no heed to national boundaries. The air was his stimulus and was his support, yet doubt not that he was a Canadian. Our cities offered him walls of shelter but our open spaces and, more than all, our vast northern grandeurs marked his true ambience and alone could match his vision and enthusiasm.

Love of the open north and love of the mysticism of flight have much in likeness and make the nature that does more than follow change; that nature must, indeed, drag change along by the heels for fear it be too tardy and too slow. Thus he made Whitehorse and Dawson markers on his path to Rome and to Lima; and the man who felt the excitement of his Canada and answered its call to the future became the protagonist of new ideas in the air. He saw no need from fear or caution to shun new fields of flight. Were he here today his talk would be of still more distant horizons, of rockets, of the limitless sky. Always he moved on, yet still he had the time to stand and stare. Always his course must expand:

"South to desert, east to ocean, west to snow. West of these out to seas colder than the Hebrides I must go. Where the fleet of stars is anchored and the young Star-captains glow."

And so we do a little for Grant McConachie today. Fame can be a blinding flash that leaves no sign thereafter; or it can stand on lasting base. His can find its own foundation in his country and those who pass through its skies.

Yet the physical can be a useful jog to memory, and it is little enough we do today to freshen recollection when we join his name to the main path to what was to him always a mere starting point,—the road to an airport and an aircraft.

"He does not die that can  
bequeath  
Some influence to the land  
he knows  
Or dares, persistent, interweath  
Love permanent with the wild  
hedgerows;  
He does not die

His boundary rivers' secret falls  
Perpetuate and repeat his name  
He rides his loud October sky:  
He does not die."

# ASSIGNMENT TORONTO

by Bryan Goodyer  
Information Services Division

*In June, 1967, J. J. R. Cote, a special projects officer with the department, moved his wife, a 15-year-old daughter and a 10-year-old son to Toronto where they were to live for the next 12 months as part of the Government of Canada's bilingual and bicultural program for senior executives. Mr. Cote's impressions on his year spent in Toronto were recorded in the following interview in English.*

Much has been written about the so-called "immersion course" for senior executives which means, for the English-speaking public servant, a year of study in Quebec City.

But what of the French-speaking public servant, who must move his family to Toronto for a year in the Anglo-Saxon capital of the country?

The period between June 1967 and June 1968 was, Mr. Cote says in retrospect, "a year of great events in Canada."

It was the year in which Canada celebrated 100 years of Confederation. It was the year of a federal-provincial conference in Ottawa and of the Confederation of Tomorrow conference in Toronto. It was the year in which Prime Minister Pearson announced his intention to resign. It was also the year that saw the foundation of the Mouvement-Souverainete Association, the meeting of the Estates General of Quebec and a day in which French President de Gaulle made a memorable speech on the steps of Montreal's city hall.

"All these events allowed us to learn in depth the thoughts of English Canada on problems brought out or raised by French Canada and English Canada," recalls Mr. Cote. "I gained through this a better in-

sight of the Canadian mosaic and have come to realize that Canada is and will be a subject of reason more than a question of cultural affinity because of the differences in its people."

"By co-incidence," he said, "we arrived in Toronto at the time General de Gaulle proclaimed his now-famous "Vive le Quebec libre" declaration. In Toronto, the news media immediately reacted by striking out at him and at those who had promoted his visit to Canada."

"Torontonians in our environment suddenly took a very keen interest in everything that was Quebec or Quebecois as they wished to know all about the intentions of the French president and the Quebec government."

Said Mr. Cote: "If I had to characterize the attitude of the so-called Toronto "WASP" (White Anglo-Saxon Protestant) at this time, I would not have classed him among the traditionally cool and collected but more like the impetuous Latin."

Toronto, Mr. Cote learned during his stay, became the destination after the Second World War of a large number of immigrants.

"There came to be such a great concentration that it now seems that the second language of Toronto is Italian,"

said Mr. Cote.

"Its immigrants adopt the American way of life but they preserve the values and way of life of their respective pasts," said Mr. Cote. "It is in this way that Toronto is internationalizing itself and becoming more lively."

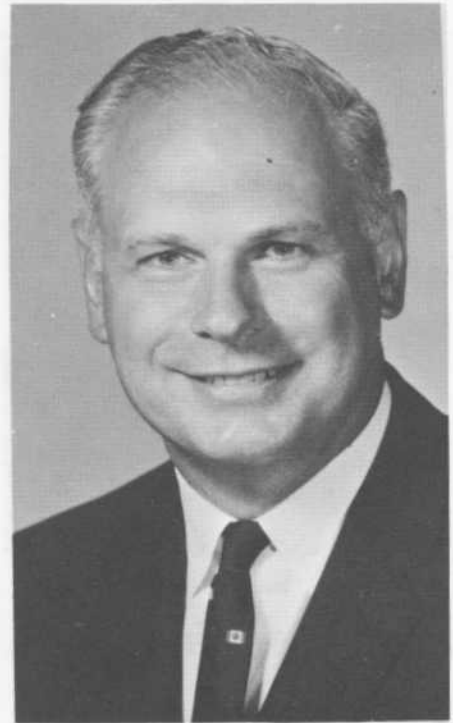
Mr. Cote said he was impressed with Toronto's rapid development, from its busy port to its construction of imaginative new skyscrapers that house new homes, offices, restaurants and entertainment facilities, as well as such unusual collections of paintings, sculpture and art as that at the Royal Ontario Museum.

"Life isn't always pleasant in Toronto, added Mr. Cote, "just as we would have encountered difficulty in Paris if we went to stay there for a year. Life is not a dream but a daily reality."

"For my family and myself, this was a marvellous opportunity and an excellent privilege to have nothing but bilingualism and biculturalism to worry about," concluded Mr. Cote. "This time of reflection and intimate contacts with people made us understand that there are hundreds of questions on which well-meaning and honest people have the right to disagree, as well as the obligation to forgive the divisions and understand."



# ODE TO AN ILS



While attending a ceremony in the Niagara Peninsula recently, Transport Minister Paul Hellyer was met by a delegation from the Niagara District Airport Commission, which is seeking an Instrument Landing System for its St. Catharines airport. The text of the commission's request and Mr. Hellyer's reply appear below.



## Niagara District Airport Commission

P.O. BOX 551

ST. CATHARINES, ONTARIO

## THE MINISTER OF TRANSPORT LE MINISTRE DES TRANSPORTS

Ottawa, September 24, 1968

This champagne from the Airport Commission  
Is given for you to drink  
So enjoy it at your leisure  
While of transport problems you think.

So while you're sitting thinking  
And taking the odd "sip"  
An I.L.S. for our station  
Would be very, very "hip".

You'd know the reason for this  
If you'd ever tried to stray  
Into Niagara Airport  
On a foggy, foggy day.

*"The Airport Bard"*

Niagara District Airport Commission,  
P. O. Box 551,  
St. Catharines,  
Ontario.

*Attention of "The Airport Bard"*

Thank you for your poem and the "sparkling wine"  
which I gratefully received on that last trip of mine.

While the champagne you gave me is now all gone  
the strain of your plea still lingers on.

In the circumstances, and with all due respect  
this is just a brief acknowledgment till I can check

On your request for an ILS at your Station  
which I am forwarding to my officials for due consideration.

As soon as these experts have completed their reviews  
I'll be writing again to give you the news.

Although I can't predict what the outcome will be,  
I doubt if their reply will be good poetry.

In any case, look forward to an early report  
from Paul T. Hellyer, Minister of Transport.

*Paul T. Hellyer.*



J.-N. Frenette



A. R. Habel

## RÉGION DE QUÉBEC

# Le personnel se déplace

Les études intensifiées ces derniers temps au chapitre de l'aménagement des aéroports, et plus particulièrement en ce qui concerne l'aéroport international de Montréal, ont entraîné certaines permutations du personnel dans les échelons supérieurs de l'administration des Services de l'Air dans la région de Québec.

Ces changements impliquent au moins cinq membres du personnel. Dans certains cas, il s'agit de nominations provisoires à certaines fonctions spéciales. D'autres sont promus et nommés à des postes plus importants au sein de l'administration.

### M. J.-N. Frenette

M. J.-N. (Paul) Frenette, ci-devant surintendant de l'exploitation à l'aéroport international de Montréal, est passé à l'administration centrale des Services de l'Air, à Ottawa, à titre de surintendant des recherches sur les aéroports. Il relève dorénavant de la Direction de l'exploitation des aéroports à la Division de la planification et des recherches. Son travail consiste particulièrement à coordonner les travaux dans le domaine des recherches.

M. Frenette, licencié en sciences agronomiques de l'Université de Montréal et détenteur d'un baccalauréat en génie mécanique de l'Université McGill, est natif de Val David, au Québec. Après ses études, il a travaillé pour un temps avec une firme d'ingénieurs conseils à Montréal avant de passer au ministère des Trans-

ports, en 1959, à titre de surintendant de l'exploitation des aéroports, dans la région de Québec. En 1963, il était nommé surintendant de l'exploitation à l'aéroport de Montréal, poste qu'il occupait au moment de sa nomination à Ottawa.

Marié et père de trois enfants, M. Frenette est un fervent du golfe mais il préfère encore la lecture et l'étude des sciences naturelles. Il fait également partie de diverses associations à caractère professionnel, dont, entre autres, la Corporation des agronomes du Québec, l'Institut professionnel du service public et la Corporation des ingénieurs du Québec.

### M. A. R. Habel

M. Antoine Roland Habel, qui était directeur de l'aéroport de l'Ancienne Lorette, à Québec, depuis 1965, succède à M. Frenette comme surintendant de l'exploitation à l'aéroport international de Montréal.

Natif de Neuville, près de Québec, M. Habel est un ancien pilote de guerre. Après le dernier conflit mondial, il s'est établi à Kapuskasing où il a inauguré son propre service de l'Air desservant l'Ontario Nord.

De 1950 à 1957, il était officier instructeur avec l'ARC. Il a également été instructeur auprès d'Air Canada jusqu'en 1959 alors qu'il est passé au ministère des Transports. Après un stage d'un an à la section des examens auprès de la Division

des normes et règlements de vol, il a été nommé inspecteur des voies aériennes à Montréal, en 1960. Il a été enfin nommé directeur de l'aéroport de Québec en 1965, poste qu'il occupait avant sa plus récente nomination à Montréal.

M. Habel est marié et père de six enfants.

### M. Léopold Brochu

M. Léopold Brochu, qui a fait carrière dans l'aviation canadienne avant de passer au ministère des Transports en 1964, devient le nouveau directeur de l'aéroport de l'Ancienne Lorette, à Québec. A ce poste, il succède à M. Habel.

Natif de la Beauce, M. Brochu a fait ses études au collège Ste-Marie, de Beauce, et à l'Académie de Québec. Il s'est distingué comme pilote avec l'ARC durant la dernière guerre mondiale, méritant même la DFC (croix du service distingué dans l'aviation). Il est demeuré dans l'ARC après la guerre assumant d'importantes responsabilités auprès du Commandement de la défense aérienne pour le continent nord-américain. Il détenait le rang de capitaine au moment de sa retraite en 1964.

Avant sa récente nomination à l'aéroport de Québec, il était attaché aux services des aéroports de la région de Québec. M. Brochu n'assumera cependant ses nouvelles fonctions à Québec qu'après le retour à Montréal de M. Delisle qui a



Charles Delisle



J. E. Goulet



R.-J. Fichaud

été prêté à l'administration centrale des Services de l'Air à Ottawa. Il agit donc comme administrateur suppléant des aéroports relevant de la région de Québec en attendant le retour de M. Delisle.

M. Brochu est marié et père de cinq enfants.

### M. Charles Delisle

M. Charles Delisle, de Montréal, administrateur régional des aéroports, est prêté au bureau central des Services de l'Air, à Ottawa, où il fait partie de l'équipe désignée pour mener à bien le projet d'un nouvel aéroport international pour la région de Montréal.

Natif de Montréal, M. Delisle est un diplômé de l'Université Laval. Ancien pilote de l'ARC, il était affecté au service de bombardement en Angleterre et en Afrique du Nord durant le dernier conflit mondial. A la fin de 1943, ayant effectué 54 raids aériens sur l'Europe, il a reçu la DFC (croix du service distingué dans l'aviation).

Après la guerre, il a piloté les avions de Rimouski Air Lines jusqu'en 1949 alors qu'il passait au ministère des Transports à titre de directeur de l'aéroport de Mont-Joli. En 1953, il devenait inspecteur des voies aériennes de la région de Québec, et, cinq ans plus tard, il était nommé surintendant régional des aéroports de la même région.

En 1965, on le retrouve au poste de régisseur régional de l'aviation civile à Montréal, puis, en 1967, il devient administrateur régional des aéroports de la région de Québec.

M. Delisle est marié et père de cinq enfants.

### M. J.-E. Goulet

Le directeur de l'aéroport international de Montréal, M. Joseph Emile Goulet, pour sa part, fait partie du nouveau comité technique chargé d'élaborer des projets d'expansion intérimaires pour l'aéroport de Dorval. M. Goulet est directeur de l'aéroport de Montréal depuis 1963.

Natif de la Beauce, il a fait ses études à Berthierville, P.Q. Après son service militaire dans l'ARC comme pilote durant le dernier conflit mondial, il est passé au service du ministère des Affaires des anciens combattants à Québec. En 1947, on retenait ses services comme directeur de l'aéroport de l'Ancienne Lorette à Québec. Après avoir passé quelques mois comme directeur suppléant de l'aéroport de Frobisher Bay, en 1958, il était nommé directeur adjoint de l'aéroport de Montréal. En 1963, il succédait au regretté Leigh Capreol comme directeur de l'aéroport international de Montréal.

M. Goulet est marié et père de deux enfants.

### M. R.-J. Fichaud, nouveau météorologiste régional

Une autre nomination récente aux Services de l'Air de la région de Québec est celle de M. Raymond-Jean Fichaud au poste de météorologiste régional. M. Fichaud a été confirmé dans ses nouvelles fonctions il y a quelques mois. Il occupait auparavant le poste de surintendant régional des services météorologiques généraux.

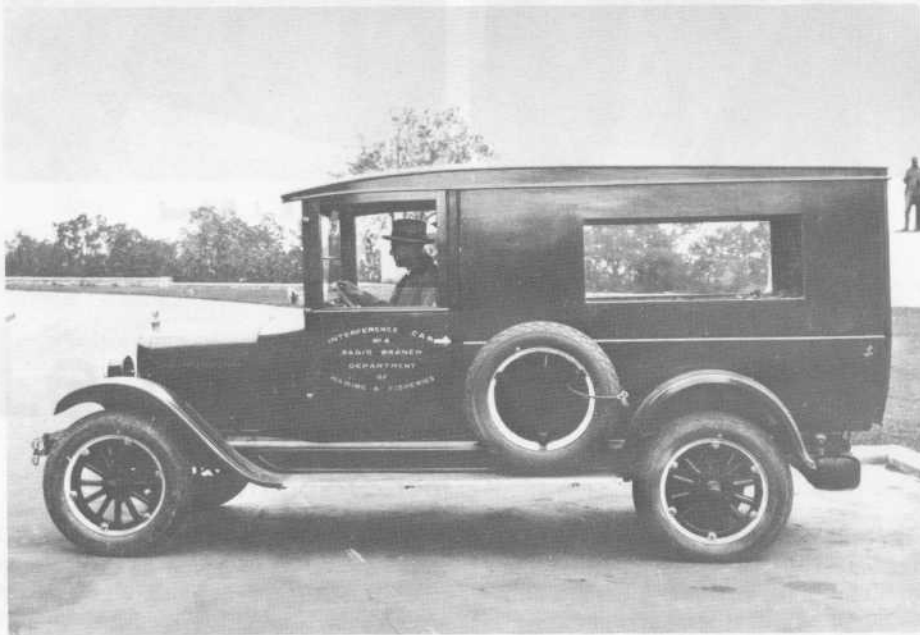
Natif de Montréal, M. Fichaud est entré au Service météorologique en 1949 après avoir obtenu une maîtrise ès sciences de l'Université de Montréal. Il détient également une maîtrise ès arts de l'Université de Toronto.

M. Fichaud, au début de sa carrière avec le ministère des Transports, a d'abord été affecté au bureau météorologique de Goose Bay. En 1953, il revenait à Montréal pour y assumer les fonctions d'analyste et de prévisionniste au Service central d'analyse.

En 1957, il est passé au service de la marine comme météorologiste. A bord du H.M.C.S. Bonaventure, il a acquis une précieuse expérience en œuvrant dans des régions éloignées du Canada — régions de l'Atlantique Nord, de la Méditerranée et des Caraïbes.

Il a quitté la marine en 1962. Après un séjour de quelques années à Trenton comme officier d'état major au Commandement du transport aérien (météorologie), il est revenu à Montréal en 1966 à titre de surintendant régional des services météorologiques généraux.

# transport people



## Running Interference

The strange-looking vehicle in the photo is a 1927 Chevrolet with A. E. (Bert) Stallard at the wheel.

Mr. Stallard, who retired recently after 41 years of service with the department, operated the vehicle when he joined the Radio Branch of the Department of Marine and Fisheries (a forerunner of D.O.T.) in 1927 to assist the interference investigation inspectors. He moved from the Radio Regulations Division to administration as a chauffeur in 1962.

At a luncheon in Winnipeg honoring Mr. Stallard on his retirement, the guest of honor was presented with a transistor portable radio by W. E. Fenn, regional director of air services for the Central region.

## First R. E. Munn Bursary

The first Dr. R. E. Munn Bursary has been presented to Norman Poulton, son of Mr. and Mrs. J. Poulton of Toronto, at the last general meeting of the Toronto local of the Department of Transport Component, Public Service Alliance of Canada.

The bursary was named after Dr. Munn, a meteorologist and member of the To-

ronto local, to honor his dedicated work and time spent in the formation and operation of the former Meteorological Headquarters Association, which later was one of the founding bodies of the former Canadian Air Services Association.

The bursary, presented annually to a dependent of a member of the Toronto local, is worth \$100.

Mr. Poulton, the first recipient of the bursary, is a first year Arts and Science student at the University of Toronto.



Left to right, Dr. Munn, R. G. Chapil, local president, and Mr. Poulton.

## NEWSMAKERS NOS VEDETTES

*J. A. (Angus) Sutherland*, has retired from the engineering department of the Canadian Transport Commission after 19 years as a signal engineer. Friends who gathered to wish him well included *R. A. Shier*, director of engineering, *L. H. Hawkins*, chief signal engineer, and *Mike Mayo*, administration officer.

A suggestion designed to improve the department's operations has won a \$30 suggestion award for *M. G. Jeffries*, a radio operator at Alert Bay, B.C.

Winners of the 1968 Department of Transport Bursaries to assist the dependents of D.O.T. personnel were announced recently. They include *John M. Harper*, Vancouver; *Gregory S. MacCoubrey*, Moncton; *Lorraine M. Bateman*, Moncton; *Joanna M. Tilley*, Moncton; *Dennis J. A. Cook*, Edmonton; *Wendy M. Black*, Vancouver; *Annelies Bertsch*, Regina; and *Jeffrey A. Irvine*, North Bay, Ont.

*Mrs. Joan Montgomery*, secretary to the district manager of the Victoria Marine Services base, and editor of the base's NEWSLETTER, has been promoted to a new position as secretary to the regional director in Vancouver.

Eight D.O.T. representatives from Central region headquarters at Winnipeg were on hand recently for the official opening of the new air terminal at Flin Flon, Manitoba. The eight included *W. G. Anderson*, *D. M. Robertson*, *C. R. Brereton*, *P. B. Sheppard*, *M. J. MacLean*, *R. Ross*, *C. A. Johanson* and *D. L. Belanger*.

# retirements

## J. H. Lane

John Hamilton ("Hammy") Lane, inspector in charge of radio regulations at Halifax, has retired after 35 years of service with the department.

Mr. Lane joined the Department of Marine, a forerunner of D.O.T., in 1932 after serving for a time aboard merchant marine vessels. He was appointed inspector in charge at Halifax in 1959.

One of the most memorable experiences of his career occurred while he was serving as a radio operator aboard the tanker "Mina Brea" when it caught fire off Canso, N.S., in August 1929 while loaded with 1,500,000 gallons of gasoline.

Although the fire raged for three days, destroying the bridge and living quarters and reducing the engine to pulp, it was discovered when the hulk was towed into port that the tanker had not lost one drop of its gasoline cargo.

The incident earned the ship and its crew a measure of fame with publication in the widely-read newspaper feature "Ripley's Believe It Or Not."



Mr. and Mrs. J. H. Lane.



**RETIREES AT SASKATOON**—Sid Young, telecommunications area manager at Saskatoon, has retired after 40 years of service. Sid, who began his career in 1928 as a radio operator with the Marconi Company on the West Coast, served at such posts as the Canadian Government tug Dainty the hopper barge Chesterfield, the old Lurcher lightship, and the N.B. McLean on its maiden voyage in 1931. After a short "stint" at Kenora, Ont., he was transferred to Saskatoon in 1940. Mr. and Mrs. Young now live in Victoria, B.C. In the photo above, Mr. Young is presented with a retirement gift by W. E. Fenn, regional director of air services, Central region.

## C. M. Williams

Charles MacGregor Williams, superintendent of radio regulations at Moncton, has retired after 40 years of service.

Born in Newport, South Wales, Mr. Williams emigrated to Canada and joined the East Coast Radio Service of the Department of Marine and Fisheries on April 16, 1928.

He subsequently served either as radio operator or officer in charge on government ships that included the icebreakers Mikula and N. B. McLean.

Coast station assignments included Cape Hope's Advance and Nottingham Island in the Arctic, Cape Race, Nfld., and Camperdown Radio on the East Coast.

He was promoted to the position of radio inspector at Halifax in 1950, then appointed regional superintendent at Moncton on Nov. 11, 1960.

## Fred W. Tulk

Fred W. Tulk, a plumber at Gander International Airport, has retired after 23 years' service.

Co-workers gathered in the plumbing shop to present Mr. Tulk with some camping and fishing equipment and wish him well.



**GANDER RETIREMENT**—Graham Powell, a sheetmetal worker with the Airports and Property Management Branch, has retired after 23 years' service at Gander International Airport. Friends and fellow workers, who gathered in Hangar 13 to say farewell, presented Mr. Powell with an easy chair, a hassock and a smoker's set.

# TRANS- CANADA

## IMCO Secretary-General In Ottawa For Talks

Ottawa—Canada is making exceptional contributions to IMCO, the Inter-Governmental Maritime Consultative Organization, its secretary-general said here recently.

In Ottawa for discussions with Gordon W. Stead, assistant deputy minister, marine, E.C.V. Goad said Canada is contributing professional expertise and wise counsel to the world body.

Mr. Stead is currently heading a study group to prepare guidelines for developing further services to member states and to recommend organization changes for increased efficiency.

IMCO, with headquarters in London, England, is dedicated to the safety and facilitation of international shipping. Its 70 member states own and operate more than 90 per cent of the world's ocean-going tonnage.

Canadian representation is provided largely by the Federal Department of Transport, which has permanent representation under Mr. Stead's guidance.

Following his discussions in Ottawa, Mr. Goad left for New York for consultations with U Thant, secretary-general of the United Nations, and Washington, where he conferred with officials of the United States Government.

## WeatherShip Boarded

Station "Papa"—For the second time in 18 years, a Canadian weather ship has been boarded on station.

During Patrol Number Seven, the Vancouver yacht *Valaris*, returning from the Vancouver-Honolulu race, crossed Station "Papa" and her crew boarded CCGS *Vancouver* for breakfast and baths.



## Data Processors To Meet In February

Ottawa—A two-day data processing conference sponsored by the Federal Institute of Management will be held Feb. 18 and 19 at the R. A. Centre in Ottawa.

Plans for the conference began after the success of the first conference sponsored by the F.I.M. in January 1968.

The 1969 conference will attempt to meet the needs of three distinct groups of data processors: the scientific, the general business area and the more esoteric.

The overall theme of information processing/retrieval/dissemination has been established to enable logical branching between all three areas.

A luncheon on the second day and a wine and cheese party are also planned to round out the two-day conference.

IMCO SECRETARY-GENERAL IN OTTAWA—E. C. V. Goad, secretary-general of the Inter-Governmental Maritime Consultative Organization, confers with Gordon W. Stead, assistant deputy minister, marine, during a visit to Ottawa recently.

SECRÉTAIRE GÉNÉRAL DE L'IMCO A OTTAWA—Le secrétaire général de l'IMCO, M. Colin Goad, lors de son séjour récent à Ottawa, a loué l'apport exceptionnel du Canada à l'oeuvre de l'Organisation intergouvernementale consultative de la navigation maritime. M. Goad, de Londres, a eu des entretiens au ministère des Transports avec le sous-ministre adjoint à la marine, M. Gordon W. Stead, à droite dans la photo ci-dessus. M. Stead dirige le groupe permanent de représentants canadiens auprès de l'IMCO. C'est également M. Stead qui dirige présentement un groupe d'étude préparant le schéma qui servira à établir de nouveaux services pour les États membres de l'organisme.



**TOP MARK**—A. R. Bastian, a financial officer trainee at Moncton, N.B., received the highest mark in Canada in a 1968 cost and management examination conducted by the Society of Industrial Accountants of Ontario.

### Four Trophies Presented At Coast Guard College

*Sydney, N.S.*—Four trophies have been presented at the first annual Awards Day sponsored by the Canadian Coast Guard College.

Making the presentations was A. H. G. Storrs, director of marine operations. Master of ceremonies was Captain Gerard Brie, director of the college.

The Stead trophy, donated by Gordon W. Stead, assistant deputy minister, marine, was presented to leading cadet Richard Meyers of Mount Forest, Ont., as the best all-round first year cadet.

The Inter-Divisional trophy, donated by Eric Brand, former director of marine operations, was awarded to the Macdonald Division for the excellence of its performance in all aspects of training. Cadet Captain James Andrews of Neepawin Sask., accepted the trophy.

Two other trophies were awarded for sports competition with both going to the Macdonald Division.

The first went to the soccer team headed by officer cadet Gregory Nickerson of Clark's Harbour, N.S., while the trophy for the cross-country event (relay races) went to officer cadet Serge Desroches of Montreal, captain of the team.

Guests at the ceremony included parents, civic representatives and friends of the college.



### Air Cushion Rescue

*Vancouver*—The Canadian Coast Guard's new hovercraft has completed its first mission by taking four persons off a cabin cruiser stranded in a Fraser River sewage channel.

The hovercraft, under the command of Capt. Bert Mead of Ottawa, was called in after the craft was spotted because the water was too shallow for conventional rescue.



**WITH THANKS**—W. H. Mackie, regional superintendent of observational services, Vancouver, presents a book award to Commodore Clifford Edgecombe, right, master of the S.S. Oriana. At left is Radio Officer E. R. Le Gear, who also received an award for excellence in voluntarily making weather observations for the department, while at sea. The Oriana, whose officers have won awards annually for the past six years, originated 857 weather reports during 1967.

### ÉTUDIANTS DE LAVAL AU MINISTÈRE—

*Un groupe d'étudiants de l'Université Laval, qui ont entrepris de tracer les plans d'une aérogare comme projet de classe, ont visité récemment les installations du ministère des Transports à Ottawa, Montréal et Toronto. Il s'agissait d'étudiants de troisième année à l'École d'architecture de l'université. En compagnie de leur professeur, ils ont fait leur tournée en vue de recueillir les données nécessaires pour mener à bien leur projet. Dans cette photo, prise à l'occasion d'une séance d'études à Ottawa, on voit, de gauche à droite, le professeur Léo Zrudlo; les étudiants Jacques Desbiens, de Champlain, Pierre Avard, de Québec, et Christine Tremblay, de Québec; M. P. Beinhaker, de la Direction de la planification et de la recherche aux Services de l'Air du ministère; et M. W. A. Ramsay, conseiller senior en architecture aux Services de l'Air.*

**STUDENT VISITORS FROM LAVAL** — A group of students from Laval University in Quebec City paid a visit to the Department of Transport recently while studying airport architecture. The students, all in their third year of studies with the university's school of architecture visited D.O.T. installations in Montreal, Ottawa and Toronto. In this photo, taken in Ottawa, the visitors, including left to right, Professor Leo Zrudlo, students Jacques Desbiens of Champlain, Pierre Avard of Quebec, and Christine Tremblay also of Quebec, are met by P. Beinhaker of the Planning and Research Branch of Air Services, and W. A. Ramsay, senior architectural adviser with Air Services.



## Transport ALBUM des Transports



### New Ferry in Service

*The John Hamilton Gray*, most recent addition to the fleet of ferries serving Prince Edward Island, was officially christened last Sept. 21 and went into service in mid-October. The ship, christened by Mrs. Jean Marchand, wife of the Minister of Forestry and Rural Development, is named after two Fathers of Confederation, one from Prince Edward Island and the other from New Brunswick. The new ferry is operating between Borden, P.E.I., and Cape Tormentine, N.B.

### Nouveau transbordeur en service

*Le John Hamilton Gray*, plus récente acquisition de la flotte de transbordeurs desservant l'Île du Prince-Edouard, a été officiellement baptisé le 21 septembre dernier et est entré en service à la mi-octobre. La marraine, au baptême, a été Madame Jean Marchand, épouse du ministre des Forêts et du Développement rural. Le nouveau navire des Chemins de fer Nationaux est nommé d'après deux pères de la Confédération: l'un venant de l'Île du Prince-Edouard et l'autre du Nouveau-Brunswick. Le transbordeur assure le service entre Borden, Île du Prince-Edouard, et Cape Tormentine, Nouveau-Brunswick.