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the DOT

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CONTENTS
CONTENU

COVER

CCGS "VANCOUVER"—seen here under way is the new weather-oceanographic vessel, one of the finest of her kind in the world, which was accepted from the builders on July 4 by Gordon W. Stead, assistant deputy minister, marine, on behalf of the Department of Transport. A sister ship, CCGS "Quadra", was launched at the same ceremony.

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ROGER DUHAMEL F.R.S.C., QUEEN'S PRINTER AND CONTROLLER OF STATIONERY, OTTAWA, 1966

ROGER DUHAMEL M.S.R.C., IMPRIMEUR DE LA REINE ET CONTRÔLEUR DE LA PAPETERIE, OTTAWA, 1966

Tradex Investment Fund

In the March/April issue of the DOT we ran an item about Tradex Investment Fund, and the fact that eligibility to purchase shares was being extended to D.O.T. employees.

According to the fund's board of directors many DOT'ers from across Canada and from several points abroad have expressed interest. However, unknown to "the DOT" at the time of writing the original piece, Tradex is not authorized to solicit membership from Canadian points outside of Ontario. They regret therefore that they are unable to reply to the many enquiries from addresses in the other nine provinces and in the Yukon and Northwest Territories. Replies are being sent to all interested people in Ontario and outside of Canada.

People from provinces outside of Ontario who are interested in Tradex are free, however, to contact the Tradex Investment Fund personally if and when they are in Ottawa.

In a ceremony at Ottawa International Airport, Mr. Pickersgill (centre) accepts the Sikorsky S-61N from Mr. T. E. Stephenson (right) President, United Aircraft of Canada Limited, while A. H. G. Storrs (left) D.O.T.'s director of marine operations stands by.

D.O.T. takes delivery of Canada's Largest Civil Helicopter

Early in May Transport Minister Pickersgill accepted delivery of Canada's largest helicopter in civil use.

The $1,350,000 Sikorsky S-61N is an amphibious, twin-turbine craft. It will be based at Prince Rupert, B.C. and will serve the entire coastal area from Alaska to Port Hardy, on the northern tip of Vancouver Island. Routine duties will include resupply of 13 lighthouses and maintenance of hundreds of unmanned lights and other navigational aids. It also will be available for search and rescue operations.

The new craft replaces a single-engined helicopter which has been in service in the area for four years. The twin-engined craft was considered necessary for safe operations, since pilots must regularly fly more than 150 miles over the open Pacific in an area of particularly bad weather while performing routine services.

The helicopter has a range of approximately 500 miles without refuelling and a top speed of 150 miles per hour. It has seating for 26 passengers and a gross weight of 19,000 pounds. A sling under the carriage for heavy equipment will carry up to 5,000 pounds. A rescue hoist with a capacity of 600 pounds also will be installed.

The department now has 21 helicopters serving in marine agencies and aboard Canadian Coast Guard icebreakers. Four are based on the east coast, three on the west coast, and the remainder serve the Quebec marine agency and the eastern Arctic. It also operates two helicopters for hydrographic work by the Department of Mines and Technical Surveys.

The new helicopter was supplied by United Aircraft of Canada Limited.

Policy Making—R. H. Bradley, chief of the centre, and some of the professional staff discuss agenda for forthcoming meeting with air carrier officials. Left to right: Tom Lewis, Chuck Coleman, Mr. Bradley, Velma Rust and Murray McRae.

D.O.T. Air Statistics Group moves over to DBS

New Government Aviation Statistics Centre

On April 1 a new aviation statistics centre of the Dominion Bureau of Statistics was created within D.O.T. to produce statistics for the department, the Air Transport Board and the Bureau and to assume general responsibility for the production and development of aviation statistics.

The creation of the DBS satellite unit within Transport to meet the requirements of all government agencies for aviation statistics is a new approach to statistics within government. The idea is to put the statistics gathering unit closer to its primary users so that special services can be provided quickly.

An interdepartmental policy committee with representatives of D.O.T., A.T.B. and D.B.S. has been established. It will lay out the priorities, coordinate the requirements of all three agencies and, in general, assist in the successful operation of the centre.

The centre will provide special services needed for the planning and development of Canada's airports, air routes and airline services. The centre is currently organized on the basis of the following units:

- *aircraft movement statistics*—collecting information from airports and air traffic control facilities and providing statistics to D.O.T.
- *air carrier statistics*—oriented to the collection of information from air carriers and to the provision of special statistical services to the Air Transport Board.
- *central coordination and analysis*—developing of a master plan of the statistical program of the centre and providing central services required by the centre as a whole.
- *operations unit*—providing technical and clerical services associated with the production of regular and ad hoc statistics produced almost entirely by computer.

It is planned to add a unit responsible for all ancillary statistical areas of aviation not now covered. This would include a regular report on business, private and specialty flying (general aviation) and the provision of aircraft and accident statistics nationally and regionally.

The centre was expected to physically remain in D.O.T. headquarters, but for reasons of space it has been located in the Kent/Albert Building a few blocks west of the Hunter Building, and the same distance south of Number 3 temporary building, which houses most of Ottawa air services. When a new D.O.T. building is completed early in the 1970's, it is expected the centre will be housed within D.O.T. again, as will the Air Transport Board.

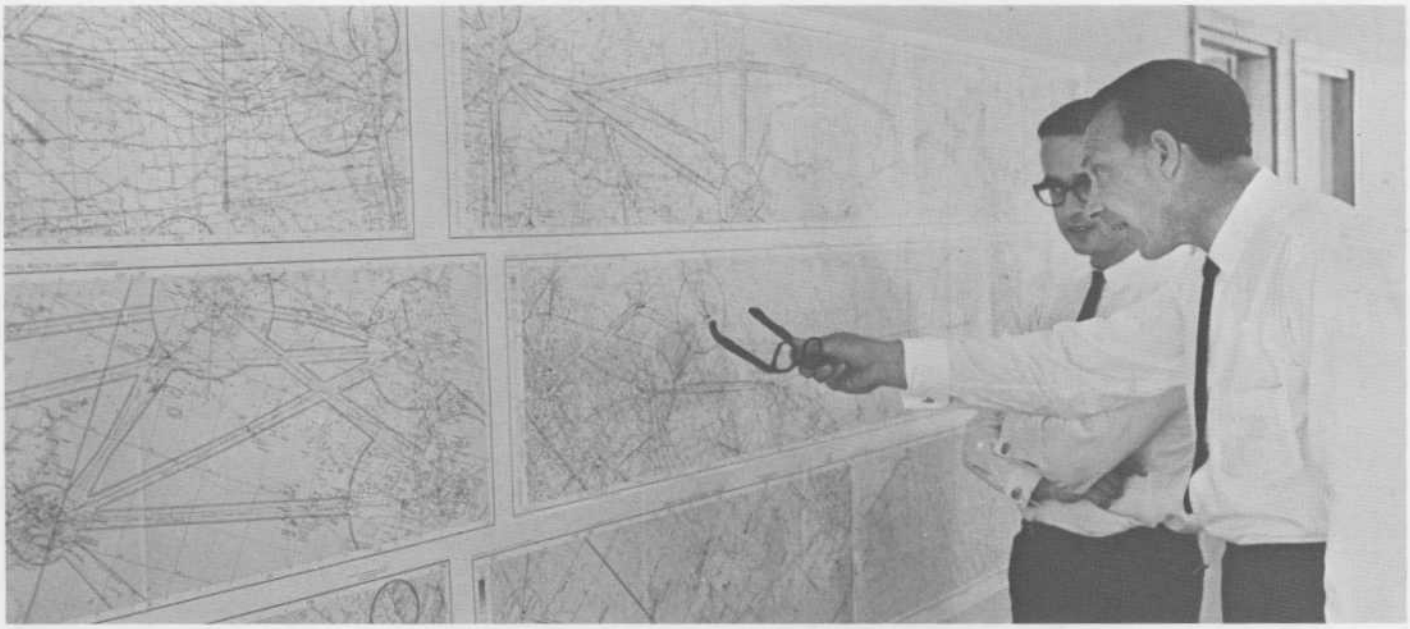
Because it is a statistical service unit within D.O.T., the centre operates as far as possible as if it were an integral part of D.O.T. It keeps D.O.T. working hours, and uses D.O.T.'s data processing facilities and other office services.

Headed by R. H. Bradley, the centre's staff presently numbers 19—Mr. Bradley, six statisticians, an administrative officer and 11 clerical, stenographic and typing members.

This, however, is soon due to change. Treasury Board has approved the addition of 23 more positions, including 13 statisticians, 10 technical officers and a computer systems programmer.

All of these positions must be filled in order to carry out the immediate workload of the centre, although it is envisioned that new projects and programs will be embarked upon.

Mr. Bradley is an Ottawa native. He attended Queen's University, Kingston, Ontario graduating with a B.A. in 1946. He then completed a course at the Ontario College of Education



Airport Statistics—John Charters and Jan Bekooy look at aeronautical route charts while they discuss reporting problems at small airports.

and accepted a position teaching at Port Arthur Technical and Commercial Highschool. In 1952 he gave up teaching to join the government doing research on prices with the economics division of the Department of Agriculture. It was here that he uncovered his aptitude for and liking of statistical work and has remained with it since.

In 1954 he switched to the Dominion Bureau of Statistics, where he engaged in research on the consumer price index. He then moved to the public finance and transportation division where he in turn headed the rail and road unit, and the water, air, public utilities and communications unit. With experience in all aspects of transportation statistics, he then became chief of the research projects section, public finance and transportation.

In 1961 he transferred to the Department of Transport as head of the statistical section of economics, air,—the forerunner of the newly-created Aviation Statistics Centre.

The work of the centre's individual statisticians will include planning surveys, conducting analytical studies and related research into concepts, definitions, problems of comparability, analytical and operational methodology.

In addition to statistics produced on a regular basis, the section has always produced statistics for special studies. For instance, in the first nine months of 1965, prior to the unit's transfer to DBS, there were 29 requests for specific kinds of information. The amount of time spent on these varied from one hour to three months.

In 1964 a project requiring the team-work of the section and the data processing unit had most satisfactory results. It concerned analysis of trans-border origin and destination data to ascertain the traffic volumes which might be engendered by specific routes for use in negotiating the recently announced Canada-United States bilateral agreement on air routes.

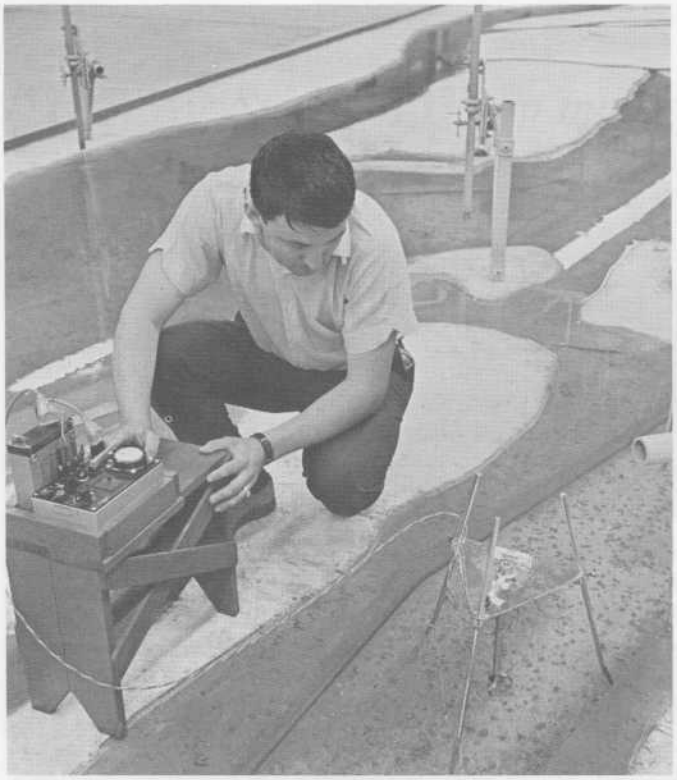
Both Canada and the United States (through the Bureau of Accounts and Statistics of the Civil Aeronautics Board) compiled two sets of statistics. Each group prepared statistics for functions peculiar to their own country and then another set with information common to both surveys. At the actual bilateral talks preceding the negotiation of the agreement it was decided to use the figures prepared by the Canadians because they proved more comprehensive and more valuable to both parties.

Civil Aviation Statistics—Grace Eades, June Forgie and Helen Forsyth check monthly report. This work was transferred to the centre from the Dominion Bureau of Statistics in April.

Air Passenger Origin and Destination Statistics—Mary Donovan analyzes joint U.S.-Canada transborder O & D Statistics, while Paul Lampkin, statistician, brings data from IBM 360 computer. Paul's earlier experience as air traffic controller at Toronto makes him valuable addition to staff.

dans le chenal maritime

Après plus de 100 ans le creusage se poursuit



Un technicien note les données de vitesse d'écoulement de l'eau à l'aide d'un moulinet hydrométrique installé dans le cours d'eau du modèle hydraulique de Ville La Salle.

par Edouard Deslauriers

Depuis plus de cent ans déjà, on dragues, dévase, approfondit et élargit par tous les moyens possibles le chenal maritime du Saint-Laurent. Ces travaux, dont les débuts remontent à 1844, se sont poursuivis sans relâche depuis lors. Ils ont même été intensifiés depuis l'aménagement de la Voie maritime du Saint-Laurent qui a entraîné l'acheminement de navires plus nombreux et plus gros vers le port de Montréal.

En 1844, le chenal maritime, section du fleuve qui s'étend depuis Les Escoumins jusqu'à Montréal, soit une distance d'environ 300 milles, n'avait en plusieurs endroits qu'une profondeur de 10½ pieds. La largeur moyenne du chenal s'établissait à 150 pieds. Aujourd'hui, le chenal a une largeur moyenne de 800 pieds, à l'exception du parcours dans le lac Saint-Pierre et du secteur s'étendant entre Verchères et Montréal. On est actuellement en train d'élargir cette dernière partie du chenal. De son côté, la profondeur atteint un minimum de 35 pieds. Ces travaux dans le Saint-Laurent ont déjà coûté au pays plus de $150 millions.

Doit-on conclure que le chenal a maintenant atteint sa profondeur maximum? Certes non, puisque les ingénieurs du ministère des Transports, à Ottawa, à leur bureau de Montréal et au laboratoire de Ville LaSalle, étudient présentement la possibilité d'approfondir le chenal à 39 pieds. Selon M. John Sylvester, responsable de la section des enquêtes techniques sur place ayant trait aux travaux dans le chenal maritime, le but des études est d'en arriver d'abord à établir le niveau à 39 pieds et à le maintenir ainsi la plupart du temps, quitte à encaisser un minimum de 35 pieds durant les périodes de faible débit. «Une telle situation, dit-il, nous permettrait de combler les besoins de l'heure dans le domaine de la navigation.»

Historique du chenal maritime

Jacques Cartier, un des premiers à naviguer le Saint-Laurent, avait déjà noté, dans des rapports à ses supérieurs, que les bas-fonds du lac Saint-Pierre empêcheraient les plus gros navires de filer vers l'ouest. Pourtant, pendant trois siècles après cette découverte, rien n'a été fait pour améliorer la navigation entre Québec et Montréal. Les plus gros navires devaient s'arrêter à Québec. Pour le reste du trajet, on transférait la marchandise sur des embarcations plus légères. C'était une entreprise profitable pour certains, de là l'opposition à tout projet d'approfondissement du chenal. Québec était le port d'entrée officiel du Canada, et il contrôlait le port de Montréal. On rapporte qu'en 1824, seulement 55 des 613 navires empruntant le fleuve Saint-Laurent se sont aventurés jusqu'à Montréal.

En 1805, une législation provinciale proposait l'amélioration de la voie navigable entre Québec et Montréal. Cette amélioration projetée s'est limitée, semble-t-il, à l'installation de quelques phares ici et là dans le fleuve.

Ce n'est enfin qu'en 1844 que des mesures sérieuses et concrètes étaient finalement adoptées. On commença alors à ouvrir un chenal en ligne droite à travers le bas-fond du lac Saint-Pierre.

Aperçu d'une section du modèle hydraulique, où des flotteurs lumineux sont utilisés pour aider à déterminer la vitesse du courant près de l'île Sainte-Hélène. Un technicien, à droite, enregistre les vitesses à l'aide d'un chronomètreur.

Le but était de creuser un chenal de 14 pieds de profondeur. En 1847, le projet était abandonné. On décida, pour des raisons d'economie, d'approfondir et d'élargir plutôt le chenal actuel qui franchit en zigzaguant le lac Saint-Pierre.

D'année en année, la circulation dans le fleuve Saint-Laurent devient de plus en plus dense. Pour faire face à ce trafic grandissant, un service spécial du ministère des Transports est chargé des recherches et des travaux qui ont pour but de maintenir le chenal ouvert à la circulation et d'assurer, en toute sécurité, le passage des navires.

L'ingénieur en chef responsable de l'équipe s'adonnant aux recherches et aux travaux dans le chenal est M. Herbert L. Land. Il est secondé dans ses fonctions par M. Maurice-G. Boudreau qui est chargé des opérations et de l'entretien, et par M. John Sylvester, responsable des enquêtes techniques sur place.

Le service chargé des travaux dans le chenal maritime a quatre navires spéciaux à sa disposition, soit le Detector, le Frontenac, le Beauport et le Ville-Marie. Cinq péniches de débarquement sont également en usage ainsi que le brise-glace Ernest Lapointe, dont les services sont parfois requis. Le Frontenac sera remplacé, prochainement par le Nicolet, dont la construction vient d'être achevée.

Ces navires sont équipés de l'outillage le plus moderne permettant de déceler toute entrave à la navigation dans le chenal maritime. Les instruments qu'on utilise permettent de faire un sondage complet du lit de la rivière. On est ainsi en mesure de déterminer la qualité du sol ainsi que la position exacte et la hauteur de tout obstacle découvert au fond du chenal.

Les ingénieurs du ministère sont constamment en quête de moyens de garder le chenal maritime ouvert au passage des gros navires sans entraîner une baisse du niveau de l'eau dans le port de Montréal. C'est là, semble-t-il, une des grandes difficultés à surmonter. Il est évident que le dragage qui permet d'approfondir le lit de la rivière dans un endroit doit provoquer une baisse du niveau de l'eau ailleurs. Cette situation incite les ingénieurs à étudier divers projets, dont l'un serait la constrution d'un barrage et l'aménagement d'écluses pour assurer le passage des navires.

Le modèle hydraulique du chenal maritime

Un des principaux outils du ministère dans son travail de recherches sur le comportement du fleuve est le modèle hydraulique de Ville LaSalle. Ce modèle, reproduction à l'échelle du Saint-Laurent, englobe le parcours s'étendant entre Montréal et Bécancour, soit une distance de 88 milles.

Le modèle, construit il y a quelques années au coût d'environ un million de dollars, a une longueur totale de 800 pieds. L'outillage qu'il renferme permet de reproduire, à l'échelle, toutes les situations qui existent dans le chenal maritime lui-même. La division des études hydrauliques au laboratoire de Ville LaSalle est dirigée par M. R. H. Smith. L'ingénieur sur place est M. Charles Laurie.

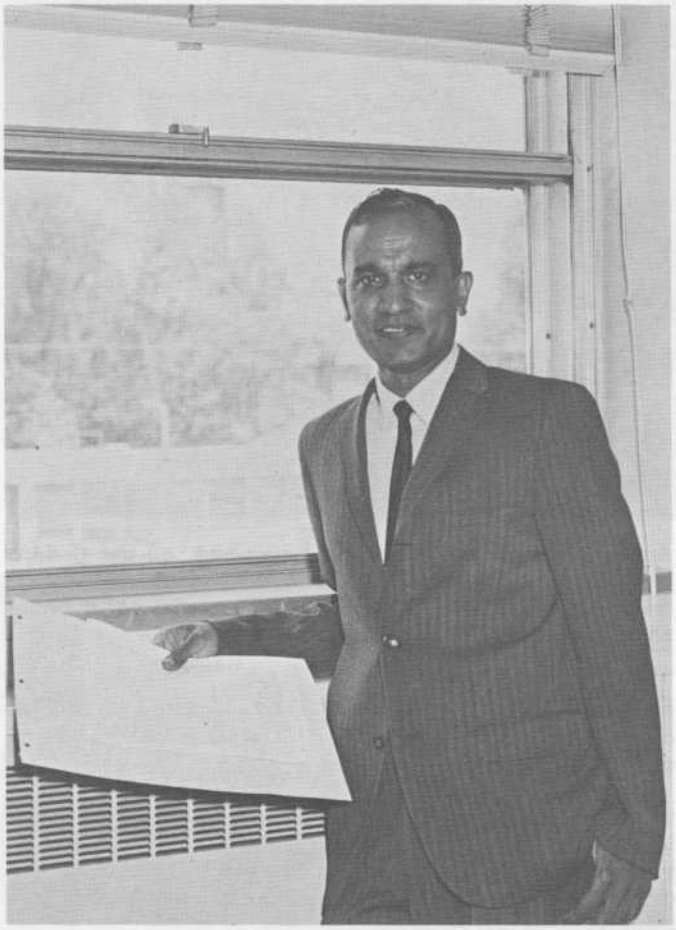
Pendant deux ans, les ingénieurs du ministère ont recueilli les données qui ont servi à la construction du modèle. Il fallait des détails précis sur la forme et la profondeur du lit de la rivière, sur la position exacte des îles et sur les constructions érigées le long du parcours. Il fallait également effectuer des sondages et recueillir des données sur les niveaux de l'eau et la vélocité du courant.

Aujourd'hui, à l'aide de ce modèle on est en mesure d'étudier le comportement de la rivière sous tous ses aspects et dans toutes sortes de conditions.

Le modèle a servi aux études sur l'aménagement initial du terrain de l'Expo 67, sur le tunnel de Boucherville et sur les effets de la fermeture de divers chenaux. D'autres études ont révélé la nécessité d'apporter des modifications au barrage régulateur projeté dans le chenal au nord de l'île Bouchard, près de Saint-Sulpice. Ce projet ainsi que d'autres ouvrages régulateurs dans la région pourraient probablement hausser de 2½ à 3 pieds le niveau des basses eaux dans le port de Montréal.

Toujours à l'aide du modèle, on a étudié la possibilité d'élargir le chenal à 800 pieds de Verchères au quai de la Canada Cement, à Montréal. Ces études ont démontré que l'élargissement entraînerait une baisse du niveau de l'eau dans le port de Montréal. On s'est rendu compte cependant qu'en déposant les déblais en certains endroits stratégiques, on pouvait rétablir le niveau dans le port et même l'élever à un niveau supérieur.

Ainsi donc, les travaux dans le chenal maritime du Saint-Laurent se poursuivent déjà depuis plus de 100 ans, et rien ne laisse entrevoir leur fin prochaine. Face au progrès que connaît présentement la navigation nos ingénieurs semblent plutôt avoir du pain sur la planche pour au moins 100 ans encore à venir.



Assignment-

TRINIDAD

An acute shortage of weather forecasters at Trinidad's Piarcro Airport is now over thanks to D.O.T.'s meteorological branch and India-born Canadian meteorologist Arvini Jivanhal Shah.

For some time before 1963 the government meteorological office at the country's main airport neded staff with basic training, capable of taking and transcribing readings. The office which serves eight international airlines, had been forced to replace written weather forecasts by verbal reports when their regular but slim staff of four forecasters and seven meteorological assistants had been reduced by two.

Through Canada's External Aid office the Trinidadian Public Service Commission asked that a meteorologist be loaned to it for a two-year period. They needed an expert to train new forecasters and meteorological technicians, to overhaul, revise and streamline the weather office's operational duties and to survey the instruments and office equipment and make recomdations.

Mr. Shah (pronounced Shaw) was selected for the job. To most, a posting abroad—north, east, south or west— would be a novel experience. But not so for Mr. Shah. To him, travel is second nature. In fact, the novelty would be if and when he spends five or 10 years in one place.

Graduating from the University of Bombay with a B.Sc. degree in chemistry and physics, he later attended the University of California at Los Angeles, finishing in 1952 with an A.B. degree in meteorology. He then joined United Airlines in San Francisco as a staff meteorologist. In 1954 he gave up his job and left the States to tour Europe. After the tour he joined the British Colonial Office's overseas civil service as a meteorologist and was posted to Jamaica for three years.

He found that particular posting rewarding. The biggest prize by far, however, was a local nurse whom he married. When his three years in Jamaica were up, accumulated leave credits allowed him and the new Mrs. Shah time to fly to India to visit his family. In the meantime he had applied to Canada's Department of Transport to see if a vacancy existed in the meteorological branch. One did. It was offered and he accepted.

In June, 1958 the Shah's came to Canada and after a three-month training stint were posted to, of all places, Churchill, Manitoba. From the endless sunny days of Jamaica to the almost endless winter days of Canada's North must have been quite a change, but the Shah's thoroughly enjoyed the 2½ year posting. While Mr. Shah looked after the weather, Mrs. Shah continued nursing.

In 1961, it was on to the weather office at Montreal International Airport and then, in October of 1963, came the posting to Trinidad.

Returning to Canada this past April, Mr. Shah can look back on many accomplishments. From the moment he arrived in Port-of-Spain, the capital of Trinidad, he found plenty to do. To increase the inflow of basic weather data, he established contact with various agencies requesting additional weather data covering an area 800 miles to the east, 200 miles to the west, 300 to the north and south and across Trinidad. He investigated the efficiency of the meteorological instruments and recommended improvements, supervised the operational staff and helped out with shift work to ease the pressure created by staff shortage.

Within six months of his arrival Hurricane Cleo posed a serious threat to neighbouring islands. Luckily Mr. Shah was there. He was the only hurricane forecaster available since the divisional assistant director was away at the time. He worked around the clock until the hurricane was out of Trinidad's area of responsibility.

The primary purpose of the 2½ year assignment, however, began within a few months of his arrival when he set up the first training program for meteorological assistants. The first two-month class was attended by three recruits. The second, by 11. All 14 graduates with the exception of one are now on the Piarcro weather office staff.

In January, 1965 Mr. Shah began a 14-month course for forecasters. Seven Trinidadians were given basic courses in physics, mathematics, elementary meteorology, dynamics, atmospheric thermo dynamics, synoptic meteorology, and operational meteorology. After a few months of on-the-job training the seven were able to undertake full responsibility of duty forecasters.

Mr. Kamaluddin Mohammed, Trinidad's minister of public utilities, described the courses as first class, and praised Canada for affording the technological assistance.

As for Mr. Shah, he was well satisfied with the graduates and their examination results. He enjoyed his posting to the lovely Caribbean islands, but was pleased to be back "home" in Canada. He is now with the weather office at Toronto International Airport.

A Rest Pause—as the men drag the iceboats across ice on P.E.I.-Mainland mail and passenger service at the turn of the century.

As long ago as 150 years an "almost daily" mail route existed between P.E.I. and Nova Scotia. This is an account of how, even during the most frozen winter months, . . .

The Mail Went Through

by S. A. Coyle*

Today's visitors to Prince Edward Island go by air or boat over Northumberland Strait, which separates the Island from New Brunswick and Nova Scotia, on one of the modern train and automobile ferries.

However, in the early days of what was then a colony, the mode of travel was not so convenient. In summer travel was by sailboat or canoe and was comparatively trouble free but when winter came and the Strait filled with ice it was a different story.

The records show that prior to 1775 the colony was quite isolated in winter. In that year Governor Patterson who wished to find a way to send dispatches to England on a more or less regular basis persuaded some of the residents to attempt a passage from Wood Island over the ice to Pictou N.S. Since canoes were the only craft available at this time for the trip very few crossings were possible.

From 1775 until 1827 nothing in the way of records is available, but in the latter year an agreement was made between the Island government and the people of Cape Traverse, giving these people an exclusive right to transport mails on a route between Cape Traverse, P.E.I. and Cape Tormentine, N.B., a distance of nine miles. This route was much superior to the Wood Island-Pictou route, which was 23 miles. Many difficulties were encountered on this latter route, and sometimes several weeks would pass without a trip being made. On the new route, round trips were made each day, weather permitting.

$2 Plus Help Haul

The boats used in this service were called "ice boats" and were small sturdy craft, sheathed with tin to withstand the constant contact with the ice. They were fitted with two iron shod runners for easier transport over ice and also had straps fastened to each side. Boat crews and men passengers looped these straps over

their shoulders and hauled the boats over the ice by this means. The straps were also a measure of safety should anyone fall through a hole in the ice. The fare was two dollars and help haul the boat, or four dollars and ride all the way.

The boats were dragged over the ice until a patch of open water was reached, then everyone jumped in and rowed until the next floe of ice.

These crossings were dangerous enough in good weather, but when storms arose while the boats were out on the ice the situation could become perilous. In this regard, the following item appeared in the *Royal Gazette* of 22nd March, 1831:

> "The mails which were forwarded from here (Charlottetown) were detained until Saturday, when the courier and another person got over in a flat, somewhat larger than the ice boat. At three o'clock of the same day they left the opposite side (Cape Tormentine) on return, having a passenger with them, and had nearly all perished in the violent snow storm of that evening. To add to their distress, they lost their oars by a wave breaking over them, which nearly swept them all off. About seven o'clock Sunday morning, having drifted up to Egmont Bay (about thirty miles), they were observed from the shore, when three men put off to their assistance and relieved them from their perilous situation, almost dead with the cold and two of them frost-bitten. They brought three Halifax and two Cumberland mails which arrived at the Post Office about nine o'clock last evening. A number of newspapers were soaked with water, but the letters in general escaped damage."

"Lolly" Danger

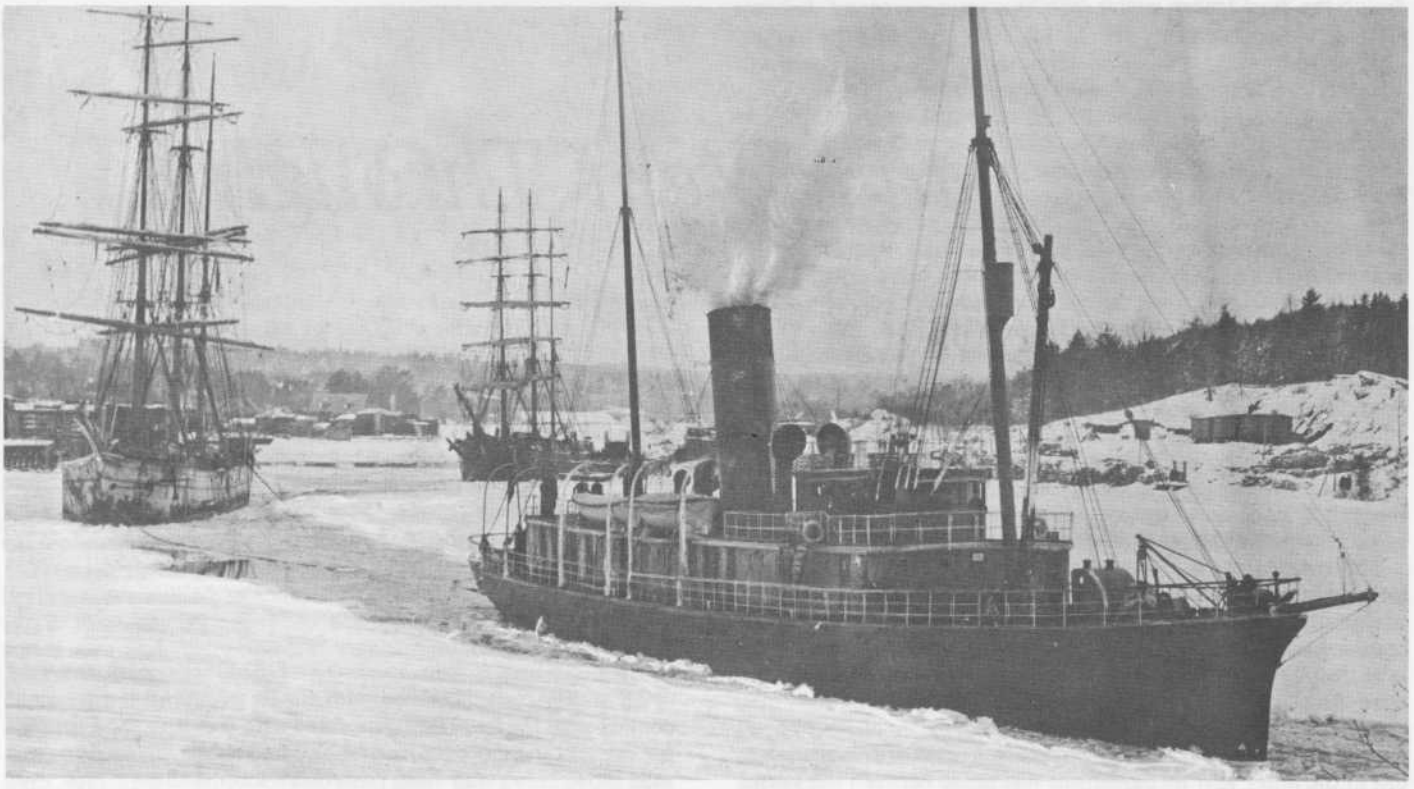
Sometimes on these crossings the boats encountered what was known as "lolly"—a stretch of water filled with snow or finely ground ice. It was almost impossible to get through this, and so such places were avoided. However, if a detour involved a long distance, these patches could sometimes be crossed by putting one boat ahead and placing another against the stern of the first, thus pushing it ahead; then another boat, and so on. These boats were tied together stern to bow, and thus a bridge was formed over the lolly and the crossings could be made.

Another incident such as the one mentioned in the *Royal Gazette* report occurred in 1843 when ten persons spent two days and a night out on the ice, due to a blinding storm. Some of these persons were badly frost-bitten, but they finally got to the Island shore.

On March 10th, 1855, there were two students returning from Philadelphia as well as another man and dog as passengers on the trip from Cape Tormentine. When they were within one-half mile of the Island shore, a blinding snow storm set in. They continued to push on but were stopped by a large patch of lolly. The boats were turned over in an attempt to provide some shelter from the bitter cold and heavy gale. They remained on the ice for two days and three nights. As they had no food left, they finally had to kill and eat the dog which had accompanied them. They threw out the mail bags and baggage from the boats and attempted to reach the Nova Scotia coast near which they had drifted. They finally got ashore near Wallace, N.S., but one of the students had died before land was reached. The man who had owned the dog lost all his fingers and both feet from frost bite and did not survive long.

The last recorded accident occurred in 1885. On January 27 of that year three boats set out from Cape Traverse with 15 crew members and seven passengers. A storm soon arose and by noon the drift was so bad they could only see a few feet in front of them. Travelling was so dangerous they decided they must attempt to shelter for the night. They upended two of the boats gunwale to gunwale in order to make a sort of shelter and tore the tin sheathing from the third boat to make a pan for fire. They were forced to use newspapers from the mails for fuel as well as the oars from the third boat. After these had been used they were obliged to break up the boat and use the wood in an attempt to keep warm. The heat melted the snow and eventually their

The CGS Stanley cutting icebound vessels out near Bridgewater, N.S. The first steel ship fitted for icebreaking, the Stanley went into service in 1888.



clothes became soaked. By the next afternoon their fuel had been exhausted, but fortunately the storm broke up and they were able to see the Island shore. They struggled along until they reached the flat ice which ran out some way from the shore, but here they encountered huge snow drifts almost impossible to wade through, especially with their frozen clothes. They were spotted by a search party from the shore and brought to land. One of the crew members who had become deranged by the cold and exposure, died shortly after, but apparently the remainder suffered no permanent ill effects. In passing, it might be mentioned that after the Island joined Confederation in 1873, the federal government assumed responsibility for the ice boat service.

One of the conditions of Confederation was that the federal government would establish and maintain an efficient steamer service for passengers and mails between the Island and the mainland. As mentioned at the beginning of this article, there was no difficulty in keeping the service going in the summer months and steamer services, good for the times, were operated between Charlottetown and Pictou in Nova Scotia, also between Summerside and Pointe du Chene in New Brunswick. Mails from Nova Scotia were carried via the Charlottetown-Pictou service, but the greater bulk of mail from central Canadian points arrived via the Summerside-Pointe du Chene service. A room fitted up with bag racks and letter cases was provided on the steamer and railway mail clerks from the Island made the crossing and worked mails on both outward and inward trips. This provided as fast a service as possible with the means available at the time and the Island people were quite satisfied with it.

However, in winter the same old problem arose—Northumberland Strait filled up with ice and the steamers used in the summer service could not operate, as they were not equipped for ice-breaking.

"Ice Breakers" Introduced

The first attempt at providing an ice breaker was a wooden ship called the "Northern Light". This boat, of course, could not cope with the heavy drift ice which filled the Strait from December until April and often was held up from ten to twenty days at a time. On many occasions passengers had to walk ashore after the ship stuck on the ice and this could be a very unpleasant and sometimes dangerous experience. During periods when the "Northern Light" was held up, it was necessary to resort to the small ice boats again.

In 1888 a steel ship fitted for ice breaking called the "Stanley" was provided. This ship was small by present day standards, only 914 tons; had only one propeller and shallow draft at the bow and was deeper in the water at the stem. The idea was that she would ride up on the ice and break through. Due to the light weight of the ship and the type of heavy ice which fills the Strait, this method of operation was found to be quite impractical and although the "Stanley" operated sporadically until 1917, she was never a success.

The next ice-breaker provided was the 1090 ton "Minto". An attempt was made to provide a daily service between Pictou, N.S. and Georgetown, P.E.I. by operating the "Stanley" and "Minto" opposite each other, that is, one going one way each day. However, it was found that even with both ships working, there were many occasions when long delays occurred. The records show that on one trip during a winter of heavy ice, the "Stanley" became stuck and the "Minto" broke a propeller in attempting to go to her rescue, as a result the service was held up for seven weeks. Of course, during this period mail service was provided by the ice boats at Cape Traverse—Cape Tormentine.

In 1909 the "Earl Grey" came into the picture. This ship was heavier, had more power and was built with rounded sides—more or less egg-shaped— enabling her to be maneuvered more easily in the ice floes. This ship provided a reasonably good winter service and was by far the best ice breaker to date.

The Long Haul—male passengers were expected to help the crew pull boats across stretches of ice in Northumberland Strait before the days of icebreakers.

These ships all were provided with mail rooms in the same manner as the summer boats and mails were worked in both directions by Island clerks, and thus were ready for quick despatch to destination when the ships reached port. Until the introduction of parcel post, there was no great bulk of mail, only letters and the few newspapers and magazines of the day. Thus, when the ice-breakers were delayed, the small ice boats at the Capes could handle all the mail offering.

The first real step in providing a good winter service came when the car ferry "Prince Edward Island" went into service. Built in Newcastle-on-Tyne and finished in 1915, this ship arrived late that year and operated the winter of 1915-16 between Charlottetown and Pictou on a one-day one-way basis with reasonable success, carrying freight instead of railway cars on the car decks.

As the piers at Port Borden and Cape Tormentine still were not finished by the winter of 1916-17, an attempt was made to provide a daily service between Charlottetown and Pictou by operating the "Stanley" and the "Prince Edward Island" opposite each other as had been done some years previously with the "Minto" and "Stanley". However, it was found that the "Stanley" could not keep up on this basis and the idea was abandoned. The "Prince Edward Island" was put on the Pictou-Georgetown run for the remainder of the winter. Georgetown was used as a terminal rather than Charlottetown since the harbour there is much easier of access during the winter months than the one at Charlottetown.

As this latter service operated on a one-way one-day basis, the ice boats at the Capes were brought into play again to provide a daily service for letters and newspapers, the bulk mail being handled on the Pictou-Georgetown operation. The letters and daily papers destined for the Island were worked by Island clerks in a mail car stationed at Sackville, N.B. and forwarded by the then "New Brunswick and Prince Edward Island Railway" to Cape Tormentine for transmission via the small ice boats. This section of railway is now part of the Canadian National Railways.

The piers at Bordon and Tormentine were finished and the car ferry started operating on a regular basis in the fall of 1917, and from that time on transportation has been getting better and better as the years have passed, with the provision of larger and better ferries. The causeway now being built should end our transportation troubles.

**Mr. Coyle retired from the Post Office Department as area superintendent for Prince Edward Island. He wrote this article for the Post Office's publication "The POSTMARK" and it is reproduced here with permission of the editor.*

Établissement d'une section consultative spéciale sur le bilinguisme

On accorde une attention particulière au sein du ministère des Transports à la question du bilinguisme qui suscite beaucoup d'intérêt dans tous les milieux de la société et à tous les échelons de gouvernement dans notre pays. Cet intérêt s'inspire de la déclaration du premier ministre, M. Pearson, sur la ligne de conduite adoptée par le gouvernement en vue de favoriser le bilinguisme dans la fonction publique.

Dans le cadre de cette ligne de conduite, le ministère des Transports a établi une section spéciale, dont la fonction principale est de conseiller les autorités sur l'établissement et la réalisation graduelle de projets visant à accroître au sein du Ministère une connaissance efficace des deux langues officielles, notamment au bureau central d'Ottawa et dans les secteurs du public où le bilinguisme est en usage dans une proportion importante.

M. Paul-A. Chouinard est le chef de cette section qui est l'une des premières du genre dans la fonction publique. A titre de conseiller spécial en bilinguisme, il relève directement de M. W. A. MacPherson, Directeur général du personnel. La section a pour tâche de favoriser et d'accroître le bilinguisme dans les secteurs du Ministère où la connaissance des deux langues est essentielle. Elle déterminera d'abord quels sont les secteurs en question et le personnel le plus directement touché, puis les secteurs dans lesquels une certaine connaissance des deux langues est éminemment souhaitable.

La section conseillera également sur les méthodes, les techniques et la sélection dans le cadre du programme d'enseignement des langues. Un autre aspect de son travail sera d'aider au recrutement d'un personnel connaissant déjà le français, surtout au sein des écoles et universités de la province de Québec.

M. Chouinard fournira sur demande aux bureaux régionaux du ministère un service consultatif en matière de bilinguisme du personnel. Il aidera à ce titre les administrateurs régionaux à établir leurs besoins en matière d'enseignement des langues et prendra les mesures nécessaires à l'instauration de pareil enseignement. Dans l'exercice de ces fonctions, M. Chouinard se rendra dans les bureaux régionaux en vue d'entretiens avec les groupes d'employés, suivis d'entrevues particulières.

Lorsqu'un besoin en matière d'enseignement des langues se manifeste dans une région, on en saisit la Commission du service civil qui prend la décision définitive sur l'établissement d'une école pour l'enseignement de l'anglais ou du français. Par exemple, l'opportunité d'en établir à Cornwall, à Dorval et à Québec est à l'étude. Il est évident que ces écoles ne serviront pas uniquement au ministère et qu'elles seront à la disposition d'autres ministères. Toutefois, on prévoit que de nombreux fonctionnaires du ministère tireront profit de ces installations pour suivre des cours de perfectionnement en anglais ou en français.

La section spéciale susmentionnée collabore étroitement aux travaux du comité consultatif du bilinguisme du ministère qui a été établi en décembre 1965. Sous la direction de M. Gilles Sicotte, sous-ministre adjoint à la Direction générale, ce comité vise à accroître l'utilisation des deux langues au sein du ministère.

Le comité conseille le conseiller spécial en bilinguisme sur les mutations et remplacements de personnel dans les cas où le bilinguisme entre en ligne de compte et sur la formation des employés bilingues au service du ministère.

Il étudie en outre les besoins d'ensemble du ministère en matière de bilinguisme, notamment en ce qui concerne l'échange de correspondance avec les personnes de l'extérieur, l'échange de correspondance au sein du ministère, la langue employée dans les manuels, circulaires, formules, écriteaux et plaques de nom. Toutefois, il s'occupe surtout de traduire la ligne de conduite générale établie par le premier ministre en normes pratiques pour le Directeur général du personnel, le conseiller spécial en bilinguisme ainsi que pour les directeurs, dont la collaboration sera nécessaire dans la réalisation du programme du ministère en matière de bilinguisme.

M. Paul Chouinard était tout désigné pour occuper le poste de conseiller en bilinguisme. Né dans le comté de Frontenac (P.Q.), il a obtenu sa maîtrise en littérature anglaise à l'Université de Montréal. Avant d'entrer au service du ministère des Transports, il a enseigné dans des institutions du Québec, des États-Unis et d'Afrique. Au cours des dix dernières années, il était professeur au Collège militaire de Saint-Jean; durant cette période, il organisa des cours du soir qui furent suivis par 1,200 adultes désireux d'améliorer leur connaissance de la langue anglaise.

Special Advisor on Bilingualism

Bilingualism, a much discussed subject in all walks of life and at all levels of government in our country, has been given careful attention within the Department of Transport. This is in line with Prime Minister Pearson's statement on government policy for the promotion of bilingualism in the public service.

In accordance with this policy, D.O.T. has established a special unit. Its main purpose is to advise the authorities on the preparation and gradual implementation of plans to increase personnel competency in the two languages. This is to take place not only at Ottawa headquarters but wherever a substantial degree of bilingualism is in general public use.

Paul A. Chouinard heads this unit which is one of the first of its kind in the public service. As special advisor on bilingualism he reports directly to W. A. MacPherson, Director General, Personnel. The unit's task is to promote and increase bilingualism in the department wherever the need for both languages is imperative. First of all it will determine where these areas exist and the personnel most directly involved, and then those other areas where some degree of competency in the two language would be desirable.

The unit will also provide advice on methods, techniques and selection for the language training program. Another aspect of its job will lie in providing assistance in the recruiting of personnel already competent in the French language, particularly from Quebec schools and universities.

Mr. Chouinard will be available on request to provide a staff advisory service on bilingualism to D.O.T.'s regional offices. In this role he will help regional administrators determine their language training needs and, as necessary, make arrangements for such training. In carrying out these duties Mr. Chouinard will visit the regional offices for discussions with staff groups and follow-up individual interviews.

When a language training need shows up in a region, the information is passed on to the Civil Service Commission for final decision on the opening of a language training school in English or French. Now under study, for example, are such schools in Cornwall, Dorval and Quebec City. These schools, of course, won't be for the sole use of the D.O.T. but for other government departments as well. However, it is expected that many D.O.T.'ers will be taking advantage of these facilities for refresher courses in English or French.

The special unit advisor on bilingualism is working closely with the department's advisory committee on bilingualism which was set up in December, 1965. This committee is headed by Mr. Gilles Sicotte, assistant deputy minister-general, and has been working to promote a greater use of both languages throughout D.O.T.

The committee provides guidance to the special advisor on bilingualism in such matters as staff transfers and replacements, based on the bilingual factor, and also with regard to the training of bilingual employees in the department.

It also examines the overall needs for bilingualism in D.O.T., covering such matters as correspondence with persons outside the department, internal correspondence, and language useage for manuals, circulars, forms, sign boards, and name plates. Mainly, however, it is concerning itself with the broad principles (set forth by the Prime Minister) of practical guidelines for the Director General, Personnel, the special advisor on bilingualism and the branch directors, whose co-operation is needed to carry out the D.O.T. program on bilingualism.

As an advisor on bilingualism, Paul Chouinard is particularly well qualified. A native of Frontenac County, Quebec, he took his Master's Degree in English Literature from the University of Montreal and prior to joining D.O.T. he had a highly successful career as a teacher in Quebec, the United States and Africa. For the past 10 years he taught at St-Jean Military College and while there founded a night school where some 1,200 adults improved their knowledge of the English language.

Lighthouse Supply and Buoy Tenders

by J. W. Braithwaite, chief engineer, CCGS "Camsell"

Let us talk of the lighthouse tenders, and the work they have to do.
Their duties are many and varied, yet known to only a few.
Most of us take it for granted that the lights and beacons are there,
But most of us don't know how or why, and very few of us care.

Every headland or cape has its lighthouse or beacon flashing bright.
Every reef, rock or shoal, in addition, is marked with some kind of light.
There are can buoys, cone buoys, dan buoys, spar buoys and markers to point the way.
These are the mariner's signposts; his safeguard by night or by day.

All small lights are now automatic, controlled by a clever device which makes them blink just as required, perhaps once in a minute or twice.
The buoys serve a threefold purpose, emitting a sound as well;
They're equipped with a radar reflector and also a whistle or bell.
These buoys, you should know are buoyant, though moored to the ocean's bed,
with a large concrete block as an anchor, and a chain to the buoy overhead.
Now all this gear must be serviced, and a very high standard maintained,
Which calls for special equipment, and men who are specially trained.

The work of maintenance, supply and replacement is part of the normal routine
of the lighthouse supply and buoy tender, a wonderful floating machine.
She is known, to all who follow the sea, as a member of the team which is tending the light that must never fail to cast its warning beam.

Regional Superintendents, Airways and Air Regulations *Meet in Ottawa*

For the first time in five years regional superintendents of airways and air regulations met in Ottawa to discuss mutual problems and solutions and to make recommendations concerning operations.

The three-day meeting took place at the Bruce MacDonald Motor Hotel and was split into two sections—the airways sessions were chaired by S. R. Lantinga of Edmonton, while W. R. Lavery of Vancouver chaired those for air regulations. Mr. M. M. Fleming, chief of flight standards and regulations, chaired the joint sessions.

A dinner, at which Assistant Deputy Minister, Air G. A. Scott was the principal speaker, was held on June 13 and was attended by some 50 headquarters and regional staff.

Regional superintendents of air regulations. Front row; left to right: W. R. Lavery, Vancouver; R. O. Beattie, Edmonton and J. G. E. Savard, Moncton. Back row: H. W. Finkle, Toronto; H. Rouselle, Montreal and J. D. Craton, Winnipeg.

Regional superintendents of airways. Front row: R. F. Heiliger, Vancouver and J. P. Lacaille, Montreal. Back row: J. Saphire, Winnipeg; H. L. Spinney, Moncton; S. R. Lantinga, Edmonton, and G. Lloyd, Toronto.

East Side, West Side—
The Public has a look at the Canadian Coast Guard

by K. N. Parks

Fog horns hooted, ships' whistles bellowed and buoy bells clanged, but there wasn't a bit of fog around when Coast Guard Days were held at the district marine agencies at Dartmouth, N.S. and Prince Rupert, B.C. It was "open house" at both places, and the general public was on hand to find out what the Canadian Coast Guard does and how it does it.

The Dartmouth Agency gates were opened to visitors on the afternoon of June 18. Prince Rupert agency held Coast Guard Day on Sunday, July 3, the day after the agency's fine new buildings were officially declared open at a ceremony at which Northern Affairs and Natural Resources Minister Arthur Laing officiated. Gordon W. Stead, assistant deputy minister, marine, also addressed the gathering at the opening, with Glen R. Stewart, district marine agent, acting as master of ceremonies. Prince Rupert's Mayor P. J. Lester, Dr. W. Wick, president of the local Chamber of Commerce and W. D. Stothert, mill manager of the Columbia Cellulose Company, Ltd., were speakers.

The Coast Guard Days were held in order to give the general public an opportunity to tour agency buildings and learn something about the services performed by the Department of Transport for shipping in Canadian waters, and of the ships and men engaged in the various marine undertakings that are involved. The staffs at the agencies set up displays of various types of aids to navigation and visitors entering the buildings housing exhibits were met with an array of lights—winking, blinking and sometimes revolving—that would have done justice to a Christmas carnival. Staff members were on hand to explain the workings of the various pieces of equipment and answer the thousand-and-one questions that were put to them. Large photographic displays were on view and, at Dartmouth, the icebreaking film "Captain Fournier and the Ice", was shown.

In the yard areas, heavy equipment, large buoys of all types and, at Dartmouth, even one of the new department-designed fibreglass light towers, were on display. Each item carried an explanatory label concerning its purpose.

At the agency wharves, Canadian Coast Guard ships had their gangplanks lowered for the benefit of crowds of visitors who went aboard to tour the vessels "from stem to gudgeon". At Dartmouth, CCGS "John A. Macdonald", CCGS "Narwhal", CCGS "Sir William Alexander", CCGS "Mink" and CCGS "Rapid" were open to the public; at Prince Rupert, CCGS "Skidegate", CCGS "Alexander Mackenzie" and CCGS "Racer" were on hand. CCGS "Camsell", the Victoria-based icebreaker, also paid a visit to Prince Rupert while en route to her summer duties in the Western Arctic. She tied up alongside a number of other large ships, among them American Navy and Coast Guard vessels, that were on hand for the city's Port Days activities, of which the marine agency program was a part.

Two D.O.T. Meteorologists awarded Patterson Medal

Two Department of Transport meteorologists, D. G. Black, of Ottawa, and J. M. Leaver, of Montreal, were awarded the Patterson Medal during the National Meteorological Congress held in Sherbrooke, P.Q. early in June.

The Patterson Medal Award, founded in 1946, was given to each recipient for his extensive contributions to meteorology in Canada over a period of many years.

Awards in previous years have gone to Dr. Andrew Thomson, Dr. P. D. McTaggart-Cowan, D. B. Kennedy, R. A. Hornstein, Dr. J. S. Marshall and A. J. Childs.

Donald George Black joined the Canadian meteorological service in 1942, and served for more than 20 years as a meteorological officer seconded to the RCAF. He served at Pennfield Ridge, New Brunswick; Debert, Nova Scotia; Trenton, Ontario; and Winnipeg, Manitoba. He was senior meteorological officer at the RCAF aviation forecast office, Trenton, for many years and later became meteorological staff officer at training command headquarters, Winnipeg. He is now superintendent of research, training and development at headquarters.

Don Black made major contributions to meteorology in Canada during World War II and helped to shape post-war development of meteorological training within the RCAF. He has also assisted in the development of the central training school for RCAF meteorological observers at Trenton, Ontario.

Born at Tamworth, Ontario, he is a graduate of Queen's University.

James McGill Leaver is chief of the meteorological branch's central analysis office in Montreal. He has developed this service from a small unit to a national centre serving the whole country by weather facsimile circuits. The service has become one of the world's foremost numerical prediction units.

Jim Leaver was one of the chief instructors and organizers of the wartime meteorological training courses during the 1940's and was among those credited with maintaining high scientific standards in the Canadian meteorological service during its period of greatest expansion.

A native of Ottawa, Mr. Leaver graduated from Queen's (B.A.) and the University of Toronto (M.A.). He joined the meteorological service in 1938 and served at St. Hubert, Quebec; Trenton, Ontario; Toronto; Ottawa, and currently is at Montreal.

Retirements

Captain Clark was honored on the occasion of his retirement at a party aboard the CCGS Labrador. Left ro right: Mrs. Weston and Regional Director, Marine Services Frank Weston, Captain Clark and Mrs. Clark.

Captain N. V. Clark, 60-year-old veteran of the sea, retired in June as master of the CCGS Labrador.

In 1923 Captain Clark came to Canada from Britain as a young man and joined the Canadian Merchant Marine—later called Canadian National Steamships. By 1931 he had risen to master.

During the Second World War he served in the Royal Canadian Navy and rejoined the CNS after 1945. In 1958 he joined the Department of Transport, serving on the NSV Nanook the Brant and the Lady Laurier before becoming master of the Labrador in 1960.

Of his lifetime at sea Captain Clark can recall many outstanding events—the majority of which occurred during his D.O.T. service. In 1961, called the "winter of the big freeze" on the Labrador's records board, the vessel escorted 104 ships through the ice and asisted in the helicopter rescue of the "Betty Harris" off Cape Breton.

On another occasion the Labrador participated in a dramatic air-sea rescue off the west coast of Newfoundland. Three seal hunters missing from their home port were finally located by an aircraft and it was up to the Labrador to enter the ice pack to rescue them.

More recently, in 1964, the vessel made an emergency trip to Pond Inlet, Baffin Island to supply fuel oil to the community.

Captain Clark highly recommends Canadian Coast Guard service for those interested in going to sea.

"The most interesting sea work is the Coast Guard", he says. "It offers a young man a good future".

With his wife and family, Captain Clark is enjoying his retirement at home in Halifax.

Miss Rowat, seated, is seen here with colleagues Mrs. V. Rust and Chief R. H. Bradley.

Muriel Gwendolyn Rowat, a technician in the former statistics section, retired in May after 36 years of government service.

A native of Manotick, Ontario, Miss Rowat began her civil service career in 1930 after completing senior matriculation requirements and working for a brief time in the Canadian Banknote Company. She was first a clerk with the Dominion Bureau of Statistics, followed by a stint with the Department of Veterans Affairs. She then transferred to the Air Transport Board where she compiled, edited and analysed air passenger statistics.

Miss Rowat continued with the statistics unit until her recent retirement, even though the unit transferred three times during those years—first to the Board of Transport Commissioners, then to the Department of Transport and finally, in April, 1966, to the Dominion Bureau of Statistics (see story on page 4). She was a valued member of the staff. Her many years service had made her most knowledgeable on every facet of this complicated area including air carrier routes, licences, bilateral agreements and characteristics of domestic and international air passengers.

Miss Rowat's early days of retirement have proved to be busy ones. She has taken up resident for the summer at her log cottage on a Quebec lake and has been gardening, painting, catching trout and pursuing her keen interest in bird watching. Prior to leaving, her D.O.T. friends and colleagues presented her with an outboard motor as a retirement gift.

Robert F. Rees, aircraft maintenance engineer at Ottawa Airport, retired in May after a 20-year D.O.T. career.

Born in Swansea, Wales in 1901, Mr. Rees came to Canada at the age of 8 and was educated in Ontario schools. At the

outbreak of the Second World War he enlisted in the RCAF and served for six years as an aero-engine mechanic and radar technician.

In 1945 Mr. Rees joined the Department of Transport and spent the latter part of his career in the Ottawa machine shop of the flight services division.

As a new retiree, Mr. Rees has no intention of pursuing a second career or the like. He expects to be kept busy fishing, attending to his summer home and other interests.

At a retirement ceremony in his honor, Robert Rees receives congratulations and best wishes from (left) J. O. Hunter, superintendent, departmental aircraft maintenance, and M. E. Louck, chief, flight services.

J. R. L. "Chip" Murphy, regional manager of real estate at Edmonton, retired in April after 18 years with the department.

A Saskatchewan lawyer, Mr. Murphy served in the RCAF during the Second World War and became special assistant to the Minister of National Defence for Air. He retired in 1948 with the rank of wing commander and was appointed manager of D.O.T.'s newly-established real estate office in Edmonton. In those days the area covered was everything north and west of Armstrong, Ontario. The staff consisted of one draftsman and a stenographer in contrast to today's staff of six land agents, two surveyors with survey crews, two draftsmen plus an office manager and two stenographers. This staff has now been split up and enlarged with the opening of another regional real estate office in Vancouver.

Over the years "Chip" Murphy was in charge of many programs of land acquisition, most recent of which were the Vancouver Airport and the Edmonton International Airport purchases.

At a dinner held to honor Mr. Murphy, Mr. G. E. McDowell, regional director, Edmonton, presented gifts to Mr. and Mrs. Murphy. Many messages of good wishes were received from friends and associates in Ottawa and across Canada. In addition to Mr. McDowell, head table guests were Mrs. McDowell; Dr. T. G. How, regional director, Vancouver; Mr. F. S. Currie, Mr. Murphy's successor; Mrs. Murphy, Mr. P. T. Lypowy, regional land surveyor, and Mrs. Lypowy; and Mr. D. H. MacLeod, regional manager, real estate, Vancouver, and Mrs. MacLeod.

J. R. L. Murphy.

Victor J. R. Brister, superintendent of radio regulations for Toronto region, retired in March after 30 years with the department.

A native of Dublin, Ireland, Mr. Brister joined the department as a radio operator in 1936 after serving at sea for a number of years. In 1938 he was promoted to radio technician and to technician in 1946. During those years he contributed his knowledge and skill to the establishment of range stations along the Northwest Staging Route and lighthouse stations in the Great Lakes.

In 1949 Mr. Brister was appointed a radio inspector and from 1953 to 1955 headed the Lakehead radio regulations office. In 1955 he moved to Ottawa on the staff of the controller of radio regulations. After two years at headquarters he was promoted to regional superintendent of radio regulations at Winnipeg. In 1960 he was seconded to act as one of Canada's advisors at the International Conference on the Safety of Life at Sea held in London, England to draw up a new convention. In 1964 he was transferred to Toronto where he remained until his recent retirement.

Friends and colleagues from Toronto and Winnipeg regions, as well as from headquarters, honored Mr. Brister at a testimonial dinner on March 14. W. A. Caton, controller of radio regulations presented him with an album of Irish recordings and a gift of money after paying tribute to his noteworthy contribution to the department. (see photo below)

Cross-Canada Dateline

Goose Bay—As part of a familiarization program, members of the Goose Bay weather office staff visited the U.S. Strategic Air Command Alert Force facility at Goose Bay. The group pictured at right in front of a KC-135 aircraft are, left to right: Capt. E. Palmer, E. G. Morrissey, Major J. W. Hunter, P. O. J. Pitre, D. W. Layton, J. H. Wilson, F. J. Amirault, D. M. Fraser, W. A. McFarlane, A. D. J. O'Nee.

Ottawa—Fire loss in dollars and cents at D.O.T. air services establishments during 1965 amounted to $61,085.28. Although this represents an increase over the previous year's figure of $12,214.50, it is considerably lower than any other year from 1960 to 63. in 1962 D.O.T. fire losses amounted to more than half a million dollars.

The worst fire in 1965, in terms of financial loss, took place in June at Aishihik in the Yukon. A radio transmitter building burned to the ground resulting in a building loss of $2,800 and equipment loss of $27,000.

At North Sydney, N.S. a marine radio station burned at a loss of $16,400 while at Pangnirtung on Baffin Island an $8,400 fire took place in a Northern Affairs building. Some 45 smaller fires, ranging in losses from $25 to $1,000, occurred throughout the six air services regions.

Vancouver—The department's B.C. weather service is experimenting with special forecasts for the operators of small boats who do not normally have access to forecasts on the marine radio band.

The special service is the result of research by the B.C. safety council, which found that more than 60 percent of the province's losses of small craft in 1965, totalling 84 with a loss of 114 lives, occurred in rough weather for which the boats were not equipped. It appeared that since general forecasts did not give sufficient localized information, little attention was paid to them.

As soon as he learned of the need, Regional Meteorologist John L. Knox arranged for the collection of weather information for release four times daily to radio stations in navigational areas. Small craft operators are urged to check radio reports before setting out and to take transistor radios with them.

It is hoped that this service will cut down on the toll of small craft.

Ottawa—Headquarters employees enjoy automatic membership in their own recreational association, DOTRA. This year, for the first time in its 17-year history, the organization has a "Madame President".

Elected in May, Mrs. Sylvia Chitouras of personnel administration, will serve for the 1966-67 term. She previously had served as a member of the DOTRA board of directors.

Mrs. Chitouras will have feminine support in carrying out her duties for DOTRA. Four other members of the distaff side were elected to two-year terms on the board.

The association sponsors several annual events for headquarters' employees including the picnic, a golf tournament, a Fall dance, a children's Christmas party and the crowning of Miss D.O.T.

The ladies who will be involved in the arranging of these popular events during the next year are shown in the photo at left, seated left to right: Helen Dubois and Mrs. Chitouras. Standing: Carmen Levesque, Mary Chartrand and Barbara Provost.

Ottawa—L. R. Boucher, a graphic artist with headquarters office services printing division, recently attended a color reproduction seminar at the Graphic Arts Technical Foundation in Pittsburgh, Pensylvania.

Mr. Boucher, who has been a D.O.T. employee for seven years, was the only Canadian among the 24 registrants. In the photo at right he is seen with six other non-American participants. Left to right: A. Morales, Mexico; D. C. Bhaskaran, India; J. A. Escobar, Spain; B. Gerry and J. Bramble, Brazil; P. M. Laan, Holland and Mr. Boucher.

On Target

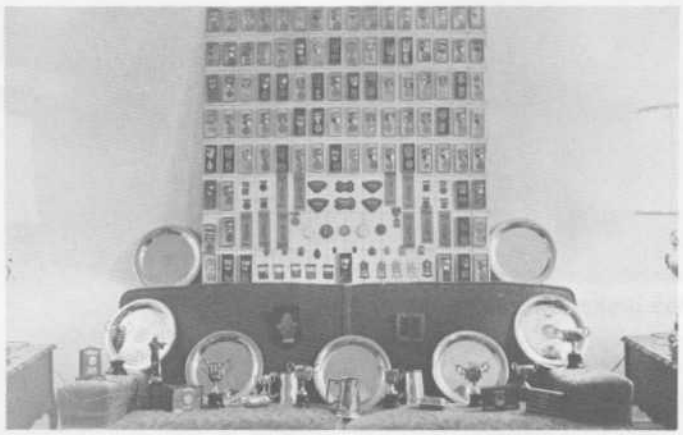
Arnold Park, drafting supervisor with the construction branch in the Winnipeg Regional Office, shoots as straight as the lines his men draw at their drafting table.

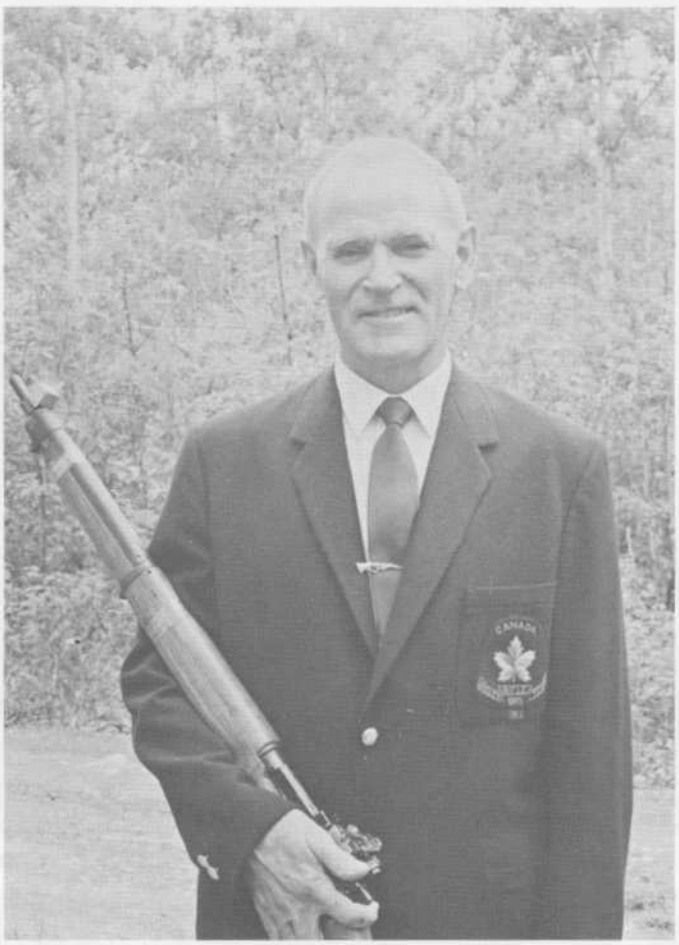
For the third time in seven years, Mr. Park was a member of the Canadian Bisley Team which competed in England's Bisley Shoot in July. He represented Canada in 1960 and in 1963, as well.

No stranger to competitive shooting, Mr. Park took up the sport seriously some 28 years ago and has since amassed a collection of silverware and titles.

During the war years he competed in many smallbore matches, locally, nationally and in the United States. He has often times been a shooting member of Canada's DeWar Team (International smallbore team competition), twice being chosen adjutant and once captain. As well, for many years he has competed in service rifle matches in Manitoba and Ontario.

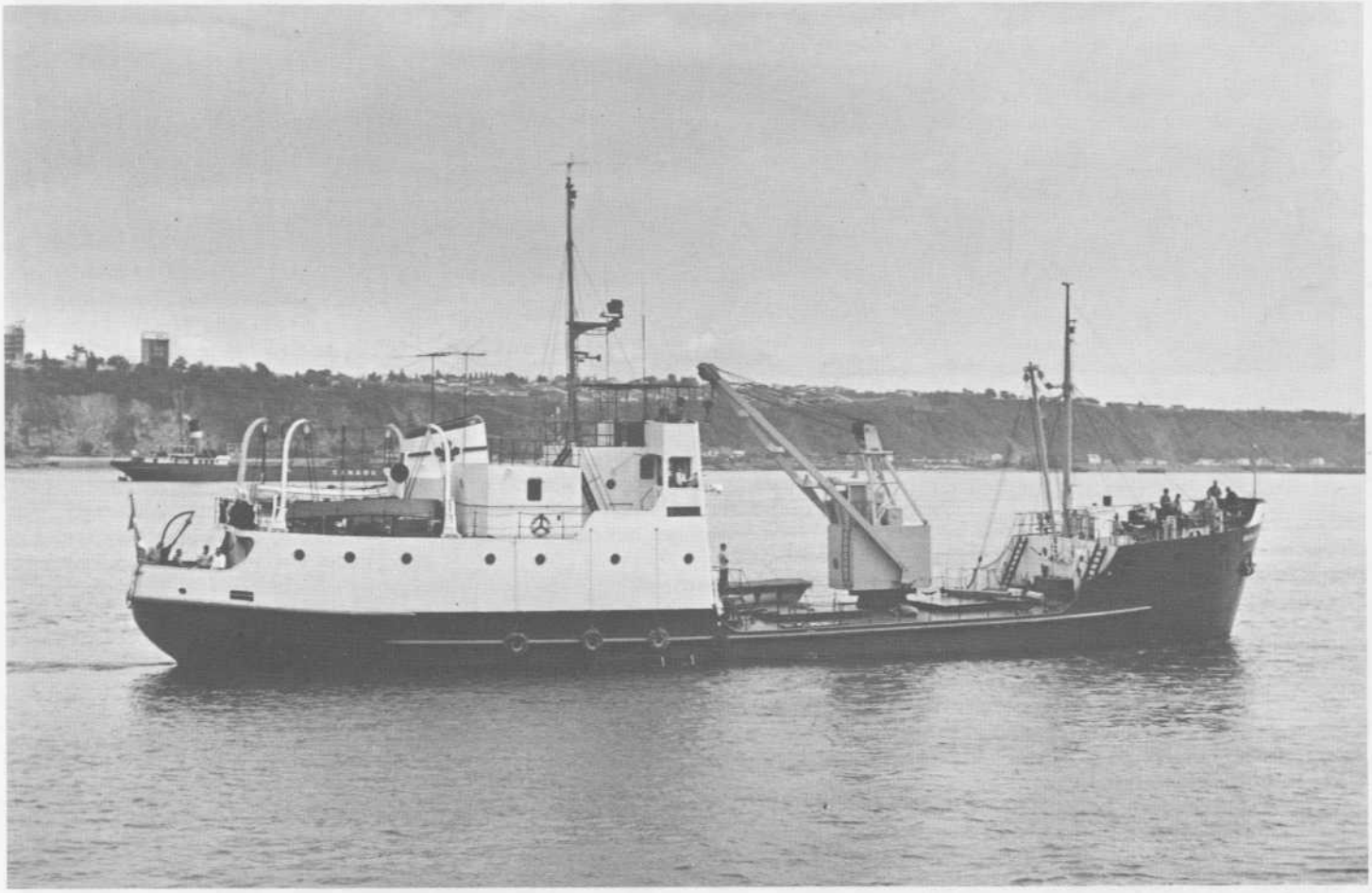
Mr. Park's strong point in shooting has been consistency which usually pays off in the aggregate score.





Mr. Park and some of his trophies.

Canadian Coast Guard ALBUM



CCGS MONTMAGNY, a buoy tending vessel designed for the special requirements of the Department of Transport's St. Lawrence Ship Channel division, is attached to the Sorel, Que. District Marine Agency and serves on the St. Lawrence River.

CCGS "MONTMAGNY"

LENGTH: 148 feet

BREADTH: 29 feet

DRAFT: (Max. aft) eight feet, nine inches

POWER: Two Werkspoor direct reversing diesel engines, each developing 565 brake horsepower.

GROSS TONNAGE: 497