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COVER

Seven ships, led by the pride of the Canadian Coast Guard fleet, CCGS *Vancouver* and CCGS *Quadra*, paid a special salute to Canada's Centennial last June 10 during the sail-past that marked Coast Guard Day at the Victoria marine agency. Our seagull's-eye-view cover photo was taken by Ken Parks of the Information Services Division from a Canadian Coast Guard helicopter piloted by Doug Callin of Victoria.

FRONTISPICE

Sept navires de la Garde côtière canadienne, dans un déploiement en guise de salut au centenaire de la Confédération, ont défilé dans le port de l'Agence de la marine du ministère des Transports à Victoria (C.-B.), le 10 juin dernier, Jour de la Garde côtière. En tête du défilé, on voit les deux plus récentes acquisitions de la Garde côtière, le *Vancouver* et le *Quadra*. La photo a été prise par Ken Parks, de la Division des services d'information. Il se trouvait à bord d'un hélicoptère de la Garde côtière piloté par Doug Callin, de Victoria.

Editor Bryan Goodyer
Rédacteur français Edouard Deslauriers

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COMMON TIES

The article on communications for marine traffic in this issue emphasizes the close relationships within the Department. At times, members of individual units may think of themselves primarily as telecommunications, canal, marine, rail, aviation or meteorological officers. In fact, each branch draws a great deal from its neighbours within the Department; and because of its membership in a large single entity concerned with transportation as a whole, each branch benefits from the knowledge and experience of the other branches.

Thus, the first move towards a marine traffic control system in the St. Lawrence (see page 4) drew, in the first instance, from air traffic control experience. The helicopter operations of the

Coast Guard benefit from the support of the Civil Aviation Branch. Perhaps the best examples of all are the two new Pacific weather ships, the finest of their type in the world, built by the Shipbuilding Branch, operated by the Coast Guard primarily to serve the purposes of the Meteorological Branch, and with substantial technical assistance both in the design and the operation of the complicated electronic gear from the Telecommunications Branch.

These are good reminders of the fact that each unit benefits from its ties with the other types of operation within the Department; and each, in turn, contributes to the competence and experience of the others.

COLLABORATION ... INTERDÉPENDANCE

L'article qui, dans la présente livraison, a trait au système de communications pour la circulation maritime met en lumière l'interdépendance qui existe au sein du Ministère. Il peut arriver parfois que les fonctionnaires des divers services se considèrent comme des agents des télécommunications, des canaux, des services maritimes, ferroviaires, aéronautiques ou météorologiques. En réalité, chaque direction bénéficie dans une large mesure de l'apport des autres directions du Ministère, et parce qu'elle s'intègre dans un vaste organisme intéressé à l'ensemble des transports, elle tire parti des connaissances et de l'expérience des autres directions.

C'est pourquoi l'établissement d'un système de contrôle de la circulation maritime sur le Saint-Laurent a d'abord fait appel à l'expérience acquise dans le contrôle de la circulation aérienne.

La Garde côtière exploite ses hélicoptères avec l'appui de la Direction de l'aviation civile. Le meilleur exemple de cette collaboration est peut-être celui qu'offrent les deux nouveaux navires météorologiques du Pacifique, les plus modernes au monde, construits par la Direction de la construction navale, exploités par la Garde côtière principalement pour l'exécution des travaux de la Direction de la météorologie, et bénéficiant d'une importante aide technique de la part de la Direction des télécommunications tant en ce qui concerne la conception que le fonctionnement du matériel électronique complexe.

Voilà ce qui prouve à juste titre que chaque service du Ministère a avantage à collaborer avec les autres secteurs et que la compétence et l'expérience communes s'en trouvent enrichies.

Deputy Minister

Sous-ministre

New 'Watch' on the St. Lawrence

by Edouard Deslauriers
Information Services Division

An air traffic controller might be agreeably surprised these days if he were to come down from the clouds long enough to take a look at a new traffic information service now in operation along the St. Lawrence River.

The reason is that the new service, operated by bilingual controllers using V.H.F. (Very High Frequency) radio equipment, now keeps track of ship traffic on the increasingly busy St. Lawrence in much the same way as the air traffic controller watches over the crowded skies.

"I like to think of it as an air traffic system in a marine environment," said Captain George G. Leask, chief of the marine traffic control operation.

Capt. Leask says the service has had a "great response" from marine pilots and ships' captains such that "we're now moving into the area of management of traffic patterns."

The information needed to assist the ships' masters in the safe conduct of their vessels comes from two main traffic control centres (one at Quebec, the other at Montreal), six shore stations and 18 reporting points along the river between Montreal and Les Escoumins, Que.

Initially 20 D.O.T. personnel (the services' staff is now almost doubled) manned the facilities on a 24-hour-a-day basis with four main objectives:

- (1) to prevent collisions between ships;
- (2) to prevent collisions between ships and obstructions in the channel;
- (3) to maintain a safe, expeditious and orderly flow of traffic in the river;
- (4) to alert appropriate authorities when ships are in need of assistance.

To take advantage of the service, all ships navigating the river must be equipped with the required V.H.F. equipment.

The river is divided into four sections for traffic information and control purposes. Three of the sections, situated between Les Escoumins and Tracy, are controlled from Quebec City. The fourth, from Tracy to the upper limits of Montreal harbour, is controlled from a traffic centre set up in the harbour master's office in Montreal.

The four sections, with the radio frequency used in each, are as follows:

- (1) from Les Escoumins to Cape Maillard, 156.7 megacycles, channel 14;
- (2) from Cape Maillard to St-Antoine-de-Lotbinière, 156.6 megacycles, channel 12;
- (3) from St-Antoine-de-Lotbinière to Tracy, 156.55 megacycles, channel 11;
- (4) from Tracy to the upper limits of Montreal harbour, 156.6 megacycles, channel 12.

To ensure reliable transmission and reception of messages,

unmanned radio-telephone stations are located at strategic points along the St. Lawrence at Trois-Pistoles, St-Roch, Montmagny, Québec, Grondines and St-Barthélémy, and all are operated around the clock from the Quebec City control centre.

The Quebec centre is under the supervision of Captain Robert Therriault, who has had 17 years' experience as a marine officer and pilot with commercial shipping companies operating in Canadian waters.

All supervisors of the service are former first officers or captains with at least seven years' experience. The controllers themselves are certified radio operators.

The first of the 18 mandatory reporting points the ships encounter along the river is situated 20 miles east of Les Escoumins. The others are at Les Escoumins, the Prince Shoal light, Cape Salmon, Cape Goose, Cape Maillard, Cap Brûlé, St-Jean, Quebec, St-Nicholas, St-Antoine-de-Lotbinière, Ste-Croix, Batis-can, Trois-Rivières, Yamachiche Bend, Tracy, Contrecœur and Cap St-Michel.

Upbound and downbound ships are required to report to the control centre when passing these various points. Their progress report contains such information as the name of the vessel, its location, its speed and weather conditions.

The service was set up as the result of studies initiated by D.O.T. in 1964. A working group was then set up to develop a concept for the provision of traffic information and an ultimate traffic control system in the navigation channel below Montreal.

Progress reports on this project were made at a series of meetings with members of the shipping industry in Montreal last year.

The first of the meetings was opened by the Hon. John Turner, who is now Canada's Registrar General, with Gordon W. Stead, Assistant Deputy Minister, Marine, acting as chairman.

Mr. Turner also referred to the traffic information service in a recent speech to the annual joint conference of the Dominion Marine Association and the Lake Carriers Association in Montreal on safety.

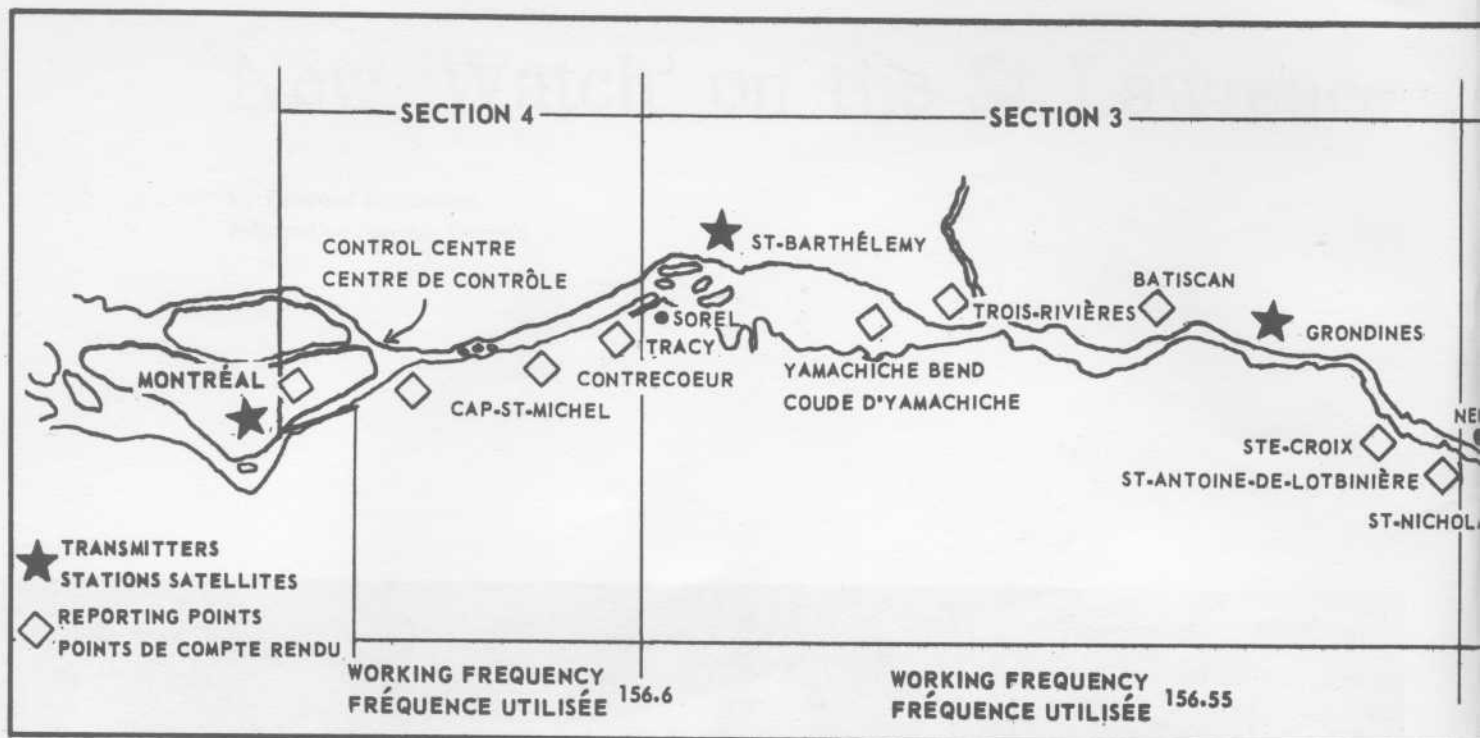
He said the development of a complete traffic management system "might include radar or other means of surveillance which would ensure that those concerned were aware of all vessels in the river whether fitted with radio or not (i.e. small craft, ferries, and dredges).

"We are moving towards one integrated system developing in the next few years over the whole area from the Gulf of St. Lawrence to the Lakehead," said Mr. Turner.



MARINE TRAFFIC CONTROL CENTRE AT QUEBEC—Left to right, Controllers Neil McNeill, Gerry Bisson and Henri Tremblay keep track of ships plying the St. Lawrence while Captain Robert Therriault, supervisor at the centre, indicates a point on one of the charts. (Department of Transport Photo)

CENTRE DE CONTRÔLE DE LA CIRCULATION MARITIME À QUÉBEC—Cette photo, prise au centre de contrôle de Québec, fait voir, de gauche à droite, les contrôleurs Neil McNeill, Gérard Bisson et Henri Tremblay. Debout, à l'extrême droite, le responsable du centre, le capitaine Robert Thériault, indique, sur une carte marine, l'endroit précis où se trouve un navire remontant le fleuve. (Photo du ministère des Transports)



Le ministère des Transports guette la circulation dans le Saint-Laurent

par Edouard Deslauriers
Services d'information

La circulation des navires dans le fleuve Saint-Laurent est maintenant contrôlée un peu à la façon dont on surveille la circulation aérienne de la tour de contrôle d'un aéroport. En effet, le ministère des Transports vient de mettre sur pied, le long du fleuve, un service de renseignements qui permet de diriger en quelque sorte la circulation des navires depuis Les Escoumins jusqu'à Montréal. Ce service, encore à ses débuts, est déjà acclamé comme l'une des plus importantes innovations dans l'histoire de la navigation maritime au pays.

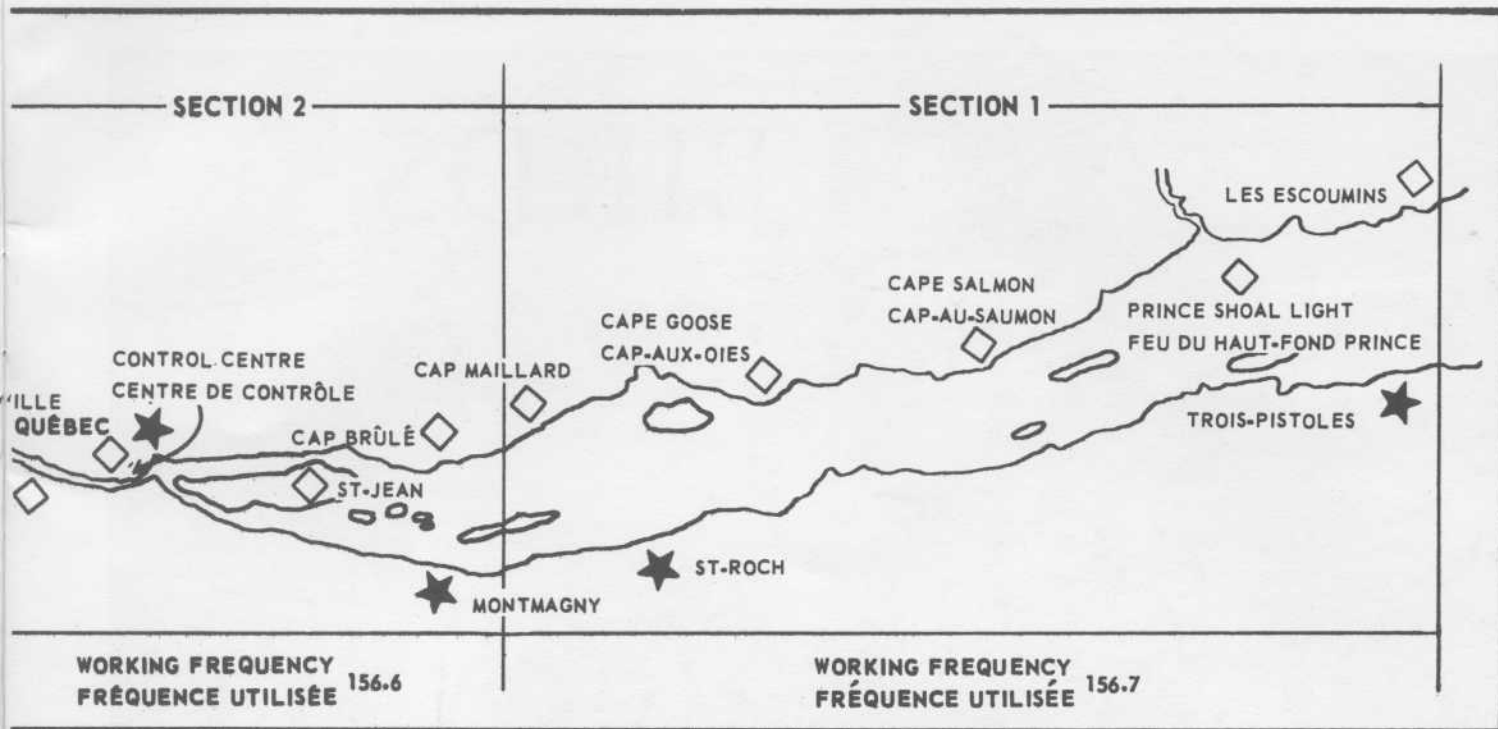
Conçu d'abord pour des raisons de sécurité, soit pour assurer dans la fleuve une circulation sûre, rapide et ordonnée, le service, en vigueur depuis le 4 avril dernier, s'est déjà révélé des plus efficaces.

Comme le disait récemment l'honorable John Turner, alors ministre d'État attaché au ministère des Transports, le Saint-Laurent est l'une des principales voies d'accès au cœur industriel du continent, et nous devons donc faire tout en notre possible pour améliorer constamment les services à la navigation dans cette voie, si nous voulons maintenir et même hâter le développement économique et industriel du pays.

Le ministère des Transports, conscient de son rôle dans ce domaine, a donc institué pour le Saint-Laurent ce service spécial de renseignements, lequel comporte, entre autres, deux principaux centres de contrôle, l'un à Québec et l'autre à Montréal.

Six stations satellites de radio-téléphone servant à assurer la transmission et la réception des messages sont commandées directement par les centres de contrôle où des préposés assurent un service de 24 heures. Ces stations satellites sont situées à des points stratégiques du fleuve, soit à Trois-Pistoles, Saint-Roch, Montmagny, Québec, Grondines et Saint-Barthélemy.

De plus, il y a 18 points de compte rendu obligatoire le long du fleuve. Lorsqu'un navire passe ces divers points en remontant ou descendant le fleuve, il doit faire rapport au centre de contrôle. Il s'agit de s'identifier, donner le nom du navire, son emplacement, sa vitesse et tous les autres détails jugés utiles concernant la navigation en général. Le premier point de compte rendu se trouve à 20 milles à l'est des Escoumins. Les autres sont situés aux endroits suivants: Les Escoumins, feu du haut-fond Prince, Cap-au-Saumon, Cap-aux-Oies, cap Maillard, cap Brûlé, Saint-Jean, Québec, Saint-Nicholas, Saint-Antoine-de-Lotbinière, Sainte-Croix, Batiscan, Trois-Rivières, le coude d'Yamachiche, Tracy, Contrecoeur, et Cap Saint-Michel.



Le but premier visé par l'exploitation de ce service, assuré par liaison VHF (très haute fréquence), est de fournir aux capitaines des navires des renseignements leur permettant de diriger leurs navires en toute sécurité. Le chef du contrôle de la circulation maritime, le capitaine George G. Leask, précise que le service a été conçu pour répondre à quatre principaux objectifs, soit empêcher les abordages entre navires, empêcher les collisions entre les navires et des obstacles quelconques dans le chenal, assurer une circulation sûre, rapide et ordonnée dans le fleuve et enfin avertir les autorités compétentes lorsque des navires ont besoin d'aide.

Aux fins de la transmission des renseignements et du contrôle de la circulation, le fleuve est divisé en quatre sections. Le centre de contrôle de trois de ces sections, situées entre Les Escoumins et Tracy, se trouve à Québec. Celui de la quatrième section, qui s'étend de Tracy jusqu'aux limites amont du port de Montréal, se situe dans le bureau du maître de port de Montréal.

Au centre de contrôle de Québec, le capitaine Robert Theriault dirige un personnel composé d'une vingtaine de contrôleurs de la circulation, lesquels assurent, 24 heures par jour, les services de liaison entre les navires et le rivage. A l'aide du radiotéléphone, de cartes marines et de tableaux de commande appropriés, on est en mesure de suivre la marche de tous les navires circulant dans le fleuve.

Natif de Shelter Bay, comté de Saguenay, le capitaine Theriault connaît fort bien tous les coins et recoins du fleuve. Avant d'assumer ses fonctions actuelles au ministère, il a servi pendant 17 années comme officier et pilote à bord des navires commerciaux naviguant dans les eaux canadiennes et particulièrement dans le fleuve Saint-Laurent.

Les contrôleurs de la circulation maritime, comme leurs collègues à la circulation aérienne, doivent subir un certain entraînement qui les prépare au rôle qu'ils sont appelés à jouer dans les services de la marine du ministère. Ainsi, on exige présentement du contrôleur une connaissance approfondie des télécommunications. Il doit également posséder un certificat en radiotéléphonie, classe 2. Pour les surveillants d'équipes, le ministère recrute des officiers de marine comptant au moins sept ans d'expérience à bord des navires.

Le service nouveau est le résultat d'études entreprises par le ministère des Transports en 1964. On avait alors formé un comité

chargé de jeter les bases d'un service de renseignements sur la circulation dans le chenal en aval de Montréal.

On se souvient qu'au cours de réunions avec les représentants d'entreprises de navigation, à Montréal, l'an dernier, le ministère a présenté des rapports périodiques sur le progrès des études en cours. Ces réunions étaient présidées par M. Gordon W. Stead, sous-ministre adjoint pour la marine.

Il y a quelques mois, l'honorable John Turner déclarait que le service de renseignements sur la circulation maritime pourrait, dans un avenir prochain, étendre ses ramifications depuis le golfe Saint-Laurent jusqu'à la tête des Grands Lacs. Là où la chose serait nécessaire, le service serait assuré avec la collaboration des autorités américaines.

Le service n'est encore qu'à ses débuts, mais il a déjà fait sa marque et il est reconnu comme l'une des plus heureuses initiatives de l'heure dans un domaine aussi important que celui de la navigation maritime.

Pilots take advantage of favorable winds and weather, and so, according to a recent finding, do the . . .

BIRDS

by W. R. Fryers
Base Meteorological Officer
Canadian Forces Base
Cold Lake, Alberta



By now, most of the readers of "The DOT" will be familiar with the new importance of bird hazards to aircraft. (See article in the issue of May-June 1964.)

With aircraft coming in bigger sizes and higher speeds every year, the hazard is growing in economic cost too. Something had to be done. Something is being done.

Behind the news stories, there is a lot of urgent action underway to find a means to 'beat the birds.' Many nations are active in this field. None more so than Canada.

All the major airlines and aeronautical organizations in Canada are co-operating in research and development schemes aimed at studying the hazard and eliminating or at least reducing it.

Under the direction of the National Research Council of Canada, which is master-minding the effort, every conceivable avenue of study is being followed, every possible scheme of counter action to cope with the bird hazard is being tried.

One of these is the scheduled forecasting of migration intensity.

Last year—1966—the forecasters of the weather office at the Canadian Forces Base at Cold Lake, Alberta, issued daily forecasts on the movements of birds known to be in the flight zone throughout the spring and fall migration seasons for the guidance of flying operations at the base. Their pioneer effort could well become a pattern for similar routine service in other countries of the world.

Why Cold Lake?

Perhaps it was the equipment of 42 Radar Squadron nearby. Perhaps it was the big stake in air safety for the low-flying CF-104's, where one big bird can bring down a \$1,500,000 plane. Perhaps it was the lively interest of the station weather office

staff in a challenge involving weather, although not in the scope of their regular duties.

Or perhaps it was because LAC Pete Desfosses broke his leg playing football in September 1965.

No longer able to function as an active weather observer, he was assigned to clerical duties in the office of the senior meteorological officer.

Pete was still on clerical duty when Dr. W. W. Gunn visited the station in October 1965.

Dr. Gunn is an ornithologist—a bird expert, that is—representing the National Research Council and the Wildlife Service of Canada, who came to present the case against birds (involved with airplanes) and the need for project support in studying the problem.

The commanding officer, Group Captain W. J. Buzza, was sympathetic. The senior meteorological officer was sympathetic, too, and he had a man to help with the job. . . LAC Pete Desfosses.

The first step was the assessment of miles of film already available, showing the hour-to-hour picture of bird activity as revealed by radar on the PPI scope. Such films had been taken at several radar sites across Canada but no system for analyzing and cataloguing them had been devised.

They were simply piling up in Dr. Gunn's basement at home, a wealth of evidence awaiting a favorable combination of circumstances to tell their story.

The circumstances turned up at Cold Lake.

A code patterned after meteorological codes was devised and tested by the Fryers/Desfosses team. Hour-by-hour analysis

began, first on work sheets, then on coded abstract sheets, and finally on punch cards.

The job grew and by the time Pete's leg was entirely healed a larger team had been assembled under his direction and put under contract as a private enterprise working outside of office hours.

The working up of final results from this vast accumulation of data has now been handed to the computers of the Meteorological Branch of the Department of Transport in Toronto.

Enough evidence on bird migration characteristics was on hand by the spring of 1966 to justify the second step of the project—the forecasting of bird activity to protect aviation.

Birds, it seems, fly the weather. That is, they use favorable winds and weather in 'flight-planning' their migrations.

Thus, there is more than a little sense in asking a weather office to predict bird movements, since the techniques for predicting bird movements turned out to be remarkably similar to the techniques used in making a weather forecast.

First, there must be a network of observing stations reporting regularly on existing conditions. This provides essential data for preparing the forecast and later for verifying it.

In the case of weather forecasts, we have a network of observing stations reporting hourly on the state of the elements.

In the case of the bird activity forecasts, the observations of bird positions are made by radar stations at regular intervals and photographed to provide a record of the PPI scope display. This information was turned over regularly to the duty forecaster at the Met. section.

Second, there must be a history of the trends and normals for each season. In the weather business, we call it 'climatology.' In the bird business, there doesn't seem to be one yet, so I would suggest one: *migreology*. (This combination word, made up from *migrate* and *ecology*, has excellent references, i.e., Latin and Greek roots.)

In any case, the short and skimpy records that we did have were very valuable for reference in deciding on seasonal normals and for timing daily peaks and minimums of bird activity.

Finally, the "bird-movement forecaster" must use all the available data and his own knowledge of basic principles to estimate trends into the future.

In the case of bird forecasts, the valid period was 24 hours, the time of issue, 10 a.m. daily.

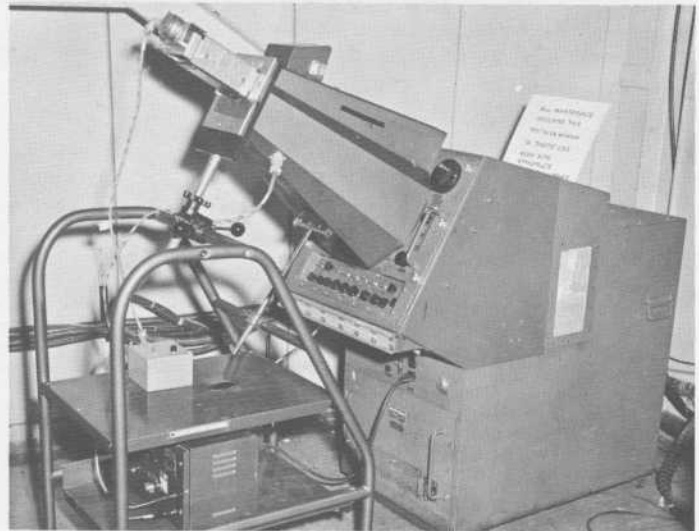
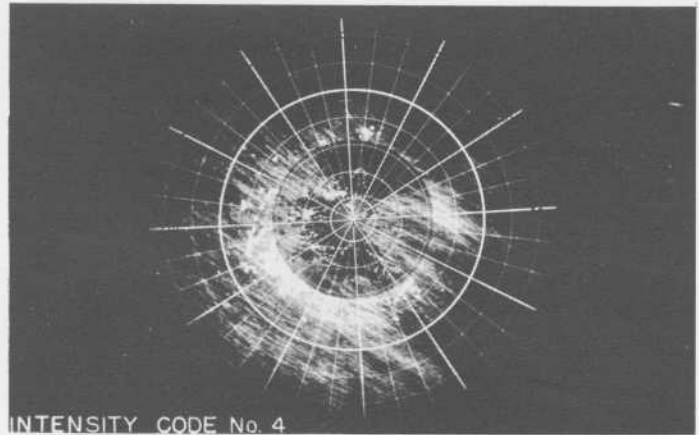
The forecast set out the anticipated intensity of bird activity for each hour, graded according to an eight-point intensity scale. Thus a forecast of Intensity Code Eight for 7 p.m. would indicate maximum bird activity and maximum hazard to aviation at that time.

Sounds relatively simple, doesn't it, It isn't really. There is a lot of art and a lot of science still to be put into it. We are just at the beginning.

As this is being written, Corporal Pete Desfosses is in Aix-en-Provence in France, comparing notes with French technicians and helping with the setup of a new radar observing facility for recording bird activity in that area.

The results will go to Brussels where a special office will soon begin to issue warnings of bird migrations for aviation in Europe.

We at Cold Lake were proud to have had a chance to help.



BIRD WATCHERS 1967—Electronic bird watchers at a Canadian Forces radar base record bird activity in the area by means of a time-lapse movie camera attached to the console of a PPI (Plan Position Indicator) scope (above). Top photo shows what the scope has seen: Bird activity, which is rated on an intensity Code scale ranging from zero to eight, was about medium at the time the picture was taken.

LES OISEAUX N'Y ÉCHAPPENT PAS—Les oiseaux, cause d'ennuis pour l'aviation dans certains secteurs du pays, sont surveillés de près à l'aide d'un radar panoramique auquel on a attaché une caméra pouvant capter leurs déplacements à intervalles réguliers. L'appareil spécial (photo ci-dessus) est installé dans un des immeubles d'un poste de radar des Forces canadiennes en Alberta. Dans la photo du haut, on voit la présence d'oiseaux captée sur l'écran de radar.

Un métier en voie de disparition connaît un regain de vie à Québec

par Edouard Deslauriers
Services d'information

Le métier de chaloupier semble en voie de disparition. Petit à petit, nos bonnes vieilles chaloupes de bois, faites à grands coups de hache dans l'épinette rouge qui peuplait jadis les forêts de l'est canadien, font place aux chaloupes d'aluminium et de fibres de verre.

Il existe encore pourtant un endroit—et c'est peut-être le seul dans les services du ministère des Transports—où l'on construit encore des chaloupes de bois selon les méthodes employées à l'époque de nos grands-pères. Ces travaux, évidemment pas à coups de hache puisqu'on dispose maintenant d'un outillage moderne à cette fin, se poursuivent dans l'atelier de l'Agence de la marine du ministère à Québec.

L'atelier de l'Agence, dont le contremaître est M. Gérard Parent, compte deux spécialistes de la construction de chaloupes, MM. Benoît Côté et José Harvey.

M. Harvey est natif de l'Île-aux-Coudres, en face de Baie St-Paul. C'est là qu'il a appris son métier alors qu'il était très jeune. Il n'avait en effet que douze ans lorsqu'il a construit sa première chaloupe.

L'Île-aux-Coudres est d'ailleurs reconnue comme l'endroit d'où provient une large part de notre main-d'œuvre spécialisée dans le domaine de la construction navale au pays à l'heure actuelle. On rapporte même que les ouvriers qui ont travaillé à la construction de la réplique du navire de Jacques Cartier, la «Grande Hermine», aux chantiers de Davie Brothers, à Lauzon, étaient, pour la plupart, de l'Île-aux-Coudres.

À l'époque où José Harvey apprenait son métier, le service de transbordeur entre l'Île-aux-Coudres et la rive nord du Saint-Laurent, à St-Joseph-de-la-Rive, n'existait pas. La chaloupe constituait donc le seul moyen de transport efficace à la portée des gens de l'île. Chacun avait sa chaloupe; c'était une nécessité.

À cette époque également, l'Île-aux-Coudres s'était taillée une réputation comme endroit de prédilection pour la culture des pommes de terre. Ce produit devait être expédié jusqu'au marché Champlain dans la basse-ville de Québec. On se servait à cette fin de goélettes construites par les habitants de l'île.

La hache était l'outil principal des chaloupiers de l'Île-aux-Coudres. Comme aujourd'hui, cependant, on s'inspirait alors d'un modèle à l'échelle qu'il fallait bâtir avec beaucoup de soins afin de donner à l'embarcation projetée l'équilibre nécessaire à son bon fonctionnement. Lorsque les plans étaient enfin dressés, la construction proprement dite dépendait largement de l'habileté du chaloupier à manier la hache. À peine âgé de 12 ans, José Harvey, nous dit-on, était un robuste gaillard qui savait donner un coup de hache avec autant de précision que les plus habitués de l'île. Sa première chaloupe, un chef-d'œuvre de l'époque, a connu une vingtaine d'années d'existence.

L'épinette rouge servait alors à la construction des chaloupes. C'est du bois qu'on trouvait en abondance dans la région immédiate. On pouvait le tailler avec aise, et sa résistance, sous bien des aspects, était comparable à celle du chêne et du pin qui servent exclusivement à la construction de chaloupes de nos jours.

Aujourd'hui, en effet, le chêne blanc est surtout utilisé dans la construction de la charpente qui comprend, dans le langage des chaloupiers, la quille, les membres, l'étrave, l'étambot et le tableau (la partie arrière). Tout le reste, soit tout ce qui sert à couvrir la charpente, est fait de pin.

Les chaloupes construites à l'Agence de Québec sont de 16 à 28 pieds de longueur. Certaines sont utilisées par les gardiens de phares et les autres sont portées à bord des brise-glace et autres navires de la Garde côtière. On s'en sert pour le transport du personnel et de certaines marchandises depuis le navire jusqu'à la rive et aussi pour effectuer des travaux dans

des endroits où les plus gros navires ne peuvent circuler sans difficulté.

MM. Harvey et Côté estiment que la construction d'une chaloupe nécessite environ trois semaines de travail. Ils disposent d'un outillage moderne qui leur permet de façonner une embarcation solide convenant aux exigences des services de la Garde côtière.

Le courbage des membres, semble-t-il, constitue la phase la plus longue et la plus exigeante des travaux en atelier. C'est qu'il faut donner aux membres la courbure qui convient exactement à la forme que doit prendre l'embarcation. Il s'agit donc d'une délicate opération qui nécessite plusieurs heures de travail. . . et de sueurs au-dessus d'une boîte à vapeur qui sert à assouplir le bois.

En dépit de la popularité grandissante des chaloupes faites de fibres de verre et d'aluminium, MM. Côté et Harvey demeurent convaincus que l'embarcation de bois conservera son utilité et sa raison d'être dans les services du ministère des Transports.

M. Harvey explique que chaque chaloupe de l'Agence de Québec est construite pour un besoin particulier. Ainsi, la maquette, ou le modèle à l'échelle, doit donc tenir compte de la nature du travail auquel l'embarcation est destinée. La chaloupe est en effet construite en fonction de l'usage qu'on se propose d'en faire. C'est dire que la construction étant entièrement faite à la main, et non en série à l'aide d'un moule applicable à toutes les embarcations, il est possible d'ajouter, au besoin, les pièces de résistance jugées nécessaires.

Ainsi donc, si la vieille chaloupe de bois jadis si populaire est en voie de disparition dans certains milieux, elle conserve une place de choix dans les services de la marine du ministère des Transports.



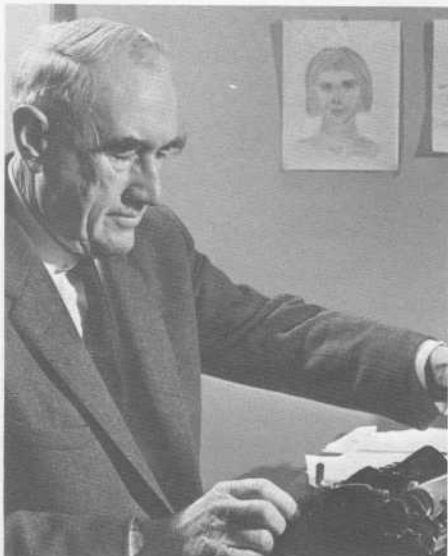
La construction de chaloupes de bois pour l'usage de la Garde côtière canadienne demeure en vogue à l'Agence de la marine du ministère des Transports, à Québec. On voit ici deux spécialistes de la construction de chaloupes, M. Benoît Côté, en avant, et M. José Harvey, travaillant à la charpente d'une embarcation dans l'atelier de l'Agence. A droite, on aperçoit un de leurs produits finis, une chaloupe de 16 pieds.

The construction of wooden work boats for the Canadian Coast Guard is carried on at the Department of Transport marine agency in Quebec City. Here, two specialists in the construction of the boats, Benoît Côté, right, and José Harvey, work on a boat in the agency's workshop. At right can be seen one of their finished products, a 16-foot work boat.

Indestructible Cobweb — The Red River Cart

by J. R. K. Main

This is the third in a Centennial series, written especially for "The DOT" by J. R. K. Main, a former director of civil aviation with the Department of Transport. Mr. Main's book, "Voyageurs of the Air," a history of civil aviation in Canada, is being published by the Department as a Centennial project.



The Coureurs des bois and the Voyageurs, marrying and intermingling with the Plains Indians, created over the centuries a new nation in Manitoba. They squatted and built permanent homes along the Red and Assiniboine rivers near the present city of Winnipeg.

To the Canadian officials who took over the territory, first by force of arrogance and later by force of arms, the Métis, the half-breeds, were little more than a collection of outcasts.

The Métis, on the other hand, saw themselves as a people with customs, language (French), and the social values of a nation, a concept that had been reinforced by an unofficial invitation to join the United States of America, with whose people they traded and had much closer contacts than any part of Canada.

The Métis were well adjusted to the facts of life on the prairies, one of which was the presence of millions of buffalo that provided meat for winter use and hides for clothing, leather and rawhide essential to their particular way of living.

The Indian, the nomad, could follow the

buffalo migrations, but the Métis were compelled to go after and seek out the buffalo, kill to meet their needs, and return to their fixed base in Manitoba.

This called for the invention of a vehicle to carry supplies out on the great annual buffalo hunt, where the return trip might run to as much as 2,000 miles, load haunch, hump and hides, and return with the pemmican and skins.

The answer was that magnificent adaptation to local resources and needs, the Red River cart.

The cart was constructed entirely of local materials—wood and rawhide. No iron was used.

It consisted essentially of an oblong platform about three feet wide by five feet long with the outside members extended another five feet to form shafts.

Under the centre of the platform, a stout cross-beam was fixed with the ends protruding a foot or more. The protruding ends were rounded with axe, adze (a cutting tool) and drawknife to form axles. A pin at the end of each axle held the wheels in place.



Two blocks of oak, which was plentiful in Manitoba, were bored, centre and sides, to form the hubs. The felloes (the thick rim of a wheel into which the spokes were set) had no metal tire; the joints of the felloes were held together by rawhide.

Wheels were heavily "dished" to ensure stability and the box on top of the platform consisted of a light railing supported by upright stakes.

Oxen were used as draught animals although an occasional pony or Indian "cayuse" could be put into harness. Partly for this reason, the conventional leather horse collar was fitted on horse and oxen alike.

There were no tugs or traces. Rawhide thongs, connecting the ends of the shafts to the hames (two curved pieces of wood) clasp the collar did the trick.

The harness was, of course, made of locally-tanned leather and rawhide.

Each cart had an attendant who led the ox along the trail, hobbled him at night, harnessed him and so forth. His duties also included the responsibility of repairing or even rebuilding the vehicle.

Sometimes the carts were organized into brigades of four to six with a driver for each brigade.

Every motorist knows the advantages of being able to obtain spare parts at any garage or service station. Spares for the repair of the Red River cart were available from the trees on the rim of a prairie pothole or along the creek or riverbed of any stream.

The carts, made in the settlement of oak and birch, had a payload of about 1,000 pounds. If the axle had to be replaced with soft and squishy poplar, the C. of A., or its equivalent, cut the load to 500 pounds or less.

In the autumn, when the great buffalo hunt trekked westward, hundreds of these vehicles lurched and bumped over the scant prairie trails. They forded streams, pitched into badger holes, and creaked over stones that would have wrecked a heavier and more rigid vehicle.

Dry wood, turning on a dry axle, screamed and wailed in an incessant ear-splitting chorus as the caravans crawled over the rolling plains.

Sporadic attempts were made to lubricate the wheels but no grease was available. That was all needed for pemmican, so a certain bovine plastic product was used when opportunity afforded.

At other times, almost anything went, even the bodies of frogs, newts and tadpoles, taken from the adjacent prairie puddles and ponds, were literally pressed into service.

And so it was on these flimsy contraptions that the commerce of this emerging nation was carried.

The Métis have long since ceased to function as a nation. They exist only as a problem to tweak the conscience of the few who remember their history. The virtual extinction of the buffalo would have destroyed their particular way of life in any event.

But the record of the Red River cart remains as mute testimony to the skill and ingenuity of these people and their amazing capacity to cope with an environment in which their European counterparts were in constant danger of starving.

Comme projet du centenaire, visitons d'abord le Canada

par Corinthe Tremblay

Des Services de l'Air, région de Montréal

Où irons-nous durant nos vacances cette année? Voilà la question que chacun se pose et qui le rend parfois un peu perplexe. Pourtant, projeter un voyage, c'est déjà une joie, et que d'endroits magnifiques à visiter dans notre beau Canada!

Pensons d'abord à l'EXPO 67. C'est là que vous constaterez comment l'imagination et l'habileté des humains ont réussi, avec des mastodontes, à transformer quelques petites îles en une Terre des hommes, une merveille mondiale.

Visitons à fond notre Belle Province. Allons à Québec, ville unique par son site pittoresque. Rendons-nous en Gaspésie et voyons le fameux Rocher Percé et le sanctuaire d'oiseaux de l'Île Bonaventure. Visitons la région du Lac St-Jean, les Cantons de l'Est, la Côte Nord où l'exploitation forestière, les mines et les projets hydrauliques de la Manic nous étonneront.

Soyons méthodiques dans nos projets de voyage. Ne commençons pas par les pays lointains en ignorant le nôtre. Le Canada est d'une telle étendue qu'il nous faudra profiter de nombreuses vacances pour en faire le tour. Au Nouveau-Brunswick, Frédéricton, sa capitale, possède un musée remarquable. A St-Jean, nous assisterons à la rencontre tumultueuse des eaux à l'embouchure de la rivière St-Jean. Passons à Moncton. Essayons la fameuse côte magnétique, et, à l'heure de la marée, regardons, étonnés, la montée vertigineuse de l'eau dans la rivière Petitcodiac. Puis, nous traversons de l'Île-du-Prince-Édouard où l'on y respire un air pur, où tout est propre et calme et où l'on se repose à souhait sur la plage de Cavendish. En visitant Charlottetown, nous y découvrirons des arbres sur lesquels sont inscrits les noms d'anciens monarques et de notre

gracieuse reine, commémorant ainsi la plantation de ces arbres

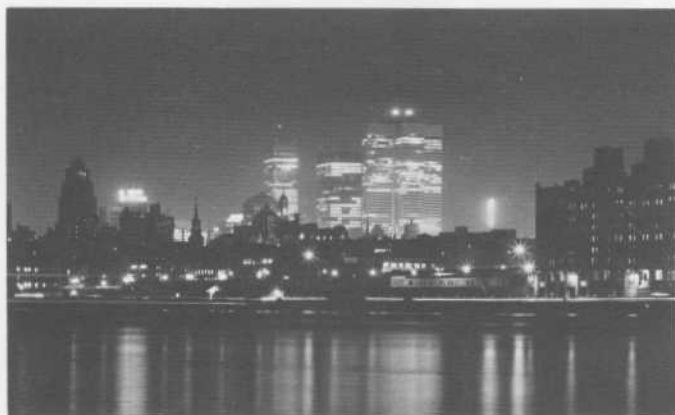
Passons ensuite en Nouvelle-Écosse, où mille surprises nous y attendent. Par exemple, nous y retraçons des faits historiques en visitant le fort Port Royal, et Grand Pré qui est demeuré un coin poétique nous parlant encore d'Évangéline.

Il ne faut pas oublier notre benjamine. . . Terre-Neuve. On se doit de lui rendre visite. D'ailleurs, l'accueil y est tellement chaleureux. De Port-aux-Basques, filez jusqu'à St-Jean sur la route no 1. Cette province est toute différente de ses sœurs à cause de son pittoresque. Elle possède des petits ports de pêche tout à fait typiques avec des noms comme L'Anse-aux-Morts, Rose Blanche, Fortune etc. Il y a aussi Corner Brook, ville industrielle située dans une baie. En résumé, il vaut certes la peine de faire le tour de cette province. On conservera du voyage un souvenir impérissable.

Passons ensuite en Ontario. Arrêtons-nous d'abord dans la Capitale fédérale et visitons la fameuse bibliothèque et le Parlement; assistons à la relève de la garde et admirons les superbes tulipes aux mille couleurs. Et puis, voyons la Ville-Reine, ses parcs magnifiques et l'Université. Toronto est vraiment une ville culturelle malgré sa réputation de ville d'affaires. Il faut enfin à tout prix contempler les fameuses chutes Niagara et ne pas manquer le spectacle éblouissant des jeux de lumière en soirée.

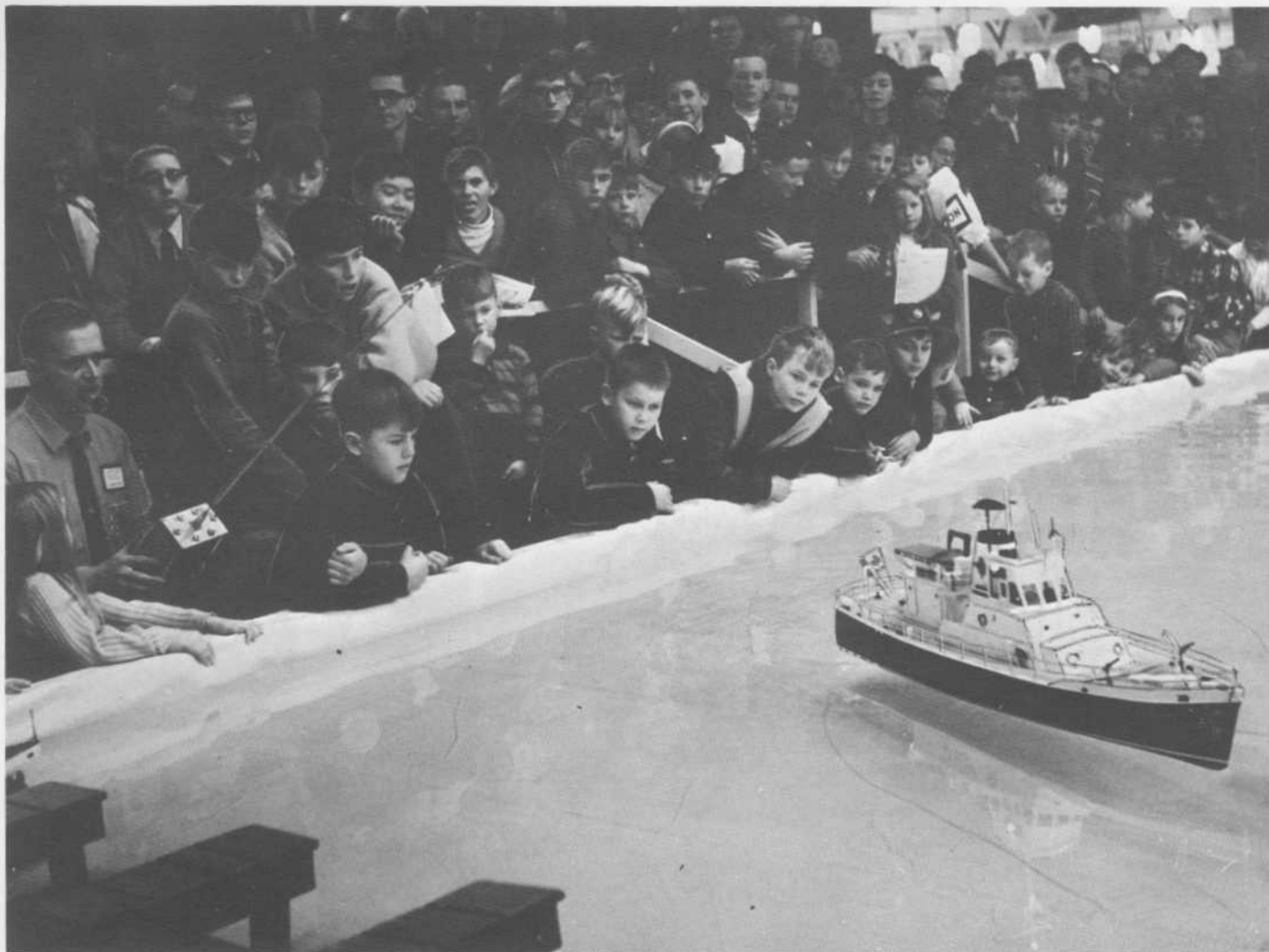
Turnons maintenant nos regards vers l'ouest canadien. C'est là qu'on y découvre la nature dans toute sa splendeur. Quel coloris! . . . Les immenses prairies avec leurs blés d'or bercés par le vent. . . Si l'on est amateur de photographie, on est servi à souhait. L'on voudra revoir sur film ce magnifique coucher de soleil dans les prairies, les pics splendides qui entourent le Lac Louise et enfin cette faune heureuse d'être libre. Sur la route de Banff à Jasper, des originaux, des ours croiseront votre route et vous serez fascinés par tout ce qui vous entoure. Le glacier Colombia nous rappelle que l'âge des glaces n'est pas d'un passé si lointain. Nous pouvons même y faire une petite promenade en auto-neige. Et puis, rendons-nous aux confins ouest de notre pays, à Victoria, la belle capitale fleurie où, à courte distance, vous y découvrirez le petit «paradis terrestre» qu'on a surnommé Butchart Gardens. A Vancouver, il y a des arbres gigantesques, des plages sablonneuses et un port d'une activité fébrile.

Il est tellement immense notre beau pays! Il faudra naturellement le visiter par étapes. Profitons donc de nos vacances annuelles et peu importe les déboursés. Nous les avons bien gagnés ces jours de détente. Allons. . . Visitons cette année une partie du Canada. Nous aurons, de cette façon, contribué au succès même des fêtes du centenaire de la Confédération. Après avoir constaté comment nos frères des autres provinces nous auront bien accueillis, nous dirons alors avec fierté: «Je suis Canadien; je fais partie de cette immense famille dont les membres sont étroitement liés «a mari usque ad mare». Nos pères ont eu raison d'avoir uni sous un même drapeau tous ces territoires. Ne chantons pas seulement: «O Canada, terre de nos aïeux» mais aussi: «O Canada, mon pays mes amours». . .



SEE CANADA FIRST—Montreal, host city to Expo 67, is one reason why Corinthe Tremblay, a D.O.T. air services employee in Canada's largest city, suggests that all Canadians see Canada this summer as their Centennial project.

VOYONS LE CANADA D'ABORD—Cette vue de Montréal, la nuit, constitue par elle-même une invitation à visiter la métropole canadienne, capitale du monde à l'occasion de l'Expo 67. C'est sans doute une des raisons qui ont incité Mme Corinthe Tremblay, des Services de l'Air du ministère des Transports, à Montréal, à inviter ses concitoyens à visiter d'abord leur pays, cet été, comme projet du centenaire.



a model of inspiration

To many people in the Great Lakes area, the Coast Guard Cutter *Relay* is a familiar sight, but to George Wilson, a D.O.T. radio inspector in Toronto, it became an inspiration.

The result was a working scale model of the *Relay* which delighted crowds of youngsters at the annual boat show in Toronto earlier this year and continues to delight its owner, now putting it through open water trials near his Scarborough home.

"I began model building by constructing manufacturer's boat kits," recalled Mr. Wilson, who has been building radio-controlled ship models as a hobby since 1960. "I soon discovered, however, that the kits lacked a great deal so I decided to break away from this type of construction and begin scale building using actual ship drawings."

Mr. Wilson obtained detailed D.O.T. drawings of the hull and superstructure for the "R" class Search and Rescue cutters which he used as a constant source of reference while the *Relay* was under construction.

"I chose to call the model *Relay* because she is seen quite often in this area when on patrol in the Great Lakes during the summer months," he added.

Mr. Wilson's model was built from keel to masthead along the same lines as the *Relay*, her keel cut from 1/4-inch solid birch, her bulkheads cut from 1/8-inch birch plywood.

The model is driven by twin motors geared to a 2-1 ratio,

giving a shaft speed of 3,000 r.p.m. to 1 1/2-inch, three-blade propellers.

Its speed is controlled forward and reverse by a transistorized speed control, allowing the model to be operated at speeds ranging from dead slow to full speed forward and reverse.

The steering is accomplished by the use of a transistorized servo-mechanism as is the direction of the forward main deck fire monitors.

Water is pumped to the monitors from the underside of the hull by means of a "Rube Goldberg" type idea, using an automobile windshield washer pump for water supply with the two monitors adjusted to spray about 30 inches from the model.

The model is built to a scale of 1/2 inch to a foot and is 48 inches in length, 10 1/2 inches in breadth and results in a displacement of 15 1/2 lbs.

Did it take him long to build it?

"To complete the model to the extent you see it has taken me approximately 1,200 hours," said Mr. Wilson, who first joined the D.O.T. as a radio operator in 1950. "To complete the deck, superstructure, flying bridge navigation equipment and mast detail will probably require another 200 to 300 hours' work."

Does he plan to build other models of the ships with the familiar red hulls and white superstructure?

"As soon as I finish this one, I'll be writing the D.O.T.'s marine section for another set of plans," he replied.

new d.o.t. course to meet demand for radio operators

A new course has been added at the Department of Transport's Air Services School in Ottawa.

Designed to meet the Department's need for certified radio operators, the course has graduated its first class of 19 students and has three other classes totalling 90 students underway.

A unique feature is that it presents for the first time an opportunity for high school graduates to enter the Department directly and be trained with pay for a career in radio communications.

No longer does a young man have to spend one or two years at his own expense obtaining equivalent qualifications.

"We need 130 radio operators a year just to keep up with the demand," said A. A. Johnson, superintendent of the Air Services School.

The demand is high, he explained, because of the expanding needs of Canada's mushrooming air and water transport industry, in addition to the normal vacancies caused by promotion, retirement and resignation.

"To get 130 operators a year, we're attempting to recruit a class of 30 students to start the course every two months," Mr. Johnson said.

The course has been set up to provide operators for 163 D.O.T. radio stations across Canada which provide radio aids to marine and air navigation.

The stations range from bases at Montreal and Gander, which employ as many as 35 operators, to northern and coastal stations, some of which employ as few as two men.

The course is taught by six radio operator instructors and two meteorological instructors (at some stations, the operator is required to take weather observations).

Studies, consisting of roughly 50 per cent theoretical lectures and 50 per cent operational practice in carefully-simulated environments, are taught in three phases.

The first phase, basic electronics, also includes typing and Morse code. The second phase, meteorology, takes in instruction similar to that given weather observers. In the third phase, marine and aeradio operations, the students are instructed in radio aids to marine and air navigation.

The school where the course is taught (a modern brick building at 100 Dufferin Road in Ottawa which was converted for D.O.T. use) is equipped with an outside weather observation area, a teletype room with 16 machines, a typing and Morse code room and two operations rooms in which marine and air operations are simulated.

With a continuing drive for recruits, the Department is confident that it can meet the need for qualified radio operators.

"I think we were fairly successful with the first class, said R. H. Bulbrook, the senior instructor of the course. "Of course, we're learning, too, and find that we're having more success with each new class."

The students, at present recruited by the D.O.T. from high schools in six regions across Canada, are paid \$250 a month while in training and advance to \$397 monthly on successful completion of the eight-month course and four months probation at operational stations.

Once the students graduate, they are posted to stations across Canada ranging from Fort Smith, Northwest Territories, to Grindstone in the Magdalen Islands.



FIVE NEW OPERATORS—Among the first 19 graduates of the D.O.T.'s new course for radio operators were, left to right, R. E. Gilroy, Burnaby, B.C., Eric Lange, Langley, B.C., and R. D. Thompson, Donald Mah and H. F. Wehner, all of Vancouver.

NOUVEAUX OPÉRATEURS RADIO—Ces cinq opérateurs radio figurent au nombre des 19 premiers diplômés de la nouvelle école de formation d'opérateurs radio du ministère des Transports. On remarque, de gauche à droite, R. E. Gilroy, de Burnaby (C.-B.); Eric Lange, de Langley (C.-B.), et R. D. Thompson, Donald Mah et H. F. Wehner, tous de Vancouver.

Le «J. E. Bernier» joint la flotte de la Garde côtière canadienne

Le brise-glace-baliseur «J. E. Bernier», lancé des chantiers navals de Davie Shipbuilding Limited, à Lauzon (P.Q.), en avril dernier, est sur le point de joindre la flotte de la Garde côtière canadienne.

C'est Mme Jean Marchand, épouse du ministre de la Main-d'œuvre et de l'Immigration, qui est la marraine du navire portant le nom du célèbre navigateur canadien qui, de 1906 à 1911, a exploré les régions les plus reculées dans l'ouest de l'extrême Arctique. Le capitaine Bernier a revendiqué les îles de l'archipel Arctique au nom du gouvernement canadien, et des équipes d'arpenteurs à bord de son navire ont exploré de vastes étendues du Nord.

Construit au coût de \$5,266,786, le «J. E. Bernier» aura pour principale fonction de ravitailler les phares et de s'occuper des bouées dans le fleuve et le golfe Saint-Laurent. Il s'adonnera également à des travaux de déglacage pendant les mois d'hiver, et, en été, il participera aux opérations de ravitaillement des postes de l'Arctique.

D'une longueur hors tout de 231 pieds, le «J. E. Bernier» a deux hélices dont les moteurs sont alimentés par des groupes électrogènes (diesel).

Il est doté d'un pont d'envol ainsi que d'un hangar télescopique abritant un hélicoptère qui servira à la reconnaissance des glaces et au transport de marchandises légères entre le navire et la terre.

Le pont des bouées mesure 70 pieds de longueur. Il est muni d'un mât de charge d'une puissance de 20 et de 10 tonnes. Quatre autres mâts de charge sont d'une puissance de trois tonnes.

L'appareil à gouverner est du type électro-hydraulique à pales tournantes. Les deux machines principales et l'appareil à gouverner sont commandés de la passerelle. Le navire est muni des plus récents types d'appareils électroniques de navigation et de radiocommunication. On a installé à bord, comme mesure de prévention de la pollution de l'eau, un système interne de traitement des égouts par aérobies.



Le n.g.c.c. «J. E. Bernier» est toué dans le Saint-Laurent quelques minutes après son lancement des chantiers de Davie Shipbuilding, à Lauzon (P.Q.), le 28 avril 1967.

CCGS J. E. Bernier is towed out into the St. Lawrence River only minutes after her launching at Lauzon, Que.

CCGS J. E. Bernier Launched at Lauzon

CCGS J. E. Bernier, latest addition to the D.O.T. fleet, was formally launched last April 28 from the St. Lawrence River shipyards of Davie Shipbuilding Limited at Lauzon, Que.

The Bernier, an icebreaking supply and buoy-laying vessel, was christened by Mrs. Jean Marchand, wife of Manpower and Immigration Minister Jean Marchand. Also on hand was Transport Minister J. W. Pickersgill.

The ship was named after J. E. Bernier, the renowned Canadian mariner who probed the westernmost regions of the Arctic between 1906 and 1911 and laid claim to the islands of the Arctic Archipelago in the name of the Government of Canada.

Built at a contract cost of \$5,266,786, the Bernier is expected to go into service this summer, working in the St. Lawrence and the Gulf of St. Lawrence on lighthouse supply and buoy-tending duties.

She will also perform icebreaking duties in the winter months and may be used in support of summer resupply operations in the Arctic.

The new ship is 231 feet long and is equipped with twin-screw diesel electric power.

It will be equipped with a flight deck with a telescopic hangar to house a helicopter for ice reconnaissance and ship-to-shore light freight operation.

It will also have a buoy deck 70 feet long, fitted with one boom having lifts of 20 tons and 10 tons, and four booms with three-ton lifts.

Three holds are provided for general cargo and refrigerated cargo and one hold for either cargo or water ballast.

Personnel accommodation will be of a high standard, with special attention given to air conditioning, ventilation and insulation to provide comfortable living conditions for a complement of 59 men.

Accommodation is also being provided for officer cadets from the Canadian Coast Guard College, who will be on board in the course of their training.

daughters delight d.o.t. dads



Jo Ann Carmichael



Nan McDougal

The recent victory of 15-year-old Jo Ann Carmichael in the annual University of Ottawa High School Debating Tournament almost came as no surprise to her father.

For J. I. Carmichael, director of management services for the Department of Transport, is one of four fathers—three of them D.O.T. personnel and the fourth a member of the Air Transport Board—who has had a daughter reach the tournament's finals in the past five years.

"As you can imagine, we're four proud fathers," commented Mr. Carmichael when asked about Jo Ann's win and the unusual coincidence.

The other three fathers are D. A. McDougal, Executive Assistant to the Deputy Minister of Transport, whose daughter Nan was chosen best speaker in 1963, J. E. Devine, Chief of General Administration, whose daughter Pamela was a runner-up in 1962, and F. J. Altimas, Chief of the Audit Division of the ATB, whose daughter Ann was on the winning team in 1962.

Jo Ann, who won the 1967 debating trophy together with a girl classmate from Ottawa's St. Joseph's High School, triumphed over teams from 22 other area high schools.

The win gave triple cause for celebration since, in addition to winning, it was the first time St. Joseph's had made the finals as well as the first time that two of its teams were chosen to debate against each other for the trophy.

The girls won debating the affirmative of the resolution "that education should be primarily a federal rather than a provincial responsibility."

In the final debate, the negative team (two boys from St. Joseph's) said federal control of education would be unconstitutional under the British North America Act.

They argued that a federal "set-up" would be undemocratic and could be used as a propaganda machine.

The girls, on the other hand, said that federal control would co-ordinate educational standards and curricula and provide a more equitable distribution of federal aid to education.

They also argued that the "compromises" worked out in 1867 were not adequate for today's educational needs.

"We were delighted with her victory," said Mr. Carmichael, who added that Jo Ann, a winner in a 1966 competition sponsored by Ontario Hydro, hopes to continue her public speaking.

And the other speakers?

Nan McDougal, who went on to graduate from Ontario Teachers' College, is now married and living in Toronto where she is a primary school teacher, reports Mr. McDougal.

Pam Devine, a U. of O. grad, plans to return to university this fall to study law, says her dad.

And Ann Altimas is an information officer with the Centennial Commission, reports Mr. Altimas, an equally proud papa.



Pam Devine



Ann Altimas

MET. Employee Paid \$170 for Suggestion



S. D. Wood

A Montreal employee has been awarded \$170 for a suggestion that resulted in a large saving for the Department of Transport.

S. D. Wood, a communicator with the Central Analysis Office of the Met. Branch at Montreal Airport, suggested that one of the office's teletype circuits be eliminated since its information was available almost simultaneously on other circuits.

The saving on the rental of equipment and the purchasing of paper for the machine amounted to \$1,700 a year.

In other awards announced recently, 33 D.O.T. employees have been presented with a total of \$790.

They include the following:

NAME	POSITION	LOCATION	VALUE OF AWARD
Edward Gardner	Fireman	Gander, Nfld.	\$70
J. A. Cormier	Technician	College Bridge, N.B.	50
B. W. Deitz	Elec/Tech.	Sudbury, Ont.	50
Rene Belanger	Tech/Officer	Ottawa	40
M. H. Gill	Technician	St. Lawrence, Nfld.	40
I. E. Goulden	Technician	Weston, Ont.	40
L. P. Croft	Clerk	Moncton	30
John Hanch	R/Operator	Bull Harbour, B.C.	30
L. C. Howard	Lockmaster	Beaverton, Ont.	30
A. B. Jones	Elec/Tech.	Saskatoon	30
James Rhodes	R/Operator	Smithers, B.C.	30
J. E. Summers	R/Operator	Abbotsford, B.C.	30
J. Beattie	M/Supervisor	Victoria	25
L. A. Jackson	Storesman	Toronto	25
M. R. Pope	R/Operator	Bull Harbour, B.C.	25
F. W. Tobey	Carpenter	Peterborough, Ont.	25
Herbert Sinclair	Radio Regs.	Vancouver	20
Thomas Landry	Mechanic	Moncton	15
J. C. Mondou	Elec/Tech.	Quebec, P.Q.	15
T. R. Overton	Met./Tech.	Fort Simpson, N.W.T.	15
Miss J. T. Proceviat	Expeditor	Winnipeg	15
H. F. Stewart	F/Officer	Moncton	15
J. H. Whiteside	R/Inspector	Kelowna, B.C.	15
G. J. Arsenaault	Elec/Tech.	Frobisher Bay	10
John Corbett	Fireman	St. John's Nfld.	10
Mrs. A. Di Giuseppe	Clerk	Ottawa	10
R. Y. Drouin	R/Operator	Vancouver	10
John Furlong	Fireman	St. John's Nfld.	10
D. B. Hirst	R/Operator	Vancouver	10
Nelson Lane	Fireman	St. John's, Nfld.	10
Walter Morgan	Fireman	St. John's, Nfld.	10
W. M. Park	Technician	London, Ont.	10
Colin Pike	Fireman	St. John's, Nfld.	10

RETIREMENTS



"Scotty" Rawlings

"Scotty" Rawlings, one of the most popular employees ever to have worked in Ottawa's Number Three Temporary Building, has retired after 24 years of government service.

More than 150 fellow employees turned out last April 17 to say goodbye to Mrs. Rawlings at a staff farewell.

There, she was presented with a television set, a \$100 purse, a photo album filled with pictures of those she worked with, a perpetual pass to a fictitious parking space near the building and a card signed by 450 staff members.

Later, 41 women co-workers took her to lunch where she was presented with a Bulova watch.

A high point of the farewell was a speech by H. C. McCaully, chief of management support for the Construction Engineering and Architectural Branch, who said in part:

"Perpetuated in Departmental records is the name Euphemia Rawlings, born in Glasgow, Scotland, on a date that was somewhat earlier than the always youthful Mrs. Rawlings was for some time prepared to admit.

"Perpetuated in records is also the nature of her work, which on analysis can be converted into cold statistics that might show that Mrs. Rawlings, during her 20 years in the Branch, handed out 72,000 salary cheques, filed something close to half a million pieces of paper, walked 35,000 miles doing messages and carried an incalculable tonnage of files and papers.

"But we are not here to talk about the cold statistics of Euphemia Rawlings. We are here to honor a very warm and loveable person known, not only throughout this Department, but in countless other areas of the service and indeed far beyond as simply "Scotty."

Charles F. Hunt

Charles F. Hunt, officer in charge of the Aviation Forecast Office for Squadron VU-33 at Victoria Airport, has retired after 24 years service with the Meteorological Branch.

Mr. Hunt, who once taught school in Saskatchewan for 13 years, joined the Met. Branch after graduating from Queen's University in 1942.

He served as a meteorological officer at Centralia, Lethbridge and Regina before moving to the Pacific coast.

In addition to serving eight years as officer in charge at VU-33, he spent two years as OIC at the Maritime Headquarters Forecast Office where he was staff officer, weather, to the flag officer, Pacific coast, and the maritime commander, Pacific.

"Charlie" and his wife Gladys were honored at a retirement party attended by his many friends.

The couple now live in Sidney, B.C., where they plan to "do a bit of gardening and a bit of fishing."

Miss A. M. Macdonald

Miss A. M. Macdonald, senior clerk in the Toronto Radio Regulations Regional Office, has retired after 35 years of service.

A native of Ontario, Miss Macdonald began her D.O.T. career in November 1931 at the Toronto office where she served continuously until her retirement.

She came to the Department from the Bell Telephone Company where she had been employed for two years. Prior to that, she had been a school teacher.

Among her major responsibilities in the Toronto office was the checking and distribution of radio licences for the region, a considerable undertaking since the area contains about two-thirds of Canada's population.

Miss Macdonald was honored at a luncheon arranged by the lady members of the staff and later feted at a more formal "do" in the office.

Gifts included an electric broom and a gift of money in addition to the many cards and notes from regional and field office personnel.



David Bell

David Bell, one of Ontario's best known air engineers, has retired as regional airworthiness inspector at Toronto after 20 years of D.O.T. service.

Mr. and Mrs. Bell were guests of honor at a testimonial dinner held at the Skyline Hotel in Toronto last March 7, by 260 of their friends in aviation.

R. W. Goodwin, director of civil aviation, presented Mr. Bell with a silver tray and W. M. McLeish, D.O.T.'s chief aeronautical engineer, replaced Mr. Bell's original air engineer's licence, which he had held prior to joining the Department, with a new D.O.T. 'M' licence.

Mr. Bell came to Canada from Scotland in 1926 and took a job with the Royal Canadian Air Force at Camp Borden, Ont., where he worked for two years.

He later joined the Toronto Flying Club and served 11 years as chief engineer before moving to Fleet Aircraft Ltd. as chief inspector for the Fort Erie aircraft manufacturer during the Second World War.

He joined the Department of Transport in December 1946.



CROSS CANADA DATELINE

NEARING COMPLETION—With construction of the new \$25,000,000 terminal building at Vancouver International Airport virtually complete, workmen are turning their attention this summer to the paving and development of runways, aircraft aprons, entrance roads, car parking areas and lighting facilities. The terminal, which is expected to be operational early next year, is the last major project in a 10-year Department of Transport development plan.

AÉROGARE DE VANCOUVER—On a pratiquement terminé la construction de la nouvelle aéroport de \$25,000,000 à l'aéroport international de Vancouver. Au cours des mois d'été, on s'adonne maintenant à l'asphaltage des pistes ainsi qu'à l'aménagement des voies d'accès et des aires de stationnement. On effectue également les travaux en vue de l'éclairage des pistes. L'aéroport, qui sera ouverte au public voyageur au début de l'an prochain, constitue le dernier projet d'envergure entrepris dans le cadre du programme décennal de développement du ministère des Transports.

FOR DISTINGUISHED SERVICE

Ottawa—The Patterson Medal for distinguished service to Canadian meteorology has been presented to Clarence Boughner, chief of climatology with the Meteorological Branch in Toronto.

The award, named after Dr. John Patterson, a former director of the Met. Branch from 1929 to 1946, was presented to Mr. Boughner by J. R. H. Noble, director of the branch, at the first annual

congress of the Canadian Meteorological Society.

The society, of which Dr. Allen Brewer of the University of Toronto is president, held its three-day congress May 24-25-26 at Carleton University in Ottawa.

Among a large number of papers presented was one on the World Weather Watch, delivered by Mr. Noble.

About 100 meteorological delegates attended the sessions.

We Aim to Please

Victoria—Larry Slaght, district marine agent at Victoria, received a very down-to-earth request recently.

It came from Trevor Anderson, head keeper on barren Race Rocks lightstation, located in the Strait of Juan de Fuca, who said he felt homesick every time he looked out the window of his house.

"Please send me some dirt," asked Mr. Anderson in one of the most unusual requests ever to confront a marine agent.

No one in Victoria had ever filled such an order but there was nothing in the books to say that Mr. Anderson wasn't entitled to his fair share of mother earth.

So off went 50 yards of the stuff on the D.O.T. supply ship Estevan.

Mr. Anderson is now using his new-found treasure to create a lawn and vegetable garden on the station, where he shares lightkeeping duties with assistant Kurt Cehack and their two families.

"Like most government departments, we believe in a bit of landscaping," commented Mr. Slaght. "We have no plans however to do the same at all our stations."



Left to right, Dr. Allen Brewer, Mr. Boughner and J. R. H. Noble.

Promotion

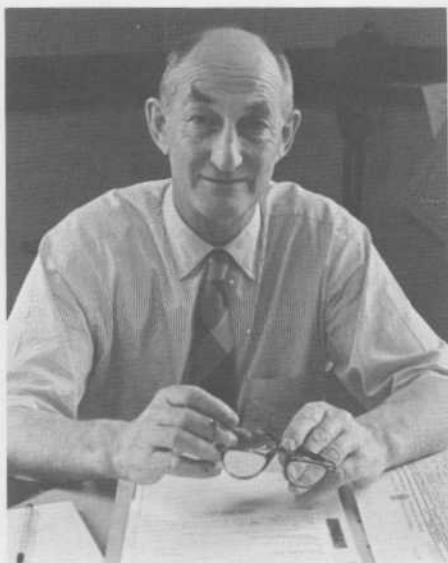
Captain E. O. Ormsby has been appointed district marine agent at Dartmouth, after serving two years as head of the Saint John marine agency.

Capt. Ormsby will replace F. M. Weston of Dartmouth, who is now regional director of marine services for the Maritime area.

Prior to his Saint John posting in April, 1965, Capt. Ormsby was head of the Prince Rupert marine agency.

Born in Ireland in 1908, he is a veteran of service with both the Royal Canadian Air Force and the Royal Canadian Navy.

He joined the Department of Transport in 1950 as marine sub-agent at Port Arthur. Ten years later, he was appointed district marine agent at Prince Rupert.



E. O. Ormsby

Promotion

Le capitaine E. O. Ormsby a été nommé agent régional de la marine à Dartmouth, après avoir dirigé durant deux ans l'agence de la marine de Saint-Jean (N.-B.).

Il remplacera à ce poste M. F. M. Weston, de Dartmouth, qui occupe maintenant le poste de directeur régional des services de la marine pour les Maritimes.

Avant d'être affecté à Saint-Jean en avril 1965, le capitaine Ormsby dirigeait l'agence de la marine de Prince Rupert.

Né en Irlande en 1908, il a fait partie de l'Aviation royale du Canada et de la Marine royale du Canada.

Il est entré au service du ministère des Transports en 1950 à titre de sous-agent de la marine à Port Arthur. Dix ans plus tard, il était nommé agent régional de la marine à Prince Rupert.

Cadets commended

Sydney, N.S.—Two cadets and the purser of the Canadian Coast Guard College at Point Edward, N.S., have been commended for their prompt action in fighting a fire which broke out in a cleaning closet of the college's Simcoe Building.

Cadet F. W. Guse, Cadet M. D. Moody, and Purser Yves Roberge were personally commended by Captain Gerard Brie, director of the college, for their part in extinguishing the blaze, apparently caused by a piece of cloth left on a steam radiator.

The fire was discovered about 8.50 p.m. by Cadet Moody who immediately alerted Mr. Roberge, the duty officer at the time.

In the meantime, Cadet Guse ran to the site of the fire and began fighting it with a carbon dioxide extinguisher.

After notifying the fire department, Roberge and Moody returned and, together with Guse, managed to put the fire out before firemen arrived.

Hommage au mérite

Sydney, N.-E.—Deux élèves-officiers et le commissaire du Collège de la Garde côtière canadienne, à Sydney, en Nouvelle-Ecosse, ont été particulièrement félicités pour la présence d'esprit et le sang-froid qu'ils ont déployés, récemment, en maîtrisant un début d'incendie au collège. Les flammes avaient éclaté dans une pièce renfermant les articles servant au nettoyage et à l'entretien de l'édifice Simcoe.

Le capitaine Gérard Brie, directeur du Collège, a fait l'éloge des élèves-officiers F. W. Guse et M. D. Moody et du commissaire Yves Roberge qui ont maîtrisé l'incendie apparemment causé par du linge oublié sur un calorifère.

Le début d'incendie a été découvert vers 8 h. 50 en soirée par l'élève-officier Moody qui a immédiatement alerté le commissaire Roberge.

Pendant ce temps, l'élève-officier Guse est arrivé sur les lieux et a commencé à arroser les flammes à l'aide d'un extincteur chimique. Après avoir prévenu le service des incendies, MM. Moody et Roberge sont venus prêter main-forte à Guse. A l'arrivée des pompiers, le feu était déjà éteint.

New Post

Vancouver—W. A. Blacklock, formerly director of personnel services at D.O.T. headquarters in Ottawa, has taken up his new position here as regional manager of airports and properties.

Mr. Blacklock's position is a new one, created as a result of the growing importance of airport operation and the increasing volume of passenger traffic moving through D.O.T. airports in B.C.

Born and raised in Sioux Lookout, Ont., a major centre of busy flying in the 1930's,

Mr. Blacklock acquired an early interest in aviation and the allied fields of communications and meteorology.

In 1951, he was appointed administration officer for the Toronto air services region and in 1957, he was made chief personnel administrator for air services in Ottawa.

Un passe-temps pas comme les autres

Marius Proulx, membre d'équipage du n.g.c.c. "Simon Fraser", dont le port d'attache est situé à l'agence de la marine du ministère des Transports à Québec, s'adonne à un passe-temps qui lui permet de mettre ses talents créateurs à l'épreuve. Marius consacre presque toutes ses heures de loisir à la construction de pieds de lampe et d'abat-jour à l'aide de centaines de bâtonnets de crème à la glace. Cette photo de l'artiste au travail nous fait voir également une de ses œuvres, un pied de lampe construit à l'aide de 500 bâtonnets. M. Proulx est marié et père de quatre enfants.



Marius Proulx

Coast Guard Hobbyist

A busy member of the crew of CCGS *Simon Fraser*, which is based at the D.O.T.'s Quebec City marine agency, is Seaman Marius Proulx, who is married and the father of four children. Using hundreds of popsicle sticks obtained ashore and plenty of patience, Mr. Proulx designs and builds unusual lamp stands at night or during off-duty hours. The lamp stand shown in the photograph was built from 500 popsicle sticks in 12 hours.

Canadian Coast Guard **ALBUM** de la Garde côtière



The CCGS "Gannet" is a northern supply vessel based at the Department of Transport marine agency at Dartmouth, N.S.

CCGS "GANNET"

LENGTH: 225 feet
BREADTH: 38 feet
DRAFT: 3 feet
POWER: Diesel, 1,000 S.H.P.
GROSS TONNAGE: 1,083 tons

Le n.g.c.c. «Gannet», navire de ravitaillement du nord, a son port d'attache à l'Agence de la marine du ministère des Transports à Dartmouth, N.-É.

LE N.G.C.C. «GANNET»

LONGUEUR: 225 pieds
LARGEUR: 38 pieds
TIRANT D'EAU: 3 pieds
PUISSANCE: Diesel, 1,000 cva
JAUGE BRUTE: 1,083 tonneaux