

# NEWS on the DOT

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DEPARTMENT OF TRANSPORT STAFF PUBLICATION

OCTOBER 1956



OPENING OF TRANS-ATLANTIC TELEPHONE CABLE  
CANADIAN OVERSEAS TELECOMMUNICATION CORPORATION



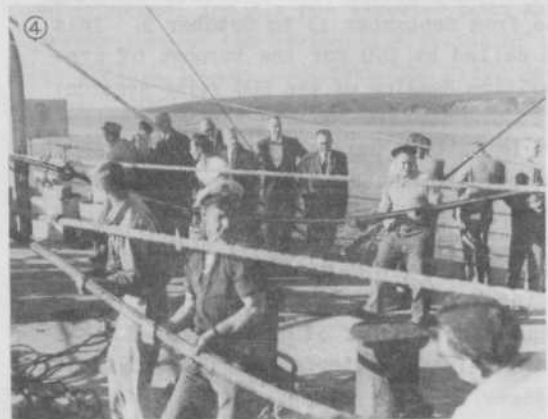
## Historic Phone Call Made:

The world's first ocean telephone system was inaugurated at 11.00 a.m. E.D.T. (3.00 p.m. Greenwich Mean Time) on September 25 by a three-way conversation between Ottawa, London and New York. The \$40,000,000 trans-Atlantic cable, completed two months ahead of schedule brought a 25-year-old engineering dream to reality.

Speaking on behalf of Canada in opening the new cable service, Transport Minister George C. Marler said: "We in Canada are proud to have been associated in this great pioneer venture and we join wholeheartedly in the praise which has been given to those whose research made it possible, those who so skillfully engineered it and all who have co-operated in so many ways to win through to this success."

Other official participants in the three-way conversations were: Rt. Hon. Dr. Charles Hill, Postmaster General of the United Kingdom, who declared the cable open on behalf of the U.K.; Sir Gordon Radley, Director General of the British Post Office; C.F. Craig, President of the American Telephone and Telegraph Co. on behalf of the United States; D.F. Bowie, President of the Crown Company, Canadian Overseas Telecommunication Corporation, who was

Continued on page 10



(1) Transport Minister Marler phones London and New York in opening ceremony of trans-Atlantic telephone cable. Chairman D.F. Bowie, COTC president (centre) and Bell's T.W. Eadie listening. (6 & 7) Ottawa dignitaries listen in (3) Wire-photo of U.K. Postmaster General Hill listening to Mr. Marler received by cable. (4) Cable-splicing ceremony aboard Cable Ship "Monarch" at Clarenville, Nfld. in August attended by Mr. Bowie, (left) and D.O.T.'s F.G. Nixon and Leo Langlois (right) in background and (9) landing first telegraph cable 1866. (2) D.O.T.'s Deputy J.R. Baldwin later talks to London. (5) Section of cable and (8) gold plated phone used in ceremony.



## R.C.M.P. Commends Lockmaster

A lockmaster of the Rideau Canal, Ottawa, Leslie Watt, has received words of commendation from Superintendent J.H.T. Poudrette of the R.C.M.P. ("A" Division). From the shrewd observations and efficient handling of the case by the lockmaster, an escaped convict from Kingston Penitentiary was returned to the law.

Lockmaster Watt had just lowered the gates of the hand operated locks and bridge of this pleasure boat waterway of the Rideau River when a young man approached him. He said he had lost his wallet, was hungry and had nowhere to go. Mr. Watt very kindly took him to his home and gave him supper.

The Watts were preparing to arrange sleeping accommodation for the unknown visitor when the lockmaster musing over a bit of conversation and recalling a recent photograph in the local newspaper, grew suspicious.

On the pretence that the locks needed inspection, Mr. Watt left the house and summoned R.C.M.P. Constable D.C. Sweet, who questioned the stranger about the supposedly stolen wallet. On his way to the police station, the man admitted his identity, a "wanted" man.

The escaped convict, 19 years old, had made his way from Kingston Penitentiary after bolting from a trust-



Lockmaster L.J. Watt at Hogsback lock gates, Rideau Canal.

ed six-man gang working on a coal and wood wharf near the prison.

Of the lockmaster's action in detecting the criminal, the R.C.M.P. Superintendent remarked in a letter to Director of Canal Services R.J. Burnside, that "We feel Mr. Watt is to be commended for his observation and quick thinking and the action he took . . . . It is a fine thing to see a person assume their responsibility of citizenship, as was done by Mr. Watt in this case. We are very grateful to him."

## DOT Officials at World Conferences

The Department of Transport's importance in world affairs is indicated by the many international conferences attended by senior officials. To mention a few in the last several months:

Dr. W.L. Godson, superintendent of atmospheric research for the Weather Service of D.O.T., represented Canada at two international conferences. At Ravensburg, Germany, he attended a symposium on atmospheric ozone held by the Ozone Committee of International Association of Meteorology. There he delivered a paper "The Determination of Vertical Distribution of Ozone from Infra-Red Observation", and was named to serve on an international panel investigating this field.

The second conference attended by Dr. Godson was at Oslo, Norway. This was with NATO countries. It was a week's symposium on the atmosphere in the Arctic regions arranged by NATO's advisory group for aeronautical research and development. Dr. Godson presented a paper there also "Canadian Studies of the High-Latitude Stratosphere Jet Stream in Winter".

Keith McLeod, Superintendent of Public Weather in the Met Service, is representing Canada at the World Meteorological Organization Meeting at Geneva, October 16.

Captain W.E. Harrison of the Steamship Inspection Service will attend an International Labour Organization Conference in Geneva as an adviser on dockside safety. He is a specialist in nautical matters and has been with DOT since 1948 as a steamship inspector dealing with the implementation of the regulations governing the safe operation of ships.

Captain G.L.C. Johnson, O.B.E., Assistant Chief of the Nautical Division, was named to head a Canadian delegation to the International Labour Organization's Preparatory Technical Maritime Conference held in London, England, from September 19 to October 2. This conference was called by ILO for the purpose of preparing for a Maritime Session of the ILO (41st session) to be held in 1958. Captain Johnson has had particular experience in matters dealing with merchant seamen. He is a member of the Merchant Seamen Compensation Board.

L.E. Coffey, Assistant Chief Engineer in Radio Regulations Engineering, in charge of inductive interference, attended a meeting of the international special committee on radio interference July 23-27 in Brussels, Belgium.

Mr. Coffey also represented Canada in the VIII Plenary Assembly of the International Radio Consultative Committee of the International Telecommunication Union held in Warsaw, Poland, from August 19 to September 13.

A/V/M A. de Niverville, Director of Air Services, was a delegate to the International Civil Aviation Organization Joint Support Conference held at Geneva, September 6. P.D. McTaggart-Cowan, Assistant Controller of Meteorological Services, also attended the meeting as a technical adviser. J.A. Irwin, senior representative of ICAO for Canada, was another Canadian delegate.

Mr. de Niverville also attended the Farnborough Air Show in England, where 338 manufacturers exhibited aircraft, the largest yet held.

This annual air show is sponsored by the Society of British Aircraft Constructors.

J.R.K. Main, Assistant Controller of Civil Aviation, was also a visitor at the air show.



## New Chief of Personnel

W.A. MACPHERSON

The promotion of W.A. MacPherson from Chief of Personnel for Air, to Chief of Personnel of the Department, has been announced. Mr. MacPherson came to the Department from the Publicity Branch of the Department of Agriculture in 1940. Most of his sixteen years in DOT has been in the Personnel Division in a steady progression of promotions.

Before taking up a career in the government service, the new Personnel Chief attended Prince of Wales College in Prince Edward Island and later taught school there.

When "Mac" isn't too busy with Personnel problems he spends time gardening and woodworking. He also takes an interest in municipal affairs, being a trustee of the village of Russell, a suburb of Ottawa. He is also first vice-president of Russell Lions Club and a member of the reserve unit of the G.G.F.G.

### W.J. MURPHY

The appointment of W.J. Murphy, Personnel Chief for Civil Aviation, to succeed Mr. MacPherson as Chief of Personnel for Air has likewise been announced. Mr. Murphy came to the Personnel Division of the Department as a clerk in May 1948 from the Civil Service Commission. He has had a succession of promotions to his present position.

The new Chief of Air Personnel was born and has lived in Ottawa most of his life. During the war he was overseas with the R.C.A.F.

### J.R. BELISLE

J.R. Belisle, Administration Officer with the Organization and Research Section of Personnel, has been appointed Chief of Personnel in Charge of Civil Aviation to succeed Mr. Murphy. Mr. Belisle was an educational instructor and staff training officer in the Department of Veterans Affairs before joining the DOT in 1951. Bob Belisle is a native of Montreal and taught school there. He was with the R.C.A.F. from 1940-1945, graduating as a pilot.

### OTHER PERSONNEL APPOINTMENTS

Others appointments and promotions have resulted in the Personnel Branch from above shuffle. G.C. Harris, Staff Training Officer, Training and Welfare has been promoted to Administrative Officer in Research and Organization to replace Mr. Belisle; R. Schroeter from Personnel Air and Stuart de la Ronde from Organization and Research will be new Staff Training Officers with Dennis Wood in Training and Welfare.

THE FEELING of having done a job well is rewarding; the feeling of having done it perfectly is fatal.

- Don Feddersen

### G.C.W. BROWNE

The untimely death in an automobile accident of G.C.W. Browne, retired Controller of Telecommunications came as a shock to his many friends both in and out of the Department. The November, 1955, issue of News on the DOT carried biographical notes of his extensive career and contribution to telecommunications.

The Ottawa Journal carried the following editorial which more aptly describes the views of his many friends than any words of ours.

#### CECIL BROWNE'S WAY

*Cecil Browne, retired Controller of Telecommunications who was killed on Thursday in an automobile accident, was not an old man but he was of the old school. That is to say, he always took time to be polite, always found it easier to smile than to snarl, invariably did his business quietly and congenially and with more thought than fanfare.*

*The Civil Service cannot very well pause for two minutes silence when any of its members passes. But it might well have paused in the case of Cecil Browne if in so doing there was acknowledgment of his gentle qualities and a resolve that somehow even in these days of bustle and slap they must be maintained.*

## Motor Vehicle Control at Montreal Airport

Motor vehicle traffic at Montreal Airport had become a good sized headache for Air Services. Dorval is in itself a community of considerable size, the permanent staff of DOT, airlines, service organization and other residents now numbering about 3,500. Transportation to and from the airport must be by special chartered auto-bus or by private motor car. Add to those belonging to the staff, those which bring airline passengers, who number 100,000 a month, their friends and relatives, and other visitors, and the number of vehicles per day climbs into the hundreds.

To handle the traffic, a new system of control has been set up. By means of specified parking times, parking tickets, parking lots and the co-operation of the R.C.M.P., the Department hopes the situation will be remedied.



R.C.M.P. Constable B. Giroux and District Airways Superintendent H. Gourdeau are keeping their fingers crossed hoping that the new system of motor vehicle control recently set up will be effective.

## New Control Tower at Saint John, N.B.

A/V/M J.L.E.A. de Niverville, Director of Air Services, officiated at the opening ceremonies of the new air traffic control tower at Saint John, N.B. After he had snipped the ribbon which officially opened the tower he made an inspection tour of the building, heard and saw air traffic controllers giving directions to landings and take-offs.

In a speech to the assembled guests on the platform, the Director of Air Services said aviation was developing so fast that it was necessary to change and perfect air traffic control to cope with the speed and volume of aircraft. He described the control tower as the nerve centre of operations, a far cry from the first control of aircraft which was by flags and very lights, or "hands or anything that could be found".

Following the inspection of the control tower, the official party and invited guests moved to the tarmac in front of the Fundy Flying Club hangar, where the Director inspected air cadets who are learning to fly at the Club this summer.

Chairman of the proceedings was the Saint John Airport Commission Chairman J.K. Kennedy. With him on the platform were the general contractor, John N. Flood; Ray Goodwin, Department of Transport District Controller, Moncton; Lancaster Mayor Parker D. Mitchell; G.G. Murdock; and Saint John City Councillors, H.E. McLean and D.W. Golding.

## Appointments to Control Tower

### RECENT ATC GRADUATES

D.R. McCoubrey and D.D. Boyd, recent graduates of ATC school in Toronto, have been appointed to controller positions in the new Saint John tower officially opened on July 19. Two trainees were also appointed; A. Burge and L.E. Leblanc. The acting OIC is J.D. MacDonald from the Moncton tower; the other member of the staff is J.M. O'Connell, former assistant controller at Moncton.

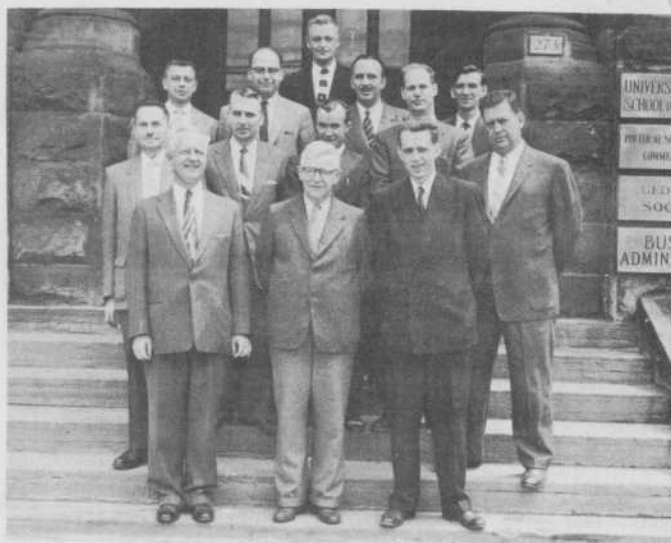
## New Supervisory Positions in ATC

A new supervisory position in Air Traffic Control has been set up. Three appointments have been made to the positions known as District Supervisors. R.E. Harris, former OIC Toronto Centre, has been promoted to District Supervisor of Toronto district.

H.H. Smith, formerly OIC Gander Centre, is now District Supervisor of Moncton district.

Claude R. Brereton, formerly OIC Winnipeg Centre, is now District Supervisor for Winnipeg district.

The duties which these positions entail were formerly performed by the District Superintendent of Airways or by one of his inspectors.



TRAINING CONFERENCE FOR MET INSTRUCTORS F.W. Benum, Met Headquarters; A. Thomson, Controller; D.E. DeBow, Training and Welfare. Second row: W.R. Richard, Montreal; C.F. Warren, Malton; R.H. Harley, Moncton; H.J. Green, Gander; J.A. Lachapelle, Montreal. Third row: E.L. Barclay, Goose; H.A. Matthison, Vancouver; C.H. James, Montreal; M.F. Dolan, Halifax. Back row: W.A. Turner, Winnipeg.

## Training Conferences for Instructors

The halls of the University of Toronto were the scenes of hot discussions during the last two weeks of June when personnel of Meteorological Headquarters, Toronto, and Training and Welfare, Ottawa, met for a conference with instructors in the Met Service. Organization of the meeting was under Frank Benum and Don McCormick of Met Headquarters and staff training officers Denis Wood and Darrel DeBow.

The group was welcomed to Head Office and to the training conference by A. Thomson, Controller of the Meteorological Service, who emphasized the responsibilities of the Met Service and the importance of giving the employees the best possible training.

The instructors called together for this conference are responsible for the training of new or semi-skilled observers and plotters and for Met training of radio operators and other personnel. They were drawn from across Canada, from Vancouver to Gander.

Instruction was on a two-phase basis. Key Head Office staff with F. Benum, M.N. Monsinger, J.G. Potter, E.B. Humphrey, G.L. Johnson, A.A. Mason, J.M. Wingfield and F.A. Page, acting as conference and syndicate leaders, led discussions in all facets of Met operation. The other phase, discussion on instructional techniques and supervisory problems, was led by Training and Welfare personnel.

The group also toured the various sections of the Meteorological Service and inspected all functions at Head Office.

A side-light of the project was the opportunity for the participants to become acquainted with the operation of "Toastmasters, Inc.", an organization whose function is one of mutual self-help in the art of public speaking. One of their meetings was attended by the group in a body, and was thoroughly enjoyed.

The conference gave the members an opportunity to exchange ideas for improvement in the service as a whole. Old acquaintances were renewed, and warm new friendships were formed. The whole two weeks was extremely interesting and, as one of the group commented, "The rafters of various establishments are still ringing ....."



## Flying Instructors Get Refresher Courses

While improvements in electronic aids and other devices are adding to the safety of the Canadian airways, the pilot's ability --- the "human element" -- is still basic and there is a constant effort to increase his skill, according to the Department's Civil Aviation Division.

One of the means to achieve this is the refresher training courses for flying instructors conducted by the Civil Aviation Division in conjunction with the Royal Canadian Flying Clubs Association and Air Industries and Transport Association.

Two courses were held this year: one in Lethbridge, Alta., May 28-June 8, and one in Brantford, Ont., August 20-30. Thirty instructors from across Canada attended. Now in the fifth year of operation of the courses, the Department has been in receipt of many commendatory letters from those attending.

Civil Aviation Officers supervising arrangements were: M.E. Louch and Wallace Larocque, headquarters, Ottawa; L.S. Milne, Vancouver; and William Place, Toronto. The Department's Meteorological Service supplied C.E. Thompson from Edmonton for the Lethbridge course, and Norman Jefferson from Toronto for Brantford. DOT Piper Apaches, twin-engine aircraft were used for instruction.

There were several guest lecturers. Ron Harris, OIC Toronto Air Traffic Control, gave lectures on procedures in the tower, while at Lethbridge these were given by Bill King. Another guest speaker at Brantford was Don Rogers, Chief Test Pilot of Avro, who gave lectures on problems relating to jet flying and testing.

Carl Williams, M.A., Ph.D., Professor of Psychology at the University of Toronto was a lecturer on the

Photos show some of the instructors of the course: Upper left - L.S. Milne, course instructor Civil Aviation, Vancouver. Upper right - N. Jefferson, Meteorologist Toronto, demonstrates some weather facts to Flying Instructors. Lower left - Conference of Course Instructors - W.R. Place, R. Scholefield, Laurentide Aviation (Course Manager), M.L. Louch and L.S. Milne. Lower right - M.E. Louch, Civil Aviation, Ottawa.

techniques of instruction.

Aim of the course is "to improve methods of instruction and raise the standards of flying training throughout Canada". Those in attendance work together to modernize their methods and qualify themselves for higher categorization as flying instructors. Flying instructors undergo competency examination every year by Transport inspectors.

J.R.K. Main, Assistant Controller of Civil Aviation, gave the address at a dinner to mark the end of the course at Brantford. The speaker at Lethbridge was Jack Crosby, Operations Manager, Pacific Western Airlines.

## GOOSE BAY ATC'S ATTEND CONFERENCE

Harold Merritt, well known in ATC circles as "Tiny", and Raymond O'Quinn, of Telecommunications, attended a series of conferences on Supervisory Techniques and Problems, held in Ottawa on September 17 and 18. Mr. Merritt has been named Officer-in-Charge of the Air Traffic Control Centre soon to be established at Goose Bay, and Mr. O'Quinn, who already has many friends there, will be returning to Goose as Officer-in-Charge of the Aeradio Station. Reg Schroeter and Stuart de la Ronde attended as observers. Training and Welfare, who were hosts for the conferences, very much enjoyed the programme, and join with all their friends in wishing Messrs. Merritt and O'Quinn the utmost success in their new duties.

# ACROSS CANADA WITH DOT REPORTERS

## MONTREAL

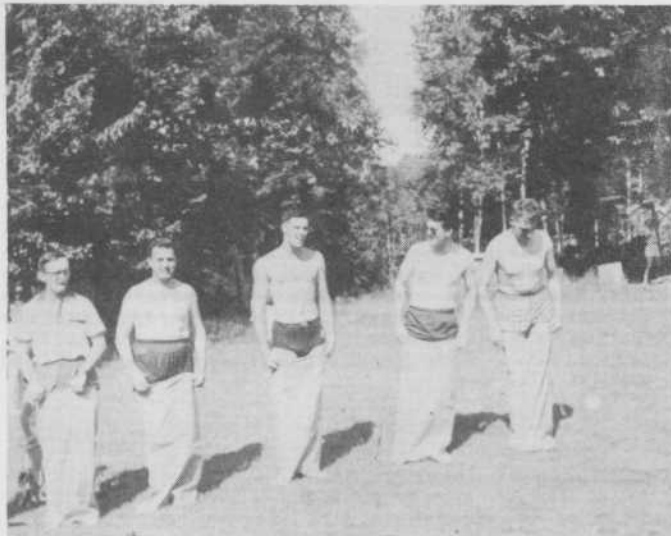
C.H. Skelton

The annual picnic of the Montreal District Air Services Club was held again this year on the shore of beautiful Lac Ouimet in the Laurentians.

Once again through the courtesy of F.H. (Tom) Wheeler, a large cottage and surrounding grounds, including a private beach, were placed at the disposal of the many members and their families who attended.

Aquatic and field events were held on the spot, under the able guidance of Frank Davis, District Airways Engineer, and for those who wished to play golf or tennis, there was the neighbouring Gray Rocks Golf Club, with its sporty 9-hole links, and two tennis courts at Gray Rocks Inn, which were made available through the courtesy of Mr. Wheeler.

Prizes were available, not only for the winners of the sporting events, but also for many lucky members and guests, merely for attending, when their names or numbers were drawn from the hat.



Sack Race - First heat

The winners in some of the events were as follows:- Golf, Low Gross - A. Duffy; Low Net, L. MacDonald; Tennis, Mrs. Seguin and J.C. Lanthier; Swimming, Miss N. Sheridan and J. Gilmour; Races, Boys and Girls under 5, Jacques Labelle; 5 to 10, Diane Hall and Lise Senecal; over 10, Stewart Woodley; Ladies Egg and Spoon, Miss T. Savoie; Ladies Sack Race, Mrs. E. Petry; Men's Sack Race, P. Bowie; three-legged Race, F. Davis and E. Petry; Ladies 50 yards dash, E. Petry; Men's 100 yards dash, P. Bowie; Thread the Needle, Mrs. Beattie and J. Gilmour.

The lake was busy throughout the day, with swimmers, boats, and aircraft. Even from among those whose everyday tasks are with aeroplanes, there was always someone to watch the take-offs and landing of the aircraft belonging to Wheeler Air Lines.

As usual, much credit for the success of the picnic must go to the Committee, whose Chairman, Paul Labelle made the arrangements and got together the prizes, ably assisted by Refreshments Chairman Stan Hall.



Relaxing on the lawn

## HALIFAX -MET

E.A. Croucher

The biggest news to report from the Halifax Dominion Public Weather Office --- and the biggest surprise --- was the unannounced early morning wedding of our O.I.C. Rube Hornstein, to Helen MacDonald. The staff members sent a gift of table silver with many heartfelt wishes for their future happiness.

A short time after the marriage, Rube departed for Ciudad Trujillo to represent Canada at the WMO Hurricane Seminar, at the request of our Controller, Mr. Thomson, who was attending conferences in Peru and Mexico City. The hospitality of the Dominican Republic in providing tours of the Island (at break-neck speeds) and the many interesting sights there provided stories to which we northerners were glad to listen.

In the middle of May, Ted Munn, National president, and "Flash" Walsh, President in the Halifax office of the Civil Air Services Association, attended their national convention at Toronto when discussions were held with the Controller and many comprehensive plans made for the future of the Association.

The Radio-Met Bowling League concluded its activities with a banquet and dance at the Riverside presided over by Doug Holland. Prize-winners were: Ladies' high single, Dot McCarron; Ladies' high double, E. Gallagher (Radio); Men's high double, S. Spencer (Radio); Men's high single, O. Grandy; Men's high average, Joe Burke; Ladies' high average, Jackie Bailey. The Cleve Trophy was won this year by the Met Team of Joe Burke, Stan Westhaver, Oscar Grandy, Lou Quigley, Benny Bourque and Burpee Mason.

The very popular TV program, "Gazette", closed at the end of June for the two summer months, but not before Rube Hornstein and Max Ferguson had been presented with membership passes to the Lily Lake Powerboat Club and the Dartmouth Fish and Game Association, tickets to the Colour Photographers' show. Rube had been presented with seven Haitian bowties and Max a straw hat by Murray Olin, representing the Petty Officers' mess of the "Magnificent" on the program.

One June 3 Rube and Max spent a very enjoyable Sunday M.C.-ing at the Lily Lake Apple Blossom Regatta, where Rube was asked to open the festivities by riding surfboard.

continued on page 7

continued from page 6

Joy Keeler, teletypist, showed a high degree of discrimination several months ago when she traded in a Buick for a Volkswagen. Since then she has given it such ardent praise that three other staff members have invested in the toy cars, with Jerry O'Neil and then Grace Hayes becoming Volkswagen enthusiasts.

We felt very fortunate in adding Earl Ripley to our forecaster staff on June 15. Earl had worked in the Halifax office last summer, and returned again as soon as he had finished the M.A. (Met) course. To the Assistant ranks we have welcomed Theo Okonkwo, of Nigeria, who returned to the University of Fredericton in September, and Gus Shaw.

The Cirrus Social Club, of which Burpee Mason is President, had very enjoyable card parties at the new home of Grace Hayes, Teletypist, in Fairview, and at the Oscar Grandys.

During the past few months we have enjoyed receiving visits from Bill Ganong, a former Halifax forecaster now working at Ottawa; from Lt.-Cmdr. Markham, forecaster on the aircraft carrier "Magnificent", from Capt. Coates, Capt. Boudreau and Mr. Jennex who maintain weather observations on Sambro Lightship at the mouth of Halifax Harbour; from Art Twohig and Reg Hody of the Moncton District Office; from Mr. McTaggart-Cowan, Assistant Controller, who conducted many discussions with staff members and also visited the weather offices at Maritime Group Air Force Headquarters and the Navy Air Station at Shearwater; Mr. Burns and Mr. Goodwin, D.C.A.S., of Moncton; from Lt.-Cmdr. Mel Hagglund of the "Labrador" who told many interesting stories of his travels; from Mr. Hicking of the powerful Navy transmitter base at Newport Corner, and many other Department officials who just dropped in for brief calls.

## WINNIPEG DISTRICT LAKEHEAD LORE

H. S. Round

On Sunday, May 27, the Lakehead Airport Manager played host to a V.I.P. in the person of Field Marshal Viscount Montgomery of Alamein. I was a little apprehensive as how to greet such a distinguished soldier. However, when he alighted from his plane, he immediately put me at my ease and the forty minutes he was in the office passed very pleasantly. Over a cup of coffee and biscuits, we talked about everything from the African Desert to fishing in Lake Superior. Les Driver came to my rescue and discussed the North African Campaign with the Field Marshal. Les himself was in that theatre of war the same time as the Viscount.

Barnett-McQueen Contractors have started constructing our new equipment garage much to the delight of Wilbur who will be O.I.C. of the building when it is completed.

Les McPherson has departed for Ottawa. Another of our good Radio Technicians gone "East".

Sgt. "Curly" Atkinson, Lake Superior (Scottish) Reg. donned his kilts in June and went on "Manoeuvres" at Camp Shilo for a week. "Curly", as you know, is the Airport Attendant at Lakehead.

## EDMONTON DISTRICT NORMAN WELLS

H. Belanger

On Saturday, June 9, a farewell party and dance was held for Albert Balazs, Civil Aviation Division at Norman Wells, N.W.T. It was at the home of A.M.F. H. Wood and sponsored by H. Belanger. Nearly all of the local community were present. The festivities opened at 9.30 p.m. with a burlesque of a Montreal night club by the members of the N.R.C. Building Research Staff, which was well received by an enthusiastic audience. Following this the popular guest of honor was presented with a wrist watch as a souvenir of his stay at Norman Wells. After the presentation the guests danced till the small hours, fortified by refreshments at the buffet set up.



A. Balazs receives gift from Dr. Hines of Imperial Oil at farewell party.

## CHURCHILL CALLING

E.M. Fraser

The ice went out of the Churchill on the 17th of June this year, nearly half a month later than last year. The lucky holder of the ticket for that date in the sweep, collected the sum of \$150 or thereabouts.

The whaling season is in full swing again, with the whale factory rumbling and puffing, and the whales disappearing up the ramp on the end of a cable and emerging at the other side as oil pouring into a railroad tankcar.

Temperatures seem to have been lower but the wildflowers are now out in profusion - only place I've seen rhododendrons three inches high. Real miniatures! And occasional tracts of firewood. One can sit on the rocks off the foreshore any day and see a seal surface, stare curiously, and disappear in a flurry at the least movement.

At the time of writing, three small ships are already in the Hudson and the Government ships are now in the Straits. According to Capt. Carsell, the ice officer here, there should be nearly 50 ships this year to load grain -- 33% more than last year. But then, of course, the capacity of the elevator was doubled to cope . . . . which is more than I can say for the staff at VAP. Any teletypists looking for a job?

Three gentlemen went swimming the other morning. Time: 4.30 a.m.! Place: Hudson Bay! Just imagine the lovely cool water - 38° or thereabouts, with a few small ice cubes faintly visible on the horizon . . . brrrr! One said that it was "rather enervating".

continued on page 8

CHURCHILL CALLING - Continued from page 7

Another said that he didn't feel it! I would rather not quote the third's remarks, which might just possibly have warmed the water. However, life is short, and fun is fun.

"If you can't lick 'em, jine 'em". This seems the motto of the local Chamber of Commerce. Yours truly and another property owner, having gone to the meeting of the Chamber of Commerce to lodge a complaint or two, ended up by being elected members! Ahem! The surprise of a lifetime! Never a dull moment!

The largest funeral ever seen in Churchill took place last month at the burial of Gunnar Ingebrightson who crashed in GJL, the "original" Arctic Wings Norseman aircraft NW of Eskimo Point in the NWT. Gunnar was well known to every DOT and Hudson Bay Company man in the Central Arctic, from Churchill to Arctic Bay, and many from Churchill south to Winnipeg.

### SASKATOON

Tommy Thomas

The Tower bid farewell to Cheetham and Cowan who left us for Winnipeg Center and Tower (Traitors!), and replacements have been pouring in - four of 'em, that is so a hearty welcome to Dealy, Conway, Gunderson and Billingsley - may you enjoy life in the Banana Belt Green House. Now all we need is a couple of stray Radio Ops - any takers?

Charles Fisher, technician, left our fair city for Winnipeg, also. His wife and family have now joined him - hope you're settled by now, Charles. Whom are we going to lose this winter with Charley away? His replacement is Elmer Klatt, ex-Dafoe operator. Welcome to our fair city, Elmer and family! After the "fog" clears you'll see what a snap an ILS technician has!!!

Our spacious Radio Office has acquired venetian blinds and certainly adds to the comfort of the operators - that four o'clock could really cook the back of your neck when seated at the operator's desk!

Also we have screens - what with no midnight shift, we haven't a single (legitimate) complaint. Don't worry! You'll find one!

Holidays? Hmm! Off-duty activities are like anywhere else, gardening, painting, swimming and what-have-you while the weather permits. So - that is all for now, and if anything is forgotten, blame it on Mary Ann - she twisted my arm to do this!

### TROUT LAKE

Al. Mowat

Below is printed a letter from Al Mowat of Trout Lake, Ont., which expresses his appreciation to the employees of the Department for their wonderful spirit of co-operation in an emergency mercy flight for his wife.

Dear Sir:

I would be pleased if you would print the following in "Spotlight" in its entirety or edited in such a way as to give credit to all involved as I feel they deserve same in the eyes of their superiors and the public at large in general.

"On Sunday May 27, Mrs. Jennie Mowat was quite seriously ill and needed hospitalization immediately.

Since that date, medical opinion has been received stating she could not have lasted another 24 hours.

At that date we were in the ice "breakup" period (the ice is still with us) and transportation to the "outside" had long since ceased, Sioux Lookout having open water on May 27 while we were still ice-bound. Our only means of communication with Sioux Lookout is by CW radio, and at the time, signals were sporadic. The weather north out of XL to near Pickle Lake was socked in with fog.

Nonetheless, despite poor radio signals, duff weather and risky ice conditions, a Cessna 180, wheel and ski equipped was brought from Ft. William by Superior-Severn Airways, that touched down and took off from XL airport, landed on the ice here and returned XL with the patient.

I'd like to thank Bill Hollinger, Ted Fenton and Dave Millar all of RR XL; George Danell and Fred MacDonald of Met-Radio Lansdowne House and Gord of Pickle Lake Forestry Radio (also part time Met. Obs.) who stood by during this emergency flight and pounded the brass, sending and relaying doctor's instructions, weather information and the aircraft's progress, etc.

Then too the DOT gang here: Mac Cleland, Jack Carpick, Moe Stoyanovich, Gerry Flucke and Fred Androschuck all had a hand in either the radio end of matters obtaining spruce boughs to mark out a runway for the plane to land on the glare ice, or working my shift when the plane took off as I was due on shift then and had been several days with little or no sleep.

Kay Favelle, RN of Indian Health & Welfare and her assistant Eleanor Overby, did all they could and also lost plenty of sleep in caring for Jennie during the 3 or 4 days preceding the emergency flight. Mrs. Cleland and Mrs. Carpick (Joan and Ann) assisted the nurses in numerous ways including an attempt in administering plasma and keeping our 2 small fry out of the way etc.

I feel quite sure in saying that Jennie's life was spared by the great teamwork of the folks mentioned above, plus the flying skill of bush pilot Rannie MacDonald of Superior-Severn Airways, Dr. Gordon Bell's presence at Sioux Lookout, the break we got on radio and ice conditions here, and the fog lifting at noon hour. DOT readers may be interested in reading something of the grand people we have in our neck o' the woods. We will be forever grateful to them all."

### WINNIPEG

Headquarters have announced the appointment of Austin Douglas as Assistant to the District Airway Engineer of the Winnipeg District.

The annual DOTRA Picnic was held on August 22, at Elm Beach, St. Mary's Road, St. Vital.

Continued on page 9

NOTHING in the world can take the place of persistence. Talent will not--nothing is more common than unsuccessful men with talent. Genius will not--unrewarded genius is almost a proverb. Education will not--the world is full of educated derelicts. Persistence and determination alone are omnipotent.

- Calvin Coolidge



WINNIPEG - Continued from page 8

**W.S. LAWSON RETIRES**

It was with great regret that we received the news that our D.C.A.S., W.S. Lawson, had decided to retire from the D.O.T.

Mr. Lawson or "Bill" as he is known to all of us, has had a long and distinguished career in aviation. As a young man in World War I, Bill started as a gunner and was awarded the M.M. for bravery under fire. Transferring to the Flying Corps, he saw months of service as a Fighter Pilot. Following the war, Bill kept in the flying game as a bush pilot, flying instructor and charter operator. In 1936, he entered the service as Asst. Inspector at Regina. Followed postings to Lethbridge and Vancouver, where he became D.S.A. For his work in World War II in selection of sites for the Joint Air Training Plan, Bill was awarded the M.B.E. In August, 1953, Bill was appointed D.C.A.S. of the Winnipeg District.

Mr. Lawson can be assured that he carries with him the best wishes of all the personnel of the Winnipeg District for a long useful retirement.

Forwarding address! Vancouver, of course!

**OTTAWA**

The Department of Transport RA blood bank gets underway October 1. The response in this first drive for donations was very gratifying, over 300 subscribing. The blood bank will be available to personnel of the Department of Transport. It is administered by DOTRA with Don McCartney, Chairman of the Committee.

An opportunity for DOT employees to build a good quality home but inexpensive in cost is presented by Co-Operative Housing. Houses may be started with a down payment as low as \$600.

The first introduction to the Co-Op Housing Plan is the classes of instruction which are held every Wednesday at 8 p.m., at St. Patrick's College, Ottawa. Gerald Clarke, lecturer in Economics at St. Pats., is in charge.

One hundred twenty-five families have built in the Ottawa area. There are two Co-Ops in operation at the present time. Pat Graham, president of DOTRA, who built the Co-Op way is an enthusiastic supporter and could give information to anyone interested.



ROY BAXTER PRESENTS PERSONNEL CHALLENGE BOWLING TROPHY TO WINNING TEAM. Mrs. D. Kerwin, F. Monaghan (Captain), D. Kerwin, E. Went and Mrs. M. Anderson.

**Afternoon at the Beach**

WHAT HO! YOU LUCKY BOY! At the DOTRA Picnic at Lac Philippe in the Gatineau Hills trying out the water with Lifeguard (pro tem) Stuart de la Ronde are L. to R. Betty Silverson, Mona Burns, Claire MacDonald and Diane Monyahan.

**RETIREMENT - GEORGE A. PEARSON**

Marking the termination of 37 years in the Government service, George A. Pearson, Superintendent of Stores and Plant, Department of Transport, was honoured by his friends and fellow employees on the eve of his retirement and on behalf of the Purchases, Contracts, and Stores staff, he was presented with a "Lazi-Boy" chair by J.A. Pelletier, General Purchasing Agent of the Department. For Mrs. Pearson was a gift of jewellery presented by Mrs. C.E. Fancy on behalf of the ladies.

Mr. Pearson entered the Government service in 1919 on the Welland Canals staff of the Department of Railways and Canals where he was Assistant Auditor and Paymaster. On the formation of the Department of Transport he was transferred to Ottawa to take charge of the Stores Accounts Section, from which he rose to the position held on retirement.

Mr. Pearson was born in Grimsby, Ont., in 1890, where he received his education, following which he joined the staff of the Bank of Hamilton. He is a veteran of World War I, having joined the Canadian Army Artillery Corps and rising to the rank of Captain.

Mr. and Mrs. Pearson are leaving Ottawa shortly to take up residence in Colborne, Ont.

**NEW APPOINTMENT - L.H. RUSSETT**

L.H. Russett, Chief Stores Auditor, succeeds Mr. Pearson as Superintendent of Stores and Plant. Mr. Russett joined the Department in June, 1940, as a clerk in Purchasing and Stores, and by a series of promotions advanced to the present position.



James G. Patty, Steamship Inspector, Toronto, and Constable J.W. McDougal, Toronto R.C.M.P. at "Safety Afloat" Exhibit, C.N.E.

## Apprentice Training Scheme for Marine Engineers

DOT STARTS FIRST TRAINING PROGRAMME IN CANADA

The Department of Transport has introduced an apprentice and sea-training scheme for young Canadians wishing to become qualified marine engineers with a view to the creation of a supply of trained Canadian marine engineers. In the past Canada had been largely dependent on the United Kingdom for competent marine engineers to operate Canadian shipping and for shore appointments but the supply is now dwindling. The Department of Transport is therefore undertaking the training of marine engineers it will require in the future for the operation of governmental ships and for positions in the Steamship Inspection and other Marine Services.

A selection board, consisting of representatives of the Department and shipyards, have already interviewed many applicants and have selected eight likely candidates, who have been assigned to the respective shipyards. The apprentices will receive a thorough training in the shipyards and additional technical instruction will be provided through special courses provided through the educational authorities of the different provinces.

Arrangements have also been made for special classes in marine engineering and naval architecture to be conducted in key centres to which the apprentices will be sent during the course of their training period.

The selected apprentices and the shipyards to which they have been assigned follows: Donald Lawrence Alexander Wilkins of Penticton, B.C., to Burrard Dry Dock Co., Ltd. Vancouver; Warden Frank Stephens of Victoria, B.C., to Yarrows Ltd. Victoria; Robert Edward Jeffers of Fort William, Ont., to Port Arthur Shipbuilding Co., Port Arthur; Clive Edward Brown of Kingston, Ont. to Kingston Shipyards Ltd.; Robert William Middlemiss of Longueuil, Que., to Canadian Vickers Ltd., Montreal; Raymond Bernier of Quebec City to Davie Shipbuilding Co., Lauzon, Que; George Murray Barrett of Halifax to Halifax Shipyards; Leonard Clarence White of Halifax also to Halifax Shipyards.



On completion of the five-year training period the boys will be appointed as junior engineers on Department of Transport ships and when they have completed the necessary period of sea time as watch officer and have passed the examinations set by the Department they will graduate as fully qualified marine engineers.

After obtaining First Class certificates of competency in marine engineering and having sailed as chief engineers, the departmental graduates in marine engineering will be eligible for permanent positions as operating engineers on departmental ships or for senior positions of responsibility in the Department of Transport requiring men with the training they are to receive.

The curriculum of practical training in the shipyards will include erecting, repairing and fitting of marine engines, work in the machine shop, boiler shop, welding shop, pattern shop, mould loft, plate shop, electrical shop and drafting offices.

Tom M. Pallas of Steamship Inspection Service, Superintendent of Marine Engineers Training is in charge of this new apprentice training scheme. The photo shown here was taken last year when Mr. Pallas was inspecting equipment at the Dominion Marine Engineering School where qualified engineers from the Great Lakes fleet study for higher certificates of competency.

### HISTORIC PHONE CALL MADE - Continued from front page

chairman of the Ottawa ceremony, and T.W. Eadie, President of Bell Telephone Co. of Canada and Chairman of the Trans-Canada Telephone System.

One hundred and fifty invited guests and press were assembled in the banquet room of the Chateau Laurier, Ottawa; 200 persons were assembled in Lancaster House, London; and a similar number in New York City. Simultaneously at 11.00 o'clock Ottawa time they all lifted individual telephone receivers and listened in on the three-way conversation which marked the opening event.

Highlights of the installation of the new trans-Atlantic service were: the landing of the first section of the cable at the cable station at Clarendville, Nfld. in 1955; splicing of the return section of the cable at Clarendville last August; and extending the cable across Cabot Strait and overland to Montreal and Portland, Maine.

Telegraphic communication between Canada and the United Kingdom was made possible by the laying of the first trans-Atlantic cable in 1866. Voice communication between Canada and Great Britain was established

by radio in 1922. Development of built-in repeaters in the cable itself has made it possible for the new cable to provide telephone service of great clarity and free from atmospherical conditions at all times.

The single core of the new trans-Atlantic cable produces some 36 voice circuits of which all but one will be used for telephone purposes. The remaining channel will be split into 22 telegraph circuits each capable of working at 60 words a minute. Ample facilities are also provided for direct teleprinter connections between clients, still picture transmission and the carrying of broadcast programmes. It is not capable, however, of carrying television.

The telephone used by the official Canadian participants was gold-plated and carried the Canadian coat of arms. Inscribed on the receiver were the following words: "This telephone was used by the Hon. George Carlyle Marler, Minister of Transport in the inauguration of the first trans-Atlantic telephone cable linking Canada and Great Britain. Ottawa September 25, 1956." Mr. Marler was presented with the telephone by Mr. Eadie and promptly turned it over to Mr. Bowie to be installed in the C.O.T.C. museum.

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## Meteorological Exhibit at CNE



WEATHER EXHIBIT CNE: Left Front, Mrs. M. Townsend at the Electronic Punch Machine; T. Burling at the teletype, which was connected to the Malton Forecast Office; standing by is Percy Saltzman.

A peep into the future featured this year's exhibit by the Meteorological Service at the Toronto Ex when the Met boys dreamed up and produced in a most effective manner a preview of "The Earth's Satellite" which will be launched next year in connection with the International Geophysical Year.

The Toronto "Globe and Mail" aptly described this exhibit in the following terms: "A scale model of an earth satellite, science's first step toward manned space stations, is capturing the imagination of visitors to the Department of Transport meteorological display at the CNE". Indicative of the interest taken in the display, is the attendance at the Met exhibit this year has exceeded that of any previous year. Most interested were the teenagers and University students.

The main D.O.T. exhibit consisted of a miniature model of the satellite spinning around a slowly revolving replica of the earth; a scale model of the satellite encased in plastic so that the mass of instruments inside it could be seen; and murals illustrated how the earth would look to a visitor 4,000 miles away.

A model of the three-stage rocket which will carry the satellite 300 miles above the earth and kick it off at 18,000 miles an hour stood in the foreground of the exhibition booth, attracting attention to the display. A booklet that was in large demand, gave details of the satellite, its mission and salient facts of its mission.

Accountable for this striking display of "The Earth's Satellite" were the following Met personnel: P.D. McTaggart-Cowan and Keith McLeod, who dreamed up the idea; Percy Saltzman, Fred Page and Keith McGlensing, who designed and set up the display and were in attendance to answer questions; and the Headquarters Instrument Shop boys consisting of Joe Deschesne, Bill Richardson, Lief Hansen, Frank Harris, Peter Monett and Ed Wheeler, who assisted in building the models and the display.

Also exhibited in the Met Service booth was an electronic card machine used for punching weather information on cards under the advertised slogan "The Weather has punched us long enough, now we're - punching the weather". A teletype machine brought in weather reports from everywhere in North America; a lighted telescreen gave out current weather forecasts,

continued in next column

## HOW TO GET ALONG WITH THE BOSS

Condensed from  
Changing Times

Getting along with the boss means more than laughing at his jokes (which is merely politeness), or doing one's duty well and faithfully (which is expected), or apple polishing (which is a mistake). It means gearing your job to his for greater efficiency—he benefits as much as you do.

Here are seven rules, based on what executives have told students of management methods.

1. *Respect his authority.* Don't challenge his right to tell you what to do or to pass judgment on what you have done. That is his job. Argue all you want before a decision is reached, but not afterward. Remember, he deals with a bigger picture than you do, and is responsible to others for what you do.

2. *Find out how he likes to be approached.* Some like you to drop in casually any time, others want you to phone or submit things in writing. Know what he wants to be consulted on and what he wants you to do on your own. Watch your timing: see him when he is most likely to be relaxed and receptive.

3. *Allow for the fact that he's only human.* He makes mistakes, too. He has pet likes and dislikes, vanities, blind spots, as we all do.

4. *Be businesslike.* Let him set the tone of formality or informality. Don't let fear, nervousness or hero worship color your relationship. Except in emergencies, do not take personal problems to him.

5. *Keep him informed.* Many men would put this at the top of the list. To make plans and decisions, an executive needs full, accurate, prompt information. See that he gets it.

Pick the right moment to give him bad news, but don't withhold it or try to sneak it past him. And, of course, it is also a good idea to make sure he hears the good news.

6. *Don't concentrate too heavily on pleasing him.* You may find yourself pleasing him at the expense of your colleagues. It is necessary to get along with other people, too.

7. *Do your job well.* Basically, of course, this is the best way to please your boss. As you succeed, so he succeeds. And the better you get along, the better you will like your job. Your ability to help him do his job better can lead to bigger things, so that someday other people may be worrying about how to handle you.

Reprinted from The Reader's Digest

MET EXHIBIT - continued

and a large panel gave out information as to actual temperature, wind and humidity at the C.N.E.

Tommy Burling and Paul Simpson from Malton Weather Office were in attendance to supervise the teletype and answer general questions. Supervising the punch card machine and answering questions were Mrs. Margaret Perkins, Mrs. Lou Ellen Smith and Mrs. Margaret Townsend from the Climatological Section at Head Office.

## Return of the D'Iberville

Completing a 7,733 mile trip which took her 881 hours of actual steaming time, DOT's powerful ice-breaker C.G.S. "d'Iberville" returned to Quebec on September 9 well ahead of schedule after completing a successful mission to the Arctic. After escorting a convoy of ships carrying 6,000 tons of supplies to Resolute, the "d'Iberville" made a lone dash to Eureka weather station, 700 miles from the North Pole with some 350 tons of urgently needed supplies. Her master, Captain C.A. Caron declared it to have been the best trip experienced in his many years of service in the Arctic and said that when the "d'Iberville" cleared Hell's Gate on her way out from Eureka he "could not have been happier if he had been given a million dollars."



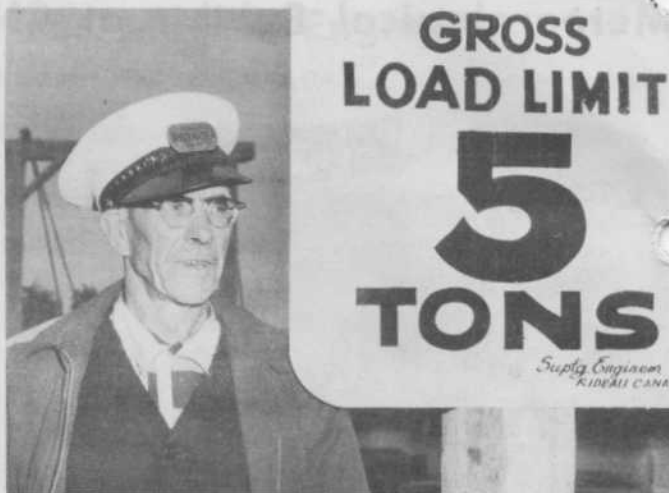
Photograph taken aboard the ship after docking shows, left to right, O. Caron (son), Mrs. Caron, Captain Caron, Captain G.E. Gaudreau (DOT Marine Agent), and Alderman Paul Mecteau (representing the Mayor of Quebec) with his wife and daughter.



### MISSION ACCOMPLISHED

When D.O.T.'s Arctic supply ship "C.D. Howe" docked at Quebec on September 20 after almost three months absence in northern waters, she brought back 33 Eskimo men, women and children who have since been hospitalized at Hamilton, Ont. Shown above on the foredeck of the ship are Captain Paul Fournier, Master of the "C.D. Howe" and Captain G.E. Goudreau, Marine Agent at Quebec with some of the Eskimo. Insert is shown Mike from Pond's Inlet, a camera enthusiast, who snapped the press photographers.

Appointment of Ian Campbell to new position of Superintendent of Lights and Engineer for Prince Rupert Agency has been announced.



John McLaughlin, bridgmaster at a DOT bridge over the Rideau River at Kars, Ont., examines the new sign erected by the Department, when the combined 36-ton weight of a cement loaded tractor trailer plunged through one of the spans. In order to make sure the five-ton load restrictions are observed on the bridge the Department made this conspicuous sign. The span was quickly replaced by an English Bailey Bridge (famous for its wartime use) until a permanent wider structure can be built.

## Publicity for DOT

The Department of Transport, its organization and services, has been much publicized by several trade magazines during the past months.

"Canadian Shipping and Marine Engineering News", devoted its August issue to the services of the Department of Transport in water transportation. This includes Marine and Nautical Services, Canals, Canadian Maritime Commission and Steamship Inspection. "Aircraft", July issue has a 10 page section on the work of the Air Services Branch of the Department. Both these magazines contain many photographs of our personnel and activities.

Supplying these magazines with information and photographs is part of the services of the Information and Editorial Bureau.

"Weatherwise", a United States Meteorological publication, April issue, is devoted to Canada, its weather and weather service. Articles dealing with continental, trans-oceanic and public weather services, the climate of Canada and climatological services, research and training services, communications, the WMO and a history of the Met service were written by headquarters personnel; an article on the Arctic by W.G. Clark; and there is an introduction by the Controller; the cover was drawn by N. Steinhaur of Head Office.

### CHARLES D. FAULKNER

The Department of Transport learned with regret of the death, April 28, of Charles D. Faulkner, Superintendent of Sable Island, N.S., and a veteran of more than 40 years' services with the Department.

The DOT vessel "Edward Cornwallis" brought his remains back for burial in Jeddore, N.S. J.C. Theakston, Marine Agent of DOT, Halifax, paid tribute to Mr. Faulkner's long service with the Department. "He was one of our most experienced and most faithful employees" he said.

Surviving are two daughters and four sons. His wife died four years ago.