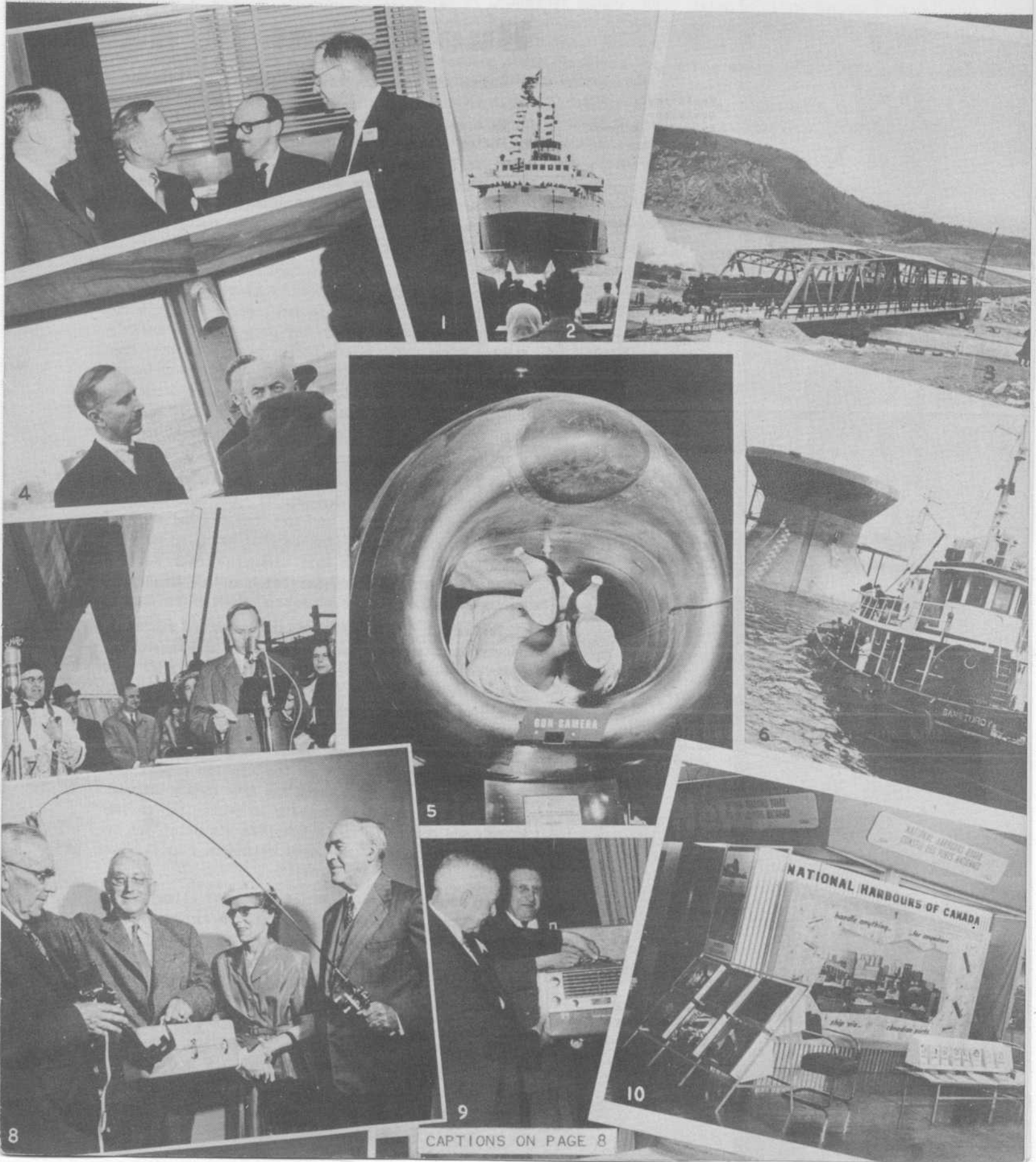


NEWS on the DOT

DEPARTMENT OF TRANSPORT STAFF PUBLICATION

JUNE 1955

Transportation In The News *W. W. Ford*



CAPTIONS ON PAGE 8



After winter overhaul, the odd-looking buoys are lined up on a Quebec City dock.



GETTING THE RIVER READY FOR NAVIGATION - The buoy floats like a sentinel to mark obstruction in navigation.



Replacing acetylene cylinder in buoy.



The lantern is lighted and checked on deck just before buoy is deposited in river.



Buoy to mark navigation channel in St. Lawrence River being lowered over side of ship.



The anchored buoy is cast loose.

Buoys that Blink

PHOTOS AND STORY COURTESY OF "LIQUID AIR REVIEW"

On a cold windy day early last April, the "Walter E. Foster", the new buoy laying vessel of the Department, pulled away from a dock below the frowning battlements of Quebec City and with her hardy crew headed down the deserted and ice-sprinkled St. Lawrence River. They set out to get the river ready to receive safely ships which would soon arrive.

At a series of pre-determined positions which the captain on the bridge checked by careful sighting on known landmarks, she hove to and lowered a large marker buoy over the side from her deck onto the swiftly flowing water. The buoy's anchor plunged to the river bottom, and as the "Walter E. Foster" got underway again, the buoy was quickly left farther and farther astern, floating in its fixed position and flashing regularly to mark the navigation channel at night.

Each spring, the Aids to Navigation of Marine Services of the Department prepare for the busy shipping season by depositing these vitally important buoys in the St. Lawrence River, and in other coastal and inland waters to guide all ships that carry so much of Canada's commerce. The work along the lower section of the river is under supervision of G.E. Gaudreau, Marine Agent of Quebec.

Throughout the long winter, the buoys are stored on nearby docks and wharves. Seen out of the water, the buoys are odd shaped objects, standing nearly 20 feet high and weighing about 5 to 7 tons. Lined up in rows, they look like giant sentinels from a land of robots. At the Quebec City Depot, one of several operated by the Department, the buoys receive their annual winter overhaul. The personnel on the station repair the damaged buoys, clean and check and give them a thorough scraping to remove such objects as barnacles, marine growth and corrosion and a complete new paint job is applied. The special acetylene cylinders that fit inside the buoys are also refilled.

Acetylene gas is used as the source of illumination because this gas burns in air with an exceptionally brilliant intense white light that can be seen on a clear night for five or six miles. Almost all the buoys marking the navigation channel of the St. Lawrence are the acetylene type. In the largest buoys, the acetylene cylinder weighs about 1,400 lbs. and normally lasts a full season without refilling. The lanterns burn day and night.

CONTINUED ON PAGE 3

Air Services Promotion



D.A. McDOUGAL
NEW E.A.A.

The appointment of Donald Alexander McDougal as Executive Assistant to the Director of Air Services was announced on March 25. He came highest in a promotional competition to fill the vacancy created by the promotion of Mervyn M. Fleming.

Mr. McDougal started his career in the government in 1927 when he joined the Department of Marine and Fisheries as radio operator aboard the hydrographic ship C.G.S. "Lillooet" and later the C.G.S. "William J. Stewart" operating out of Vic-

Transferring from marine radio to aviation radio in 1937, when the Trans-Canada airways service of the Department of Transport was being developed, Mr. McDougal was Officer in Charge at Lethbridge Range. He was responsible for much of the calibration of radio range beacons in the western district during the early days of developing this service, flying with S/L Tudhope and J.A. Wilson, Controller of Civil Aviation, on their inspection trips in the surveying of the airways.

Early in World War II, Mr. McDougal pioneered the Northwest Staging Route, the airways extending from Edmonton to Whitehorse which made possible the construction of the Alaskan highway. As senior technician his duties included assisting in selection of sites, the construction, installation and maintenance of all radio stations being developed over this airway route.

In 1943, Mr. McDougal was transferred to Winnipeg and two years later to Ottawa headquarters. There he was engaged in the supervision of construction of radio facilities and assisted in the training of radio technicians for radio aviation work. He was in Vancouver as Administrative Officer since June, 1948.

HEADS FLIGHT OPERATIONS



J.D. 'Jack' Hunter has been appointed Superintendent of Flight Operations, a Section recently created within the Civil Aviation Division, of the Department of Transport. This Section assumes responsibility for the operation, maintenance and overhaul of the Department's fleet of 27 aircraft, which includes both twin and single engine aircraft, and three Bell helicopters.

The operation of D.O.T. aircraft includes their use in such duties as the site selection, inspection and calibration of the various radio aids to air navigation essential for the safe operation of aircraft along the airways; inspection and development of airways, air routes and airports; investigation of aircraft accidents in remote areas; and training to maintain or improve the skill and technical knowledge of departmental personnel.

Mr. Hunter joined the R.C.A.F. in 1928 serving as an airframe and engine mechanic. The following year he was selected for pilot training, completing the course at Camp Borden and Jericho Beach, Vancouver. Following the completion of a course at Royal Air Force College at Cranwell, he

returned to Canada and installed and tested the first automatic pilot to be flown in Canada.

Coming to the Department in 1937 as an Airways Inspector, he assisted in the site survey and initial flight calibration of radio range stations on the trans-Canada airway. He was co-pilot on the first 'Dawn-to-Dusk' flight from Montreal to Vancouver, July 30, 1937, with the Rt. Hon. C.D. Howe, H.J. Symington, and C.P. Edwards as passengers. Transferred to Lethbridge in 1939, in 1942 he opened the sub-district Airways Office in Edmonton, and was District Superintendent of Airways at Edmonton from 1946 until 1952 when he was transferred back to headquarters, Ottawa.

Mr. Hunter is a member of the Professional Institute of the Public Service of Canada, and of the Helicopter Society of America.



(Toronto Telegram Photo)

'FORE' - Air-minded Carol Dickie who crawled into the air intake of a Sabre-Jet (see cover) during Aviation Writers Association visit to Trade Fair, comes out of exhaust end to get front-row view of Toronto Air Show between pauses to catch up on her reading.

D O T REPORTERS

VANCOUVER DISTRICT

HUNTING BIG GAME

The staff at lonely Estevan Point Radio, situated on the West Coast of Vancouver Island between Nootka Sound on the north and Clayoquot Sound on the south, are kept busy handling radio traffic for the ships of the world as they tramp across the Pacific and come within the vicinity of their station. The station operates on a 24 hour vigil.

The Officer in Charge, M.T. Redfern, dropped into the District Office during the week of April 11, while on Annual Leave in Vancouver and during the conversation he disclosed the fact that they were having a rather interesting time tracking down some of the hungry cougars roaming in the station area. To prove what he had done, he produced snap-shots of a recent killing that he was responsible for and you will see by the snap-shot, the cougar is no enviable pet of the boys.

Mr. Cougar, about 8' long, hangs by the hind leg to trouble them no more. You can call this outside gainful employment if you wish, but not at the request of the staff. On presenting the skin to the proper authorities, a \$20.00 bounty is granted.

Apparently, several of the cats have been snooping around the D.O.T. premises ignoring the "No Trespassing" signs, resulting in sudden death by gun fire.

Cougar steaks and chops are first rate (so they say) and make good eating, at least for the natives.

There are good drivers, poor drivers, slow drivers, speedy drivers, careful drivers, but the most exalted are the safe courteous drivers. Orville Fisher, from the Department has been placed in the last category, by reason of an award by the city of Vancouver Traffic and Safety Council.

One day, while driving a D.O.T. vehicle on departmental business, he was followed by a traffic policeman for some miles, who finally intercepted him at the workshop where he is a mechanic. The policeman took his name and address and left him puzzled and bewildered. Later, however, he was notified by the Safety Council of the "Safe Driver Award" and told to report to a certain office where a luncheon was held and he was presented with an award.



Safe Driver AWARD

presented by the

VANCOUVER TRAFFIC & SAFETY COUNCIL

To Mr. Orville C. FISHER
for courteous and exemplary driving, thereby contributing to the safety
of our streets and the cause of traffic accident prevention.

DATE: 20th February, 1955,

SIGNED: *W.A. Boyd*
President



THE HUNTERS: Radio Operator Bodkin (with beard) and OIC Redfern and children of D.O.T. staff showing their "kill".

FAREWELL PARTY - D.A. McDOUGAL

On the afternoon of April 5, members of the Vancouver District Office staff gathered in the Board Room of the Winch Building to bid farewell to Don McDougal. Don had won the promotional competition of Executive Assistant to the Director of Air Services in Ottawa.

Dr. T.G. How, District Controller for the Vancouver District, spoke on behalf of everyone present. During the course of his comments, he stated that we were both sorry and yet happy to see Don go. Sorry, because he had become a good friend of all present and yet happy that he was receiving the promotion to such a responsible position.

Don held the position of District Administrative Officer in the Vancouver District since 1948, and had a major part in amalgamating the Civil Aviation, Meteorological, and Telecommunications Divisions under one roof and with one central administration. During his term, he served under three District Controllers.

Dr. How said, on perusing Don's file, he noticed two things in particular: one, the numerous commendations by Don's superiors, and the other, Income Tax TD1 Forms for which he was claiming certain exemptions. The latest form he filed said "3 days old" however, he admitted that he certainly was very efficient and very prompt.

We can all truthfully say that he will certainly be missed and on behalf of the office and District staff, Dr. How presented him with a handsome nylon Travel Pak and a piggy bank. The contents of the bank were certainly a substantial indication of our esteem, not only from staff in the District Office, but staff in the field.

All staff members of this District, heartily join in wishing Don every success in his new position.

W.A. Boyd

EDMONTON DISTRICT

FORT NELSON

The first six months of 1955 have seen many changes take place in the D.O.T. Staff at Fort Nelson. Since there are only eleven D.O.T., three changes can be considered a high percentage. E.A. Brickman, OIC Forecast Office, has departed for Gros Tenquin, France, where he will take over duties as an RCAF Squadron Leader in charge of the Forecast Office. His replacement, George Lucy, has arrived from Moose Jaw, and another forecaster, E. Brandon, has arrived from Summerside, P.E.I., to complete the Forecast staff.

Fort Nelson is beginning to sound like a busy airport and very soon, we understand will be. The United States Army and Airforce operation SNOWBIRD has come and gone, and Fort Nelson hummed as seventy-six C119's loaded with troops landed and departed in a 3-day period. The first of eight CPA C46 commando aircraft, to be based at Fort Nelson, are expected soon.

The first United States Air Force Super Sabre F-100 landed at Fort Nelson en route to Alaska for cold weather tests and brought out most of the people in the area to see the parachute-braked landing and his speedy aerobatics display -- "Man. look at him go!".

Curling was the main winter recreation here and the number of participants lack only the children. Two D.O.T. teams entered the Northwest Highway Maintenance 3-day bonspiel but came away with no laurels except rings under the eyes, since the curling was "round the clock" and curling two games between midnight and 7 a.m. is not fun by the end of the second game.

D.L.D. Bell

FORMAL ANNOUNCEMENT

This poster is a contribution from the Engineering Staff of the Edmonton district, announcing the arrival of a baby girl at the home of E.B. Wilkins, Edmonton District Airway Engineer. Mr. Wilkins is well known in Edmonton and at headquarters.

IT'S HERE!
THE ALL NEW! 1955 MODEL
Bert's Special

CHIEF DESIGN ENGINEER - E. B. WILKINS
 PRODUCTION MANAGER - TERRY WILKINS

DELIVERY DATE JAN. 25, 1955 GROSS WEIGHT 6100-13,000 COLOR - BABY PINK

WITH THESE ADDED FEATURES

- High Speed Rear End Action
- Sleek Lines
- Built in Water Ejector
- 24 hr Alarm System
- Lifetime Guarantee
- Low Fuel Consumption
- Changeable Seat Covers
- Knee Action
- Automatic Oil Change
- High Trade Allowance

THE MANAGMENT ANNOUNCES THAT THIS IS ABSOLUTELY THE LAST MODEL THIS YEAR.

P.S. its a girl

MONTREAL

SUGAR PARTY



The Sugar Bush, with Chairman Paul Labelle and friend in foreground.

This year, for the first time, the Montreal Air Services Club held a sugar party. About thirty members of the staff and children drove to a maple grove - a "sugar bush" on the Montreal-Ottawa highway and had a sticky good time.

There are customs and forms of entertainment which are peculiar to certain regions of Canada. One custom in the East, especially in Quebec is the "sugar party". Westerners would not be familiar with the idea, lacking the props for such an occasion. In the last days of March, when the winter is getting weary, and spring seems slow in coming, these Sunday and Saturday afternoons at the sugar bush provide a pleasant outing. Although not as popular as in early Canadian settler days, a visit to the sugar bush is still a treasured and social habit.

When the DCAS party arrived at the bush, some of the group, particularly those who had not been to a "sugaring off" before, were eager to see the processes involved in making maple syrup. In walking through the maple grove, they were intrigued with the buckets tied around the trunk of each tree to catch the sap as it flowed through two holes bored in the trees. The flow of the sap is determined by the size of the tree, and the extent of its crown, the absence of undergrowth and above all by the weather. Ideal weather is frosty nights and sunny days. Once the trees begin to bud, the sap stops running and the season is over.

After a walk in the woods, most of the party went to the cabin which contained the boiling room where the buckets of sap were brought. Here they watched the important process of boiling the sap, for the making of good syrup is an art, depending upon the boiling. Too long, it burns, and darkens, boiled quickly, it is light coloured and mild flavoured.

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Scrambling for "la tire" M. and Mme. Gourdeau in the foreground, and behind them, M. Blondeau. DCAS.

MONTREAL Continued from page 5

The cabin also housed a spacious dining room and a dance hall where a three piece orchestra was playing and the traditional sugar party lunch of scrambled eggs, ham, beans, potatoes followed by eggs poached in syrup, and coffee, was wolfed with gusto by the hungry crowd.

The great attraction of the day, particularly for the children, was "la tire", making toffee. A dipper full of boiling syrup is poured over fresh trays of snow, which immediately turns to the syrup toffee. It can be wound around a stick to make a lollipop. The rest of the day became quite sticky.



The Kiddies Special Tray - Under the watchful eye of the proprietor four diminishing Skeltons, one Gourdeau, with back to camera, and two Charettes, with pig tails.

Snow ball fights and dancing served to burn up some of the excess energy and although the sun was shy about coming out and joining the party, and a few flakes of snow ventured down to see what was going on, the day was bright and pleasant.

Congratulations go to Paul Labelle for his excellent organization, and keeping the cost to bargain level.

C.R. Skelton

HALIFAX MET.

Into the peaceful, salty atmosphere of peacetime (?) Halifax, there entered, on December 20, television programs on CBC's Halifax station CBHT, challenging the overwhelming roars of the hitherto undefeated foghorns and ships in our harbour. At 7:10 each evening weather comes over CBHT, in the program "Gazette" and our OIC. Rube Hornstein, gives an excellent continental weather coverage before dwelling nostalgically on the fogs and drizzles of the Maritimes. Weather is followed by an interview of some schooner-sailing salt or other newsworthy citizen by Max Ferguson ("Rawhide"), with Rube joining in during the course of the interview to link in the weather. This program has evoked some rather wonderful suggestions from the public regarding things they like to see on the map, and has included in its scope an ancestor of Admiral Nelson, an 84-year old step-dancing mariner, a birthday cake being presented by Rube, Cmdr. Finch-Noyes' collection of shrunken heads and native spears acquired during a round-the-world cruise, a live horse just arrived on a boat from England, a taxi-driving Dorothy Dix, Rube issuing the April 1 forecast while hanging inverted from the ceiling and attempts by Max to scuttle the forecasts.

On "Scope" program of January 23, we were much interested by the dramatic story of Hurricane Hazel and some activities at the Malton forecast office during the storm, although we are mystified by such a hullabaloo over a hurricane. The portrayal of Mr. Turnbull as an unruffled O.I.C. was excellent, but we were sorry not to glimpse two alumnae from our shores ----- Ted Wiacek and Bob Templeton. Perhaps they were shoring up timbers.

Many other staff members have exchanged Halifax for both near and far climes since these two men deserted us, but during the past year the status quo of the of the Halifax staff seems at last to have found its own level and there are not many changes to be reported ----- Jean Ewell Hatcher, who cheerfully served a 7-year hitch in our Teletype Section, resigned to become the fulltime wife of D.O.T. radio operator, Sid Hatcher, and to devote more attention to their new TV set ----- Al Nowlan, one of our younger assistants and a native-born Nova Scotian, was married on February 21 ----- another assistant, Wellington "Red" Gavin, returned from Alert and Resolute on May 2 to breathe some salt air and to face interviews on "Gazette" and radio. After leave spent at his home overlooking the clear waters of Bedford Basin, he and his wife are looking forward to being posted to Seven Islands ----- a station where "Red" may see the sun rise and set every day of the year and which is not on a desert island so far north as to be avoided even by Eskimos.

Our forecasters have been at Halifax so long now it is suspected they have acquired barnacles. With no transfers to report, nothing is left but to mention new honours acquired, such as the awarding of the President's Prize for 1954 by the Royal Meteorological Society to our statist, Ted Munn. This is a prize awarded each year for the best paper received. Forecasters, like Ted Munn, and other members of the R.M.S. send in written articles on their research projects. There is still much to learn in the meteorological field and these men are constantly carrying on research in an effort to solve some of the problems and enable us to issue better forecasts. Ted Munn has been studying different ways of dealing with meteorological problems by the use of statistics.

The prize, a book, was presented to Ted in February when he made a trip to Toronto to present a paper on statistics.

News reached us from the outside world when K.T. McLeod visited us in April (and was storm-bound for a week) and when our new Maritimes D.C.A.S. R. Goodwin, visited us near the end of April.

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CHIEF FLYING EAGLE HOWE

Ex-Transport Minister C.D. Howe will become Chief Flying Eagle, honorary chief of the Blood Indian tribe and member of the Kainai chieftainship at the Bloods' annual tribal sun dance at Standoff, 38 miles west of Lethbridge, July 29.

Mr. Howe's title is given in recognition of his work in promoting civil aviation.



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It was not necessary to leave the office to watch the construction of the Angus L. Bridge, spanning the Narrows from Dartmouth to the north end of Halifax. A spyglass was in the office for watching, from the north windows of the forecast and teletype rooms, the pitching and tossing of the catwalks. Whenever a man fell into the harbour, 33 fathoms below, it was judged to be breezy and work on the bridge was discontinued for the rest of the day. In spite of such delays, the bridge was finished and the first ox-teams, hospital-bound taxis and Bengal Lancers were seen crossing it on April 2 after Mrs. Angus L. MacDonald had, with due ceremony, smashed a bottle of champagne over its bow --- that is cut the white ribbon barrier.

BOWLING NEWS

The bowling league ended its activities for the year with a banquet and dance at the Riverside Inn, Bedford May 3. The Cleve trophy held in past seasons by the Radio team, was won this year by Met. team. H. Brannen of the Radio staff presented the trophy to R. Hornstein who accepted it on behalf of the Met. staff. Forecasters Reid Dexter, Marueen Grandy and Assistant Stan Westhaver were the big guns that sank Radio. Other excellent bowlers on the Met. team were Phyl Walsh, Oscar Grandy and Burpee Mason.

At the bowling banquet Ted Munn also presented Teletypist Joy Keeler a cheque for her winning design for a crest in a contest for the newly formed Association CASA., Canadian Air Services Association. The contest was open to all members of the CASA.

Most staff members are devoting all obtainable leave credits to the gentle art of fishing ... with such glass and greenheart rods and other appurtenances as Izaak Walton never heard of, but, seemingly, with not too much hazard to local fish.

E. A. Croucher

(Bowling and banquet news supplied by O.C. Grandy)

OTTAWA

The Ottawa D.O.T. Personnel Bowling League recently completed their third successful bowling season. Their annual banquet and presentation of prizes was held on Saturday, April 16 at the Green Room of the Standish Hall, at Hull, Quebec. Chairman for the evening was James Lochnan, and prizes were presented by J. Roy Baxter, Director of Personnel and Information Service.

Mr. Baxter has recently donated a very attractive trophy, and this Personnel Challenge Trophy was won, in its first year, by the team captained by Fred Tomka, the other members of the winning team were: Shirley Reid, Florence Dale, Marian McSheffrey and Darrell Debow. The runner-up team was captained by Harold Fortune. The yearly High Average for men also went to Fred Tomka, and for the ladies to Rita Dunlop. Vince Kosnar won the yearly High Cross for men, and Doreen Cruickshank won this honour among the ladies. Dan McLean won the yearly High Single for men, and Germaine Vallieres for the ladies.

There were six teams in the league this year, with considerable enthusiasm. It is expected that next year's fun and games will be - fun and games!



Max Ferguson (R) and Rube Hornstein (L) featured on "Gazette" CBHT's program of public interviews and weather forecast.

RUBE HORNSTEIN

Rube Hornstein has been on the C.B.C. Trans-Canada since May 19, 1952, when he began his "Ask the Weatherman" series. Since that time Canadians have been "asking the weatherman" at the rate of several hundred letters a month.

He is also heard on the Maritime Network - at 2.15 p.m. - "Meet your Weatherman" series. He emphasizes the "whys and wherefores" - rather than the weather situation of the moment - and this may partly explain his popularity.

Through his programs the weather service has gained several volunteer weather observers in communities not served by weather stations. With an interest in weather conditions and with instruments supplied to them, observers provide information on a monthly basis which is put to use in Climatological reports.

Rube Hornstein was born in London, Ontario. Although he had no idea at the time that he would eventually become a meteorologist, he learned the importance of the weather during 10 years of the early part of his life, which he spent living and working on a farm in Caradoc Township, about 16 miles from London.

PRESENTATION OF PERSONNEL CHALLENGE TROPY

First winners: Florence Dale, Shirley Reid, Fred Tomka (Capt.), J. Roy Baxter (the donor), Marian McSheffrey and Darrell Debow.





R.J. BURNSIDE
DIRECTOR OF CANALS

Canals Promotion

Promotion of Robert John Burnside, Assistant Director of Canal Services, Department of Transport, to the position of Director of that service was announced on May 16.

The new Director joined the Canal Services in 1935 and has been associated with engineering developments at different canals including the Trent, Welland and Sault Ste. Marie canals. He was assistant superintendent engineer of the Welland canal when he was transferred to Ottawa in 1954 to become Assistant Director. In addition to his duties as Assist-

ant Director of Canal Services, Mr. Burnside has been departmental engineer supervising the construction of the Canso Causeway.

Mr. Burnside was born at Madoc Ontario, in 1903. He graduated in civil engineering from the University of Toronto in 1927 and has experience in consulting engineer work and in provincial and municipal engineering prior to joining the government service. In 1931, Mr. Burnside was married to Miss Anne Lawrie of Almonte, Ontario.

RUBE HORNSTEIN - cont'd from page 7

After completing high school he won a two-year scholarship and entered the University of Western Ontario. With part-time work and another scholarship he completed his course in 1934 - a B. A.

During his post-graduate years he served as a demonstrator of physics at Western, and for a short period filled in for a professor of biology, mathematics and physics at Waterloo College. He confesses now that since his last contact with biology had been in high school, he had to give his biology course by keeping one lesson ahead of his class.

Rube received his M.A. in physics from the University of Western Ontario in 1936. It was about this time that he first became aware that he wanted to become a meteorologist. He attended the University of Toronto and in 1938 graduated with another master-of-arts degree, but this time in meteorology. He joined the Canadian Meteorological Service and was sent to St. Hubert, Quebec, as an aviation forecaster.

He first went to the Maritimes in 1940. He was transferred to Halifax as meteorologist-in-charge at Eastern Air Command, and continued as such until 1946 when he assumed charge of the newly-organized Dominion Weather Office in Halifax. In the fall of that year he began his MEET YOUR WEATHERMAN broadcasts on the Maritime network of the C. B. C.

One of the strangest requests in Rube's mail-bag came from an 83-year-old gentleman in New Brunswick. He pointed out that, since Rube's voice "sounded so kind", he must be a "very nice man". Would he, therefore, be kind enough to grant a favour? Could he find a maid for the old gentleman? She had to be a good cook, and assurance was given that she would receive only the best of treatment.

Everyone who receives a great deal of mail gets the odd letter with a trick address. Rube recalls a box of fudge mailed from Pictou County and addressed simply: "Intermittent Drizzle". He received it.

In the great number of letters addressed to "Gazette", his T.V. program, one of the most prevalent questions is, "How does Rube remember all the different places and temperatures he uses on the continental weather map?" Rube assures us that it's straight memory work and no gimmicks are used. Once, when he was away ill, the replacement forecaster hinted that the trick was in the piece of chalk used to mark the map. He intimated that Rube's notes were written on

the end of the chalk. Since that time requests have been coming in for autographed sticks of chalk.

In summing up his work, Rube quotes a little poem:

In Retrospect

*And now among the fading embers,
These in the main are my regrets,
When I am right, no one
remembers—
When I am wrong, no one forgets.*

(From C.B.C. Times)

APPRECIATION FOR RETIRING DIRECTOR

K. F. Mickleborough, Director of Canal Services, retired on superannuation on June 3 after being associated with the Canal Services since 1913 with the exception of five years when engaged in private engineering in British Guiana. Honourable George C. Marler, Minister of the Department, ably expressed the feelings of associates and friends of Mr. Mickleborough in a letter in which he expressed "appreciation of the service which you have so faithfully and so effectively, rendered to the Department of Transport and through it to the people of Canada." Mr. Marler further said: "On my own behalf and on behalf of the Government, I should like to express to you our deepest gratitude for the work you have done for Canada in the doing of which, may I add, you have markedly enhanced the high reputation of our Civil Service."

PAGE ONE CAPTIONS

1. ICAO'S 9TH SESSION OPENED BY MR. MARLER
2. D.O.T.'S FERRY "BLUENOSE" LAUNCHED
3. CANSO CAUSEWAY - FIRST TRAIN CROSSING
4. SUDBURY AIRPORT VISITED BY MR. MARLER
5. "AFT" - AT THE AIR SHOW
6. MAN-MADE ISLAND TO SUPPORT LIGHTHOUSE OFF TADOUSSAC
7. HON. GEORGE C. MARLER ADDRESSES LAUNCHING CROWD
8. TWO N.H.B. OFFICIALS HONOURED ON RETIRING
9. TELECOM. CONTROLLER HONOURED BY RADIO-TV INDUSTRY
10. N.H.B. EXHIBIT AT TRADE FAIR