NEWS on the DOT MARCH

VOLUME 1 NO. 5. PUBLISHED UNDER AUTHORITY OF THE MINISTER OF TRANSPORT MARCH, 1950.

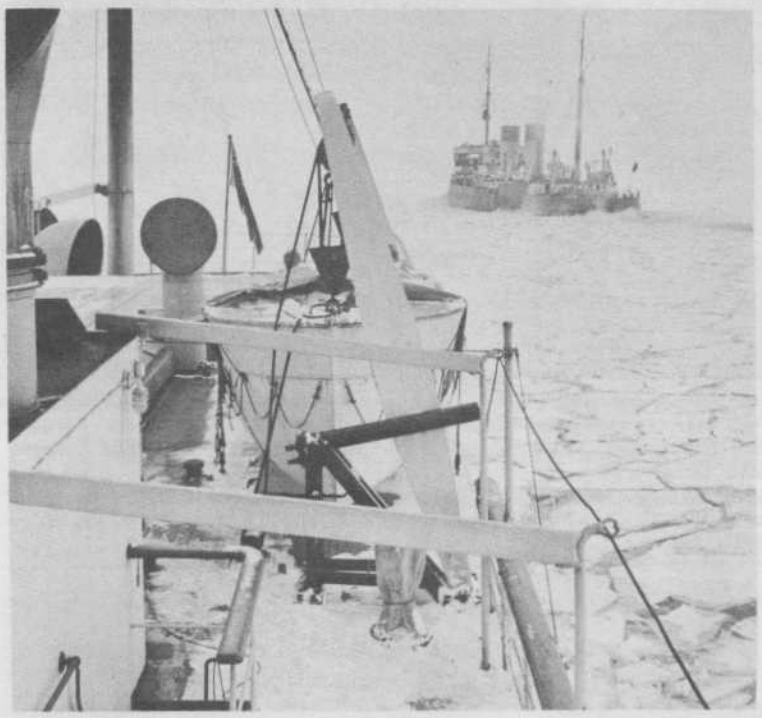
FRIDAY THE 13TH!!

There may be nothing in the old superstition about Friday 13th, but you probably have difficulty convincing M.A. Dolan and L. Fleming, two members of the Department of Transport staff, stationed at the Old Glory Weather Station, 7692 feet above sea-level near Rossland, B.C. On the 12th of January they left their station to ski to Rossland which normally takes about 5 hours. Poor snow conditions held them down to 8 miles during that day and by nightfall they had reached Yodel Inn. The temperature was dropping and went down to 27 below that night. A fire was started in the stove but even though they had plenty of dry wood they were unable to get the place warm. Next morning they had trouble even putting their boots on because of the frost and cold. Leaving the cabin at 8.30 they were met on the trail by a search party about two miles from the ski tow and didn't reach Rossland until 3.30 in the afternoon. Just 300 yards away from Yodel Inn, Mr. Dolan went over a cliff and fell about 30 feet, he broke a ski in the fall but with a spare metal ski tip in their pack they repaired the break. By the time they were rescued Mr. Dolan had badly frozen feet and had to be taken to the clinic and from their transferred to hospital. He will probably be there for at least a month. Fleming has suffered no ill effect other than exposure.

WELLAND CANAL NEWS

A First Aid Class has been organized for employees of the Welland Canals and held its first meeting February 8th when the eighteen enrolled members attended.

The keel was laid in the Port Weller Dry Dock on the 15th of January for the largest boat to navigate the Canadian Great Lakes. It is 654 feet long, 68 feet wide and its water displacement is 24,000 tons. To accommodate this boat, the drydock has to be lengthened 62 feet, and the work of doing this was started on January 15th and is expected to be completed by March 15th.



This photograph, taken from the "Ernest Lapointe", pictorially describes the action of the department's icebreaking activities on the St. Lawrence River. The "N.B. McLean" can be seen beyond as she charges through the ice on Lake St. Peter. The two vessels combine forces to open the ship channel.

From the bridge of the "N.B. McLean", Captain Charles Caron, master of the vessel, telegraphs his needs to the engine room, as he tackles the job of clearing a path through the ice on Lake St. Peter. Herbert Land of the St. Lawrence Ship Channel looks on as the "N.B. McLean" charges and lunges through ice formations along the Ship Channel.

Any day now, the "N.B. McLean" will arrive at the Port of Montreal after having loosed King Winter's icy grip from this all important strip of Canada's main highway of water-borne commerce.

PORT HARDY RADIO MEN TURN ON THE HEAT FOR TROUBLED U.S.N. PLANE

One afternoon recently a United States Naval Transport DC4 with 32 passengers was outbound from Seattle for Kodiak. It began to experience difficulties when it was abeam of Port Hardy, B.C. approximately 100 miles out.

First the pilot reported that one engine had gone and he had feathered the propellor and was continuing on course. A matter of minutes later he called again and advised that a second engine had gone and that he was turning in toward Port Hardy. The weather was fair and although the Pilot was a little perturbed he was not particularly worried. About ten minutes later again he called, this time really excited, and advised that the third motor was gone and he didn't think they could make Port Hardy. He also advised that they could not maintain altitude to cross the hills between Winter Harbour and the Airport but would have to follow the water around and just hope; the good engine was the outer starboard and it was now on full emergency boost and could be expected to last ten to fifteen minutes.

Now the excitement really started for Port Hardy staff. The range operator declared an emergency on our 316 and E457 circuits to give clear circuits to the naval control at Seattle. Both these circuits were jammed one with information going to Seattle from the plane and the other with instructions, such as to "Ditch everything moveable, baggage, films, mail, seats etc." The Pilot had never landed at Port Hardy before and although it was thought he couldn't possibly make the airport he was given all possible information such as course from Pine Island, altimeter setting, winds, visibility, ceiling, highest obstacles liable to be encountered.

With ten minutes to go and the one engine still holding on the Pilot reported his number three engine on fire. By this time the Operators had rung for the crash wagon and the crew were all prepared with two men in asbestos suits.

(Cont'd on page 8 column 4)

Our Minister has an informal chat with five heroes from Iroquois, Ont. who took part in rescue work following the tragic St. Lawrence River collision of the "Milverton" and the Translake" on September 24, 1947. This followed an investiture in the Minister's Office when the Honourable Lionel Chevrier pinned the Royal Canadian Humane Society's bronze medal on the five heroes. Left to right are shown: Graham van Allen, Gerald Cornell, Mr. Chevrier, Ed. Casantree, Ronald Cornell and Arthur Cornell.

Editorial

This month sees an expansion in "NEWS ON THE DOT" – a hopeful sign for our future. In the last issue we switched to the present make-up so that we would be able to insert additional pages as our paper grew. We are able to print eight pages, not because of our efforts, but because of the cheerful cooperation of the many district and agency reporters whose contributions are now flowing in so fast that we cannot keep up with all of them.

Out of this flow we are building up a supply of articles and stories that should enable us to meet our deadlines in the future.

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In this issue we are starting a series of articles on unusual jobs in the D.O.T. V.K. Dixon's description of his work as a Livestock Inspector must surely rate as one of the strangest. If you are doing a job that is out of the ordinary and uncommon, do let us know about it. The variety of work in this department is amazing and we think you will enjoy reading about it.

.....

"Who is he?" and "What is It?" are a new form of puzzle. Each month we will run pictures under these captions. For the best short description of the subjects the Publicity and Editorial Section is offering a series of books as prizes.

NEW DEVELOPMENTS IN AIDS TO NAVIGATION

The Department of Transport, in collaboration with the National Research Council, has experimented over a period of several years with the use of radar reflectors on buoys. Several types were tried but the most effective was found to be a double row of trihedrons mounted around the circumference of a circle above the buoy lantern. These have been used on gas and whistle, gas and bell and gas buoys and a few on smaller electric buoys. The accompanying photograph shows an installation on an eleven-foot diameter gas and whistle buoy. In this instance the reflector is approximately 30 feet above the water.

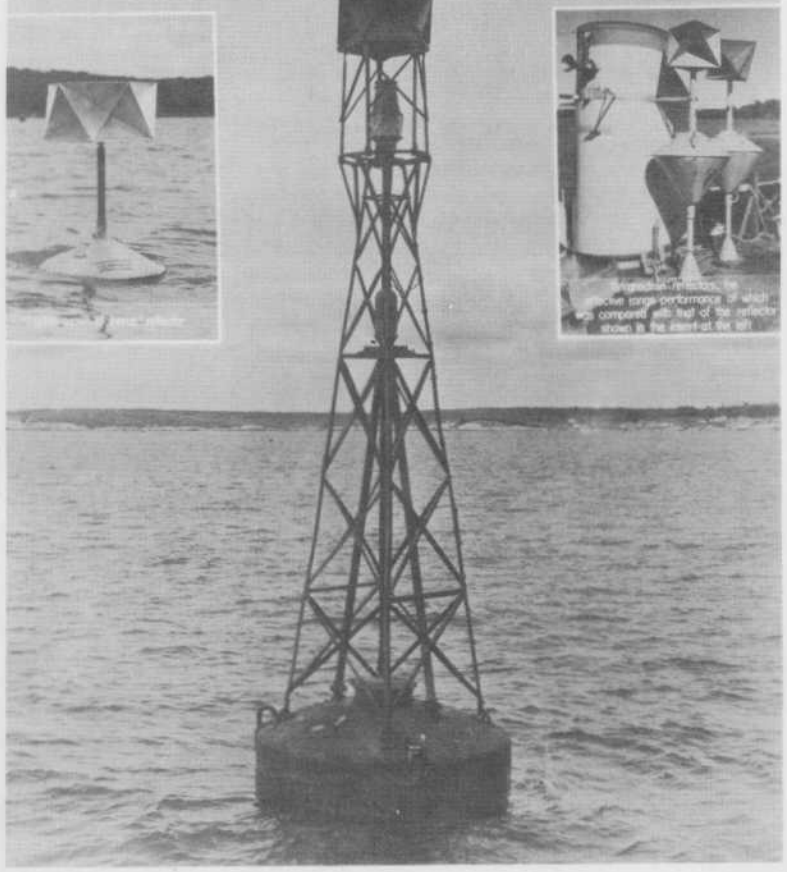
Under normal smooth weather conditions gas buoys without radar reflectors are readily picked up on the radar scan at 2½ miles. During heavy swell conditions this distance is greatly reduced by the prevalence of wave clutter. The buoy float would be obscured by the approaching waves and the superstructure has not a very great reflecting surface. The addition of a radar reflector high up on the buoy superstructure increases the radar range of the buoys to 8 miles or more, and wave clutter does not reduce this distance very much. When the buoy is in the trough of a wave the reflector is well above the top of the wave.

At the present time no means of positively identifying buoys by radar has been devised. Experiments in grouping for identification purposes have been made but although the results obtained were favourable the cost of establishing buoys in groups for this purpose has been prohibitive.

Experiments are also being carried out to develop a small reflector suitable for spar buoys. Spars have a very short range of visibility on the PPI and there are many places where reflectors could be used to advantage.

Radar reflectors on buoys may be considered still experimental in character but their usefulness for ships carrying radar is being established and the time is approaching for adopting them for general use on buoys where it would be advantageous to observe them at greater distance by radar.

One trial of large radar reflectors on a lighthouse on a small islet on Lake Superior has been made. Sufficient time has not elapsed, however, to assess the worth of this installation.



"Double crown of thorns" reflector built by the Dept. of Transport to NRC specifications and installed on the Portugese Shoal gas buoy at the entrance to Halifax Harbour

BUOYS EQUIPPED WITH RADAR REFLECTORS

THE LONGEST WAY ROUND GETS RESULT FOR NURSE IN PORT HARRISON

"E[illegible]O WOMAN ILL FOUR DAYS STOP PROBABLE DIAGNOSIS RUPTURED APPENDIX WITH PERITONEAL ABSCESS CONFIRMED BY MOODY TONIGHT STOP IS EVACUATION BY PLANE POSSIBLE NEXT TWENTY-FOUR HOURS -- NURSE IONA ANDREW"

This emergency telegram from the Nurse at Port Harrison, Quebec, hit the Meteorological Office in Toronto during the early hours of July 3rd, 1949. It was a bit out of the weather line, but urgent. Canadian National Telegraphs were trying to put the message through to Dr. Harper at Moose Factory, but had no way to reach there for another five hours. Too long ... Could the Met. Office find a way to pass it along?

Night teletype operator Jack Harris thought he could. Taking personal responsibility for sending this private message, he flashed it up the circuit to Kapuskasing. From there by telephone it went to Moosonee, and by boat it reached Dr. Harper in Moose Factory.

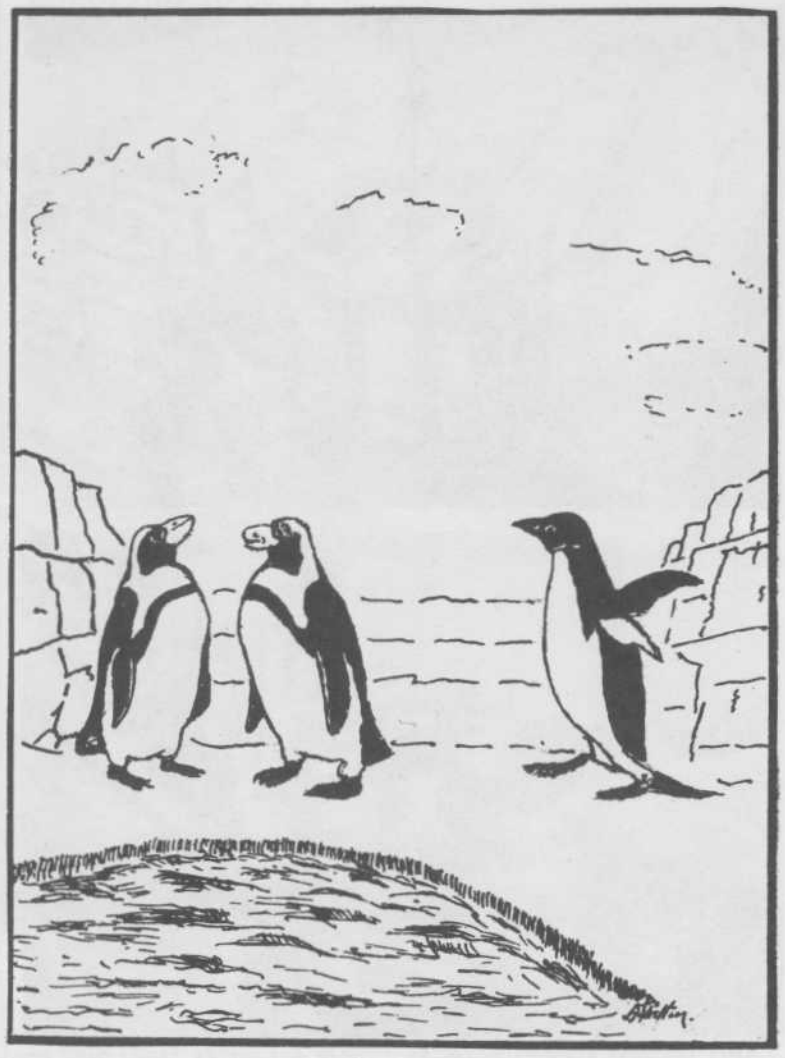
About mid-day, the Doctor's reply filtered back along the same twisting circuit - Moosonee - Kapuskasing - Toronto - C.N. Telegraphs - Port Harrison. In fourteen lines, he outlined his treatment ..... absolute rest, morphia, penicillin.

For months no one in Toronto heard the outcome of the story; but a short while ago one of the Department's employees came out of Port Harrison. He reports, "Case closed. Patient fully recovered."

For quick thinking, bouquets to Jack Harris!

WHO IS HE?

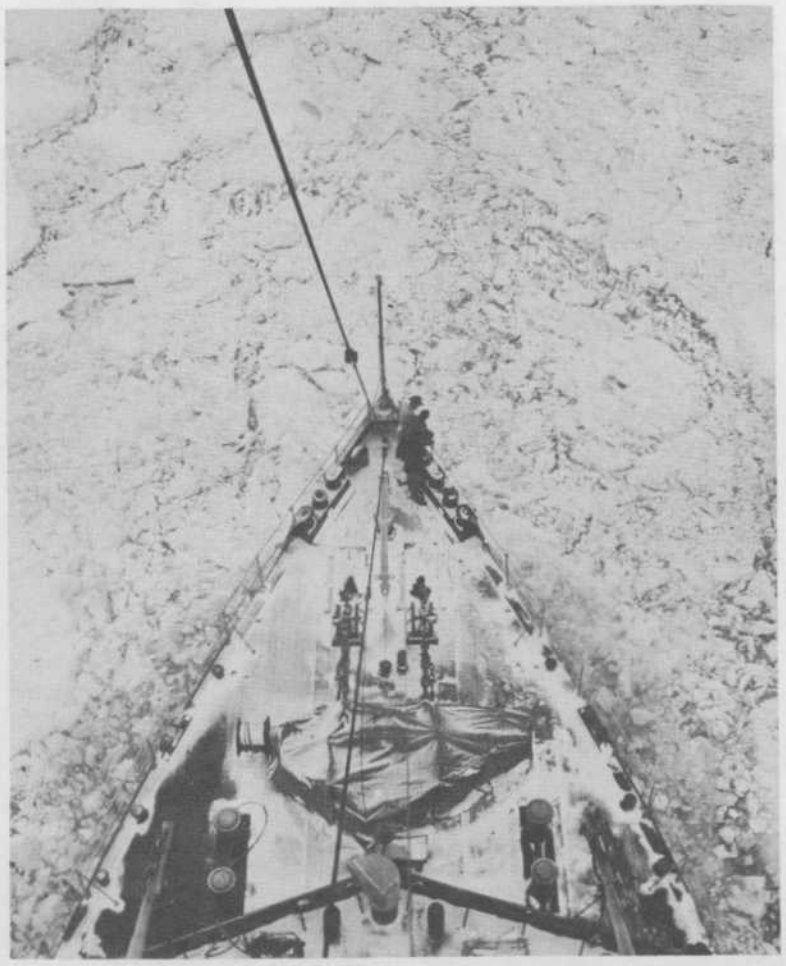
The man pictured above is well known to everybody in the Department of Transport. For the best 50 word description of this man and what he does, "NEWS ON THE DOT" will send the winner a copy of "Canada 1950".



"What's Irma so pleased about today?"

"She's been chosen as mascot for SWEETBRIAR".

WHAT IS IT?



For the best fifty word description of this picture, the sender will be awarded the latest edition of "Canada 1950". Send your picture caption to "NEWS ON THE DOT"!

IS THIS TRANSPORTS MOST UNUSUAL JOB?

LIVESTOCK INSPECTORS STORY EXPLAINED BY V.K. DIXON, MONTREAL

My job in carrying out the duties of Inspector of Live Stock Shipments at the port of Montreal, will I am sure, be interesting to anyone not familiar with the way in which livestock is handled prior to being loaded on an ocean going vessel.

Assume that I have just received word from a Shipping Company, advising me that they are shipping approximately 300 head of cows on the top deck of the s.s. "Herdsman", destined for Italy.

My first step is to inspect the vessel, and determine whether she is safe, seaworthy and suitable for the transportation of Livestock. Then I measure the available space on the top deck and advise the shipping Company how many cows this vessel would be capable of carrying. The dimensions of pens for cattle are 10 feet in length by 8 feet in depth, with four cows housed in each pen. If everything is satisfactory the Shipping Company is notified that they can proceed to fit up the vessel as required by the Regulations. The fittings are constructed under my supervision and in about three days everything is in order to receive the cattle. Cattle walks or gangways are constructed from the ship's side across the dock to the railway siding. The cattle will be brought from the holding yards in railway cars, and so spotted that the door of the railway car will be directly in front of the mouth of the gangway. The cattle are then driven through this gangway onto the vessel. About two feet of straw is well shaken out in all these pens before the cattle are loaded and a good amount of hay put in the troughs so that the cattle will feel "quite at home" when they are at last on board the vessel. Minutes after they have been put in their new quarters, they are lying down, chewing their cuds, and looking forward to the long sea voyage and their trip through the Mediterranean to Italy. Three Livestock attendants (better knows as 'nurse maids') are provided for every 100 head of cattle carried, as well as a qualified foreman. Cattle are without a doubt the best sailors I have ever seen as nothing bothers them at all. When it gets too rough at sea, they just lie down and look at you as if to say, "Well, when the stable gains its equilibrium we will get up". Having made 74 trips across the western ocean in charge of livestock, I know their reactions.

Shipping horses, is altogether different for we use the large American type "Victory" ships which have a free-

(Cont'd on page 4)

INSPECTOR'S STORY

(Cont'd from page 3)

board of approximately twenty five feet. A gangway as used for the loading of cattle could not be used, as the gradient called for in the Regulations must not be more than 1 in 2. To overcome this, a double box, capable of carrying two horses is constructed. This box is fitted with two heavy doors at each end and is suspended from the ship's winch cables. Horses are unloaded from the railway cars into a corral and driven in pairs into chutes beside each hold of the vessel. The box is then placed at the mouth of the chute and the doors at the rear of the box are opened and the horses led in. (see photographs) The box is loaded aboard the vessel, the two front doors opened and the horses led into their stalls. Hospital space is made available for any horse that becomes sick or disabled on board the vessel. The top deck is always loaded first during the hot summer months. To load it at the last would mean that the hatches would have to be put on over horses loaded below decks, depriving them of fresh air the whole time.

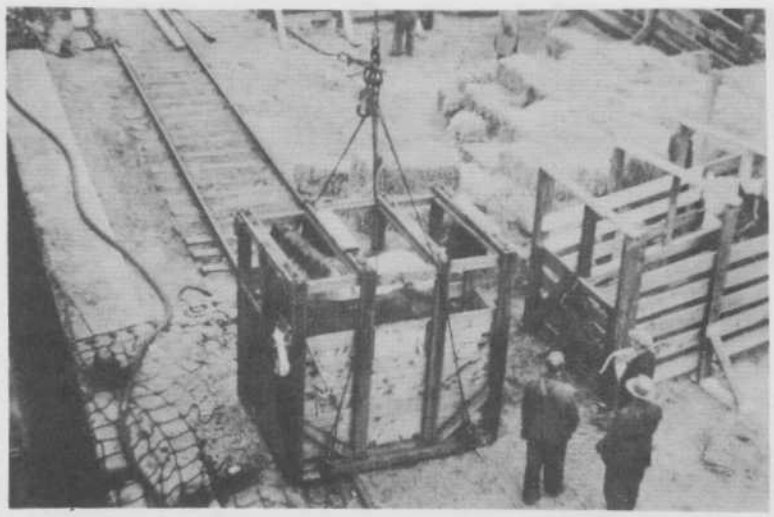
Of paramount importance on any vessel carrying livestock is the ventilation system. When Canada was asked to send approximately 20,000 horses to Europe on behalf of UNRRA during the summer of 1946, we had no ships in Canada available for such a huge undertaking. We had to use the large American type "Victory" vessels which would carry about 800 head of horses. When these vessels were inspected here in Montreal on their arrival from New York, I found that the ventilation system did not perform the work for which it was installed, and had it altered.

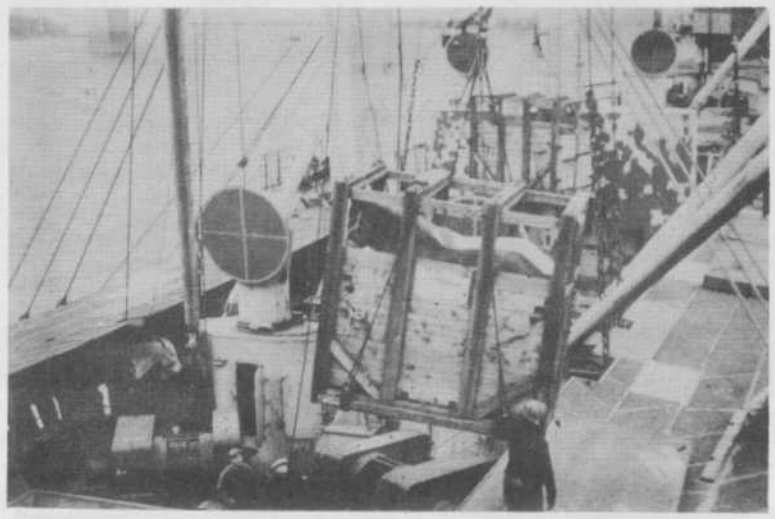
This proved so successful that Mr. E.E. Whips of Washington, Director of Shipping for UNRRA said in an interview here in Montreal, "Because of the high standards of ventilation demanded by the Canadian Government only three horses out of thousands shipped from Canada died en route to their destinations."

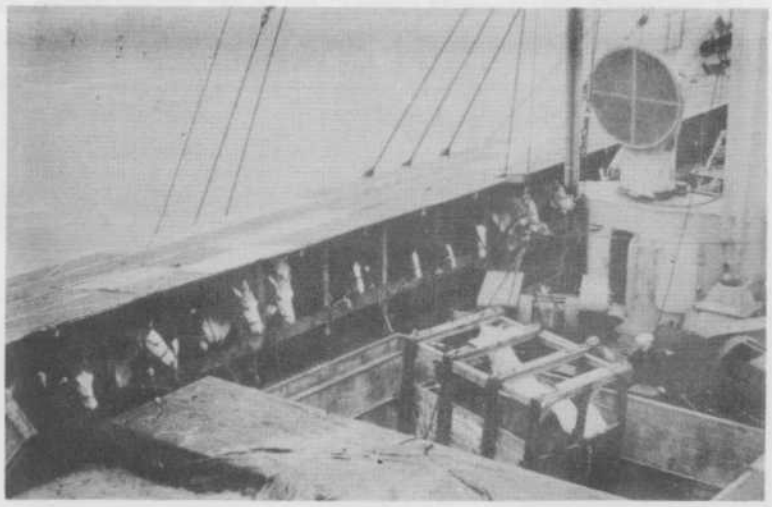
"The Canadian system had proved so successful, "Mr. Whipps went on ,"that I ordered it used on ships being loaded in other ports."

"When these "Victory" vessels were sailing from an American port with horses to Europe on behalf of UNRRA, their losses during ocean transport averaged about 108 horses out of a total shipment of roughly 800 head. After the ventilation system had been altered on these vessels on their arrival in Montreal from New York, we shipped 18,405 horses and our losses during ocean transport amounted to only 51 head."

It is also my duty to supervise loading, stowing, and tying; as well as seeing that the required amount of feed and water is placed on board for the animals.







There are so many details in connection with the Shipping of Live Stock that it would be impossible to give them all. I hope that what I have written will be of considerable interest to all readers of "News on the D.O.T."

MONCTON AIR SERVICES HOLIDAY SEASON NOTES

On November 25, 1949, a very enjoyable evening was spent at a Semi-formal Ball at the Moncton Curling Club under the sponsorship of the Air Services Branch of the Department of Transport. Mr. Foley, D.C.A.S., and Mrs. Foley chaperoned the gay festivities. Mr. T.L. Brown, Airways Serviceman Electrical, capably handled the duties of Master of Ceremonies. Representatives from the various Government departments in Moncton were in attendance as well as representatives of Trans-Canada Airlines and Maritime Central Airlines. Music for the occasion was provided by "Whitey Haines and his Midshipmen". A number of novelty dances were the feature of the evening. This was our first attempt at this kind of social entertainment; as it proved a complete success, we hope to repeat it as an annual affair.

The Air Services Branch of the Department of Transport at Moncton Airport held their annual Christmas Party for members of the office staff on December 22. Featuring the gathering was the exchange of humerous gifts among the employees, which added considerably to the enjoyment of all present. W.R. Butler, District Radio Aviation Engineer, acting on behalf of the District Controller, presided over the festivities in a very capable manner. Guests included "Brick" Capell of Warren Paving Co., and Reg. White, local manager of Maritime Central Airways.

During the month of December two of our very capable and highly efficient stenographers, Miss Nancy Humphrey, and Miss Joyce Wynne, resigned from the Department to get married. The District Office Staff presented each of them with a farewell gift.

BRIGHT IDEA BRIGHTENS NAVIGATION BEACONS

The sides of narrow channels in harbours or restricted waters are normally marked by buoys. These are in many cases widely spaced and, in order that navigators may steer a safe course between them, two structures are often erected on shore one behind the other, to mark the centre line of the channel.

To be of real use they must be clearly visible and distinct from anything in the background. They often mark channels of considerable length and must be seen throughout the entire length of the channel.

Ordinarily white slatwork beacons meet these requirements, but when range beacons are located at the southerly end of the channel, the sun does not shine on the faces of the beacons during the morning or afternoon and they lose their brilliant whiteness. They appear grey, merge into the background, and are very difficult to see from the bridge of a ship.

Under such conditions, the widening or narrowing of the spaces between the slats has little effect and Aids to Navigation Division has been experimenting in an effort to work out some real improvement.

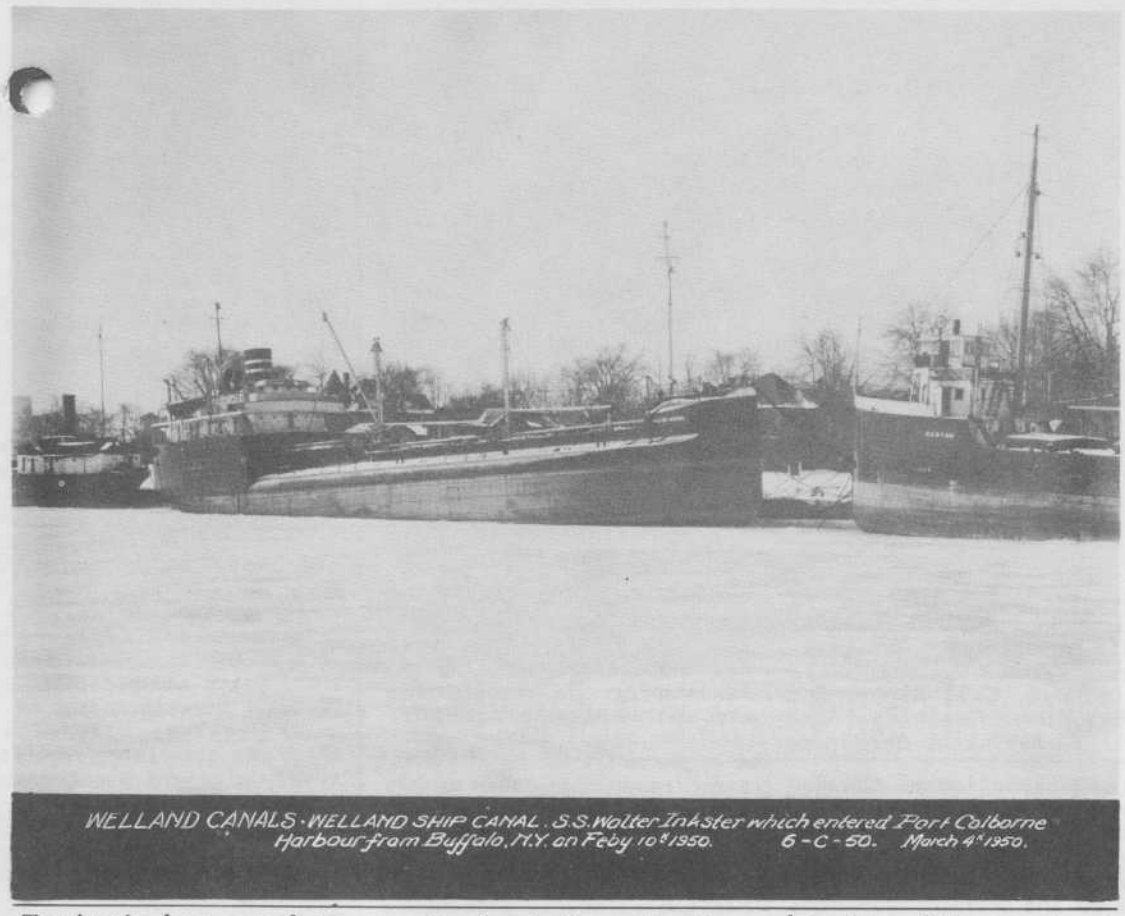
Recently the steel towers of the Lotbiniere Range on the St. Lawrence River below Montreal have been fitted with fairly wide slats set at an angle of 45° to the horizontal and spaced in such a way that some light from behind is reflected towards the alignment of the channel. The effect is that the channel side of the slatwork beacon presents a very much brighter appearance and its range of visibility is markedly increased.

After the installation of the new slatwork, it was found that with sunlight on it from the front, visibility of the range had not been perceptibly decreased, and later in the day, when the sun was behind the towers, the brilliance was almost equally good.

The United Montreal Pilots have expressed their satisfaction at the improvement in a letter to the District Marine Agent, Montreal, Mr. Beauchemin, and have suggested that the new type of beacon be installed at all locations where conditions warrant the change.

The sunshine on an ordinary venetian blind gave us the basic idea. Try it on your own venetian blind with the sun or an electric lamp behind it and you will readily understand the principle and see the effect.

QUESTION MARK ! !



WELLAND CANALS - WELLAND SHIP CANAL. S.S. Walter Inkster which entered Port Colborne Harbour from Buffalo, N.Y. on Feby 10th 1950. 6-C-50. March 4th 1950.

Was it the last vessel to close the 1949 or the first one to open the 1950 Great Lakes navigation season?? This is the question which has been taxing the minds of employees of the Welland Ship Canal since February 10, 1950, when the "Walter Inkster" sailed from Buffalo, N.Y. to Port Colborne Harbour, the Lake Erie entrance to the Ship Canal.

The Sarnia Steamship Company decided to move this canal sized vessel to the southern entrance of the Welland Ship Canal after its winter storage cargo of wheat had been unloaded, so that the usual winter repairs could be made closer to the home office. Because of the unusually mild winter the vessel experienced no difficulty in making the trip.

It is easily seen that the late date of the crossing during the usually closed season of lake traffic could, and in fact did, lead to controversy. It is the general opinion that, as the closed navigation season is usually from about the middle of December to early in April, and since February 10 comes in the first half of that interval, the vessel passage should be included in the 1949 season.

EDMONTON FRIENDS BID 'KEN' MAIN FAREWELL

Christmas and New Year festivities, as far as the District Office was concerned, were somewhat dampened by the impending departure of J.R.K. Main, District Controller of Air Services for Ottawa. However, the circumstance did permit celebrations to serve the double purpose of seasonal greetings and a sendoff for our District Controller.

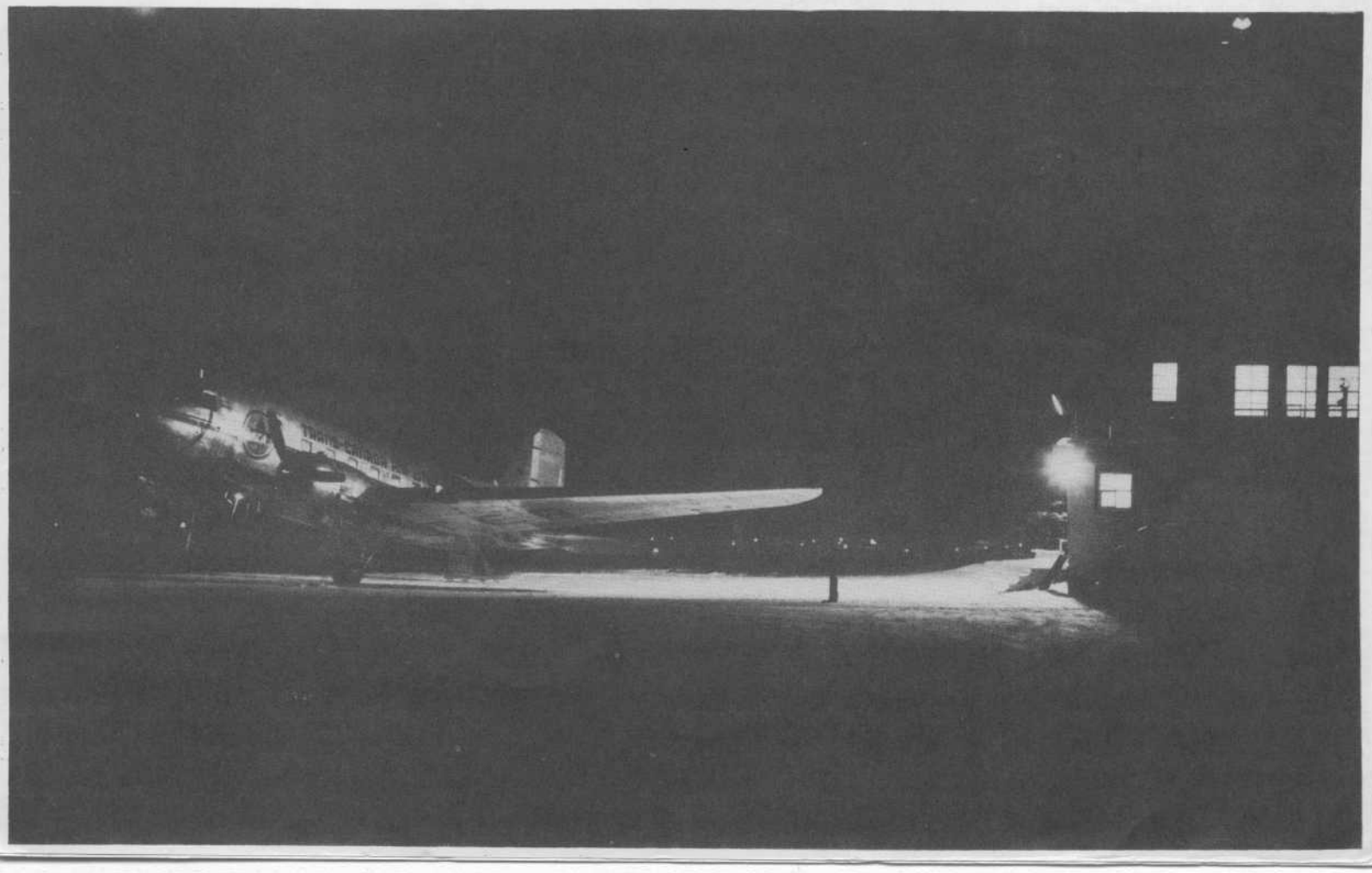
A general office party was held in the afternoon of December 23. The past year has resulted in members of the office force becoming much better acquainted and the party formed a fitting conclusion to a very successful year.

Friday, December 30, was the occasion of a reception in Mr. Main's office, at which he and H.V. Allan were hosts to the male members of the office staff. Official announcement of Mr. Main's departure was made at this function. Speeches of varying degrees of solemnity and humor were the order of the day, and being impromptu were very sincere. They enabled us to express our sorrow at losing Mr. Main and our sincere best wishes in his new appointment as Assistant Controller of Civil Aviation.

As "one for the road", Mr. Main was entertained at a stag dinner at the Airlines Hotel on Thursday, January 5. Toasts were offered for "Ken's" continued success in his new field of endeavor.

A presentation had been made earlier that day to Mr. and Mrs. Main to remind them of a short period in the history of this district which will always remain outstanding.

NIGHT FLIGHT FROM PORQUIS !



WATSON LAKE MET MEN ENJOY(?)-62° WEATHER

From Watson Lake in northern B.C. comes a frozen piece of prose to warm the hearts of all who live in the deep south of Canada. Wilbur Hockin, Meteorological Assistant, reports:

"We are not living in an ice box."

In the darkness between 7 and 9 a.m., Friday, the official reading of our thermometer dropped to 62° below zero. In that kind of cold, we find wemust accustom ourselves to a new, different way of living. Even the simple act of breathing is done, not automatically, but with extreme caution. One's life may depend on the way he moves. One breathes by inhaling through the nose a short time and then exhaling through the mouth so membranes of the nose will not be iced and frozen. To continue this, however, would be to allow the nose to freeze, so one must change to inhaling through the mouth and exhaling through the nose from time to time. Teeth soon ache with the cold, no matter how one breathes.

Oil tanks for stoves must have pipes leading from outdoors at least one and one-quarter inches in diameter; otherwise the fuel oil will congeal and cease flowing.

Cold penetrates log walls eight inches thick, and frost on nailheads on the interior of cabins stands out three-quarters of an inch.

When the temperature is lower than 50° below, the Air Lines operate only during emergencies, so mail and transportation ceases. If aircraft motors are turned off, the oil congeals rapidly.

Despite the fantastic cold, work continues almost as usual here.

VANCOUVER AIR SERVICE DOINGS

Space for the purpose of consolidating the "Stores Stock" Vancouver District under one roof has recently been secured in downtown Vancouver. Upon the completion of the inside layout for shelving and office space, it should not be long before activities from there will commence.

Pictured above is the Administration Building at Blissville, N.B. Blissville staff consists of Radio Operators - Freeman Ogilvie (OIC), Eric Hoyt, Carl Rigby, Don Baker, Dave Hutchings, and Willard Atkinson. Aerodrome Keeper is Alf. Smith and his assistant Lloyd MacCracken.

In the foreground is dwelling No. 2 where Ogilvie spends his spare time gardening and landscaping. The results show even in this midwinter picture.

Construction of the new Remote Control Receiver Site will commence soon for the Vancouver Aeradio Station on Sea Island. It will be situated on the Shannon Road area approximately one mile west and north of the Range office.

When the new Administration Building is built at Sandspit, Q.C.I. this summer the boys will have an uptodate establishment that will rival any city setup. Seven new houses were built there during 1948/49 and the staff is well satisfied.

Preparations are underway whereby all offices connected with the Air Services, Vancouver will be located in the Winch Bldg., whenever aiceratations etc. can be completed during this coming spring.

Operator Lockett of the Vancouver Range was transferred to the Penticton Range Feb. 8th to assist with relief duties. Penticton is a busy station these times due CPA running extra sections as a result of washouts and slides over the rail lines in the mountain areas.

CALGARY CHATTER

S.A. Shatford, for many years O.I.C. of the Calgary radio range, has taken up his new duties at Edmonton as Radio Inspector Grade 2. Previous to his departure from Calgary, staff and fellow airport employees joined in presenting him with a fancy leather billfold and in expressing the best wishes of all for his future success and happiness. Because of short notice, it is regretted that many who wished to contribute were not given the opportunity, and plans for a farewell party had to be given up entirely.

Alex Rosenthal, new O.I.C. of the range, was successful in renting a house adjacent to the airport and is all smiles at being able to have his wife and family rejoin him so quickly.

Forecaster Cedric Cooper has reported for duty at Calgary, where he replaces Stu Shannon, now posted to Trenton, Ontario.

Donna McFarlane, who recently completed training at the local weather office, has now taken up observer duties at Coronation Alberta.

Ted Wilson of the weather office returned from a month's annual leave spent at his home in Toronto. Range operator Bill Freek also returned from annual leave during which he visited relatives in Pincher Creek.

NEWFOUNDLAND RADIO DIVISION NOTES

Stormy Weather

The wind she blew a hurr[illegible]e, the wind she blew some m[illegible] on Belle Isle recently, and in its merry chase made everybody run for shelter, praying that he might stay on Mother Earth and not be whisked off into the great Beyond.

Windows on one side of the large office were smashed and two large doors of the engine room were damaged beyond repair, and the building used by the staff as living quarters also received some damage; so severe was the storm that all communications were discontinued for two days, due to the fact that the staff dared not battle the gales over the mere two hundred yards from the dwelling to the office.

Heap big smoke but no fire

On Christmas Eve thestaff here at St. John's Office held a small party and presented our District Superintendent Mr. A.J. Crocker, with a pipe which was gratefully received; a very pleasant get-together was enjoyed and climaxed in the gathering visiting Mr. Crocker's home at Dartmouth Place, where merry making was the order of the day.

Bowling

The Bowling series is progressing in great fashion with the beginners bouncing ahead in leaps and bounds, while the experts are fighting desperately to hold on to their grip trying to prevent the embarassment of being shown up and passed by the rookies.

Two teams, the Kigmes and the Schmoos, are raging a battle royal, with the Kigmes leading in games, while the Schmoos hold the edge in points. The former, however, will eventually emerge victorious and cap the laurels. (I hope).

LONG, ISN'T IT?

Here is an unusual winter view of the new Airline Terminal Building at Malton Airport in Toronto. This terminal provides a gallery on the roof for the general public to view the operations on the Airfield itself. Their coins dropping into the turnstiles help to cover the cost of operation.

D.O.T. colours flew high in the Ottawa R.A. Hockey League this winter. The Department's team downed the Dominion Bureau of Statistics to take Section "B" of the League, but in a sudden death game for the League Championship suffered a 10 - 0 defeat at the hands of No. 26 C.O.D. (Army). The house flag is still flying and D.O.T. will be in there in '51 to regain the championship they won last year.

Shown above are the team with their coach and manager. Front row - L. To R. - Frank Norton, Gerry Girouard, Keith Ross, Donnie" (Mascot), Arnold Larabie, Bill Drummond. Back row - Reg. Schroeter (Coach), Walt Chapman, Bill Munroe, Rocky Garneau, Bob Jenkins, Don Ross, Eddie Wilson, Ralph Smith, A (Johnnie) Ruffo (Manager). Missing - Bill Hamilton, Jimmy Thompson.

WELLAND SHIP CANAL UP TO BAT

A new softball season is coming along, and last year's Welland Ship Canal softball team is ready for action.

Considerable progress has been made toward the establishment on the Welland of a recreational club to embrace various social and sporting activities, among them softball. The first venture of a Canal team in many years, gives a picture of things to come. In future years, benefitting by past mistakes, there is little doubt (especially in the minds of the players) that the Welland can come up with a winner.

Well managed by L. Cunningham and ably coached by T. O'Brien (a "Casey" if there ever was one), the team entered the St. Catharines District Outlaw League and proceeded to win a spot in the play-offs, finishing in third place. Although losing in the play-offs, Welland Ship Canal had three men selected for the "All Stars", who played, and defeated, the League Champions in a benefit game for a player who had been injured during the year.

A very fine season, ended in an excellent dinner at which the trophy was presented to the League Champions.

The Welland will be in there pitching again in 1950.

The attached photograph shows standing left to right, R. Degrow, J. Lynch, N.D. Pappas, A.A. Lewis, R. Gill, L. Cunningham (Manager). Seated, H.L. Walters, R. Turnbull, J. Martin, W. Atkinson. Not present, T. Boyle, T. O'Brien (Coach), J. Ford, J. Craig, J. Wickabrod, J. Davis and C. Page.

RADAR STATIONS AID BOTH COAST SEAMEN

There are now two radar coast stations in operation, one at Camperdown, N.S., to guide navigators into Halifax harbour, and the other on the Lions Gate Bridge at the entrance to Vancouver harbour, B.C.

The Camperdown unit has been in operation for three years. It is operated by Department of Transport men with supervision and maintenance of the equipment by the National Research Council specialists.

Identification of vessels requesting a fix is obtained by correlating the bearing of the radar echo with the bearing of the radio transmitter on vessel. The Camperdown radar can provide accurate information to vessels out to 45,000 yards.

The radar installation on the Lions Gate Bridge has been in operation for about a year and a half. There are two synchronized antennae, one on each side of the centre span at the signal house. They provide a good view almost directly below the bridge as well as inside and outside the harbour. Identification problems are not difficult in this area, as the ships have a knowledge of their approximate position as they come within the range of the radar equipment. Communication is maintained on 1630 K.C. between the signal officer on the bridge radar, and the ships using the service. A portable radio may be carried by the pilot when boarding a foreign vessel not equipped for 1630 K.C. communication. If 1630 K.C. was not available to a vessel desiring radar aid, Point Grey radio station could provide a relay service for passing advice rapidly from bridge to vessel.

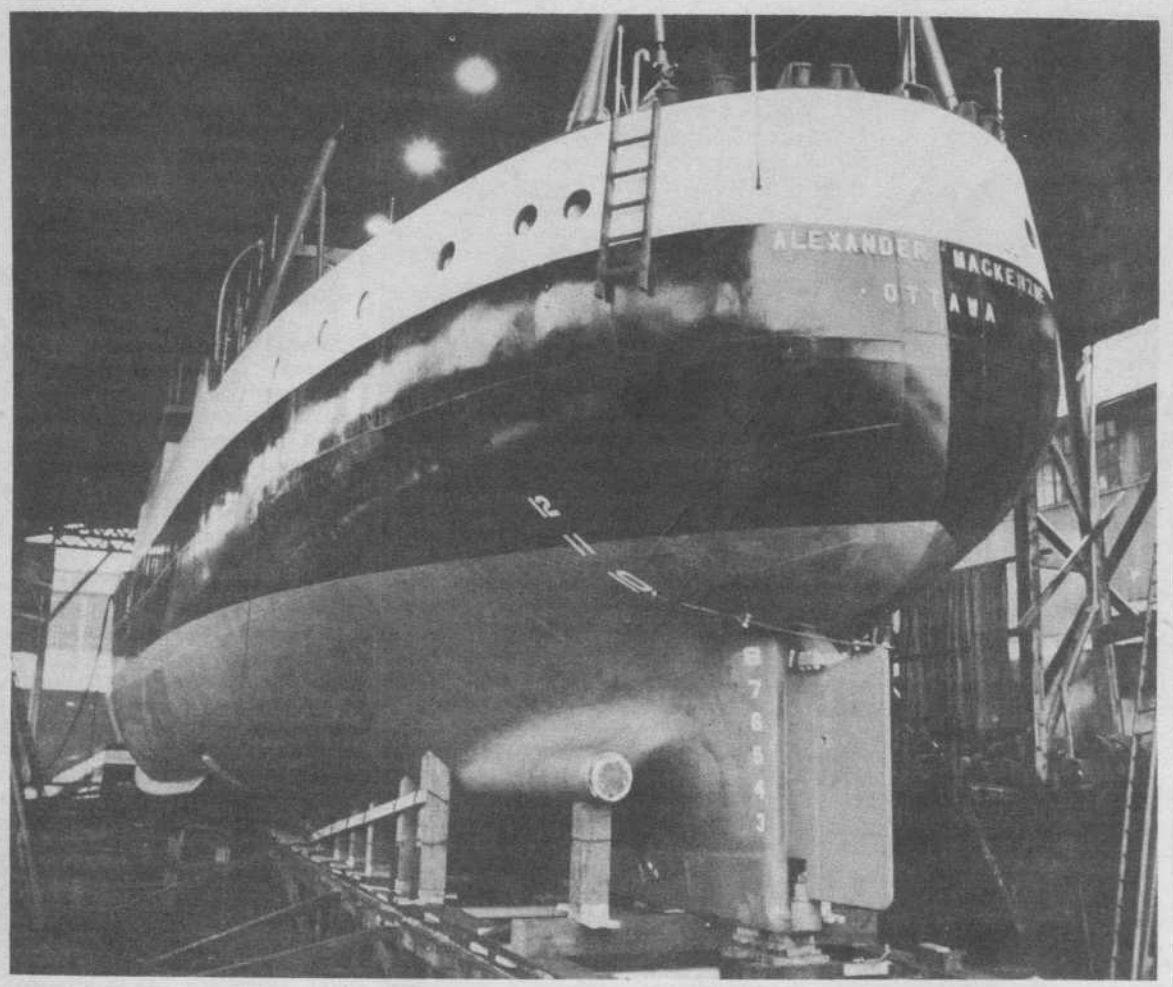
CORRESPONDENCE COURSE ANNOUNCEMENT BRINGS WAVE OF REQUESTS

In January the Civil Service Commission announced the establishment of a Correspondence Course in Office Management. 125 vacancies were allotted to the Department of Transport.

A bulletin announcing this fact was issued to all departmental offices. When the flood had subsided over 600 applications for this course were sitting in the Staff Training Division. The Civil Service Commission then allotted 100 vacancies to this department. But this still only took care of 1 in 3 of the applications received.

The Commission has announced that they will run another of these Office Management Courses next fall. At that time it is hoped that people who missed the first course will be taken care of.

On February 28th the first papers and questionnaires for the course were mailed out to some 225 members of the department's staff.



Another D.O.T. vessel takes to the water. The "Alexander Mackenzie" the new lighthouse tender and buoy vessel being built for the Prince Rupert agency was launched at North Vancouver on January 12. The above shot of the stern, taken just before the launching, illustrates the sturdy construction of this vessel which will be called upon to perform many hazardous tasks in the service of the Department.

NICK KERNATZ LICKS HOUSING SHORTAGE IN WINNIPEG AREA

Everybody knows about "the house that Jack built", but have you heard about "the house that Nick built"? This is no nursery rhyme; it is a dream come true for Nick Kernatz of Winnipeg Air Service Central Registry. Situated on Kildonan Drive in the up and coming residential section of East Kildonan, the house overlooks the banks of the Red River.

Turn back a few pages for the important steps leading up to this "house". The lot was purchased in the fall of 1945 through the Veterans' Land Act. Construction was begun inMarch 1946. No contract was let for this job, the builders were Kernatz & Kernatz - Nick and his father!

First came the garage, 14' x 20' to store tools and materials, then the excavation of the basement 25' x 28' (by hand). After six weeks and ten blisters, the footings for the foundation walls were poured, transit mixed concrete was used.

As in all enterprises, difficulties were encountered: construction of forms for basement walls was held up due to scarcity of lumber. Basement walls were poured in July 25th and framing, sheathing and shingling completed on October 15th.

As fall was creeping up, Nick and his father were worried about getting the house closed in before Ole Man Winter's arrival. Windows were installed and the house closed in by the end of October. The floor was poured on November 11th.

Mother Nature sent her contribution with the first blanket of snow. Therefore, inside construction was undertaken with theplumbing roughed in and electrical wiring installed by Nick himself. More difficulties were encountered in securing a contractor to install the furnace due to shortage of materials. This delay held up the lathing. The furnace was installed by February 15th and insul-board lathing completed by March 15th. Plastering was completed April 30th. Bungalow siding was applied and varnished while the interior of the house was being plastered. Hardwood floors were laid and sanded by the end of June. Interior trim was begun. Then..... August 7th,.....MOVING DAY!! the opening of a new horizon for theKernatz family. Having attained a portion of his goal, our builder completed the interior trim, doors, kitchen cabinets, painting, etc., by the end of October.

Here is a picture of the house as a whole: frame construction, 1½ stories having three rooms downstairs and three bedrooms and bathroom upstairs. Outside walls are of cedar bungalow siding with natural finish. The roof has cedar shingles. As for the heating system, it consists of forced air with hopper fed stoker. Birch hardwood floors are featured throughout the dwelling with the exception of the kitchen and bathroom, covered with inlaid linoleum.

Recently, a concrete sidewalk was laid with sections coloured alternatively red and blue. A lawn 70' x 80' has been sodded a perennial flower bed seeded and fruit trees and shrubs planted. Nick intends building an outdoor fireplace, also landscape an "outdoor living room" on the river bank this coming summer.

There you have it! An entire project undertaken by father and son (with the exception of plastering, heating and plumbing). A nursery rhyme come to life, so to speak; the story of a man and his dream!

PORT HARDY RADIO
(Continued)

At last we saw him coming in with a long plume of smoke streaming behind. He was coming down like the proverbial "streamlined brick". The Pilot reported that he doubted he could hold it and that he would likely washout the under carriage when he landed. But he made a beautiful landing and the crash wagon chased him down the runway. When he cut his main switches the fire blew out. He had advised his passengers that when the plane stopped to get out fast and keep going. You never saw so many people running in so many different directions in your life.

When Commander Nuss of the United States Navy, the investigating Officer arrived, he congratulated the Radio boys for their excellent work stating "the longest any message took to reach our operations room was 1 minute and 45 seconds, most of them took 20 seconds." He wanted to know just how we could possibly do it, considering they had to go to Everett, then Seattle by teletype and then toOperations by teletype.

We explained that an extra man copied the messages on a typewriter beside the 316 Operator; he started sending before the message was completed. Everett had one Operator copying it direct from a speaker onto the teletype machine and another making the station copies. Often they would have the first part of a message before the plane had completed its message. It was just a little matter of cooperation!

He expressed his sincere thanks for the cooperation of the boys.

When the pressure is really on, the Radio boys do a fine job!

Some Dumb Bunnies depend on Luck to prevent accidents