

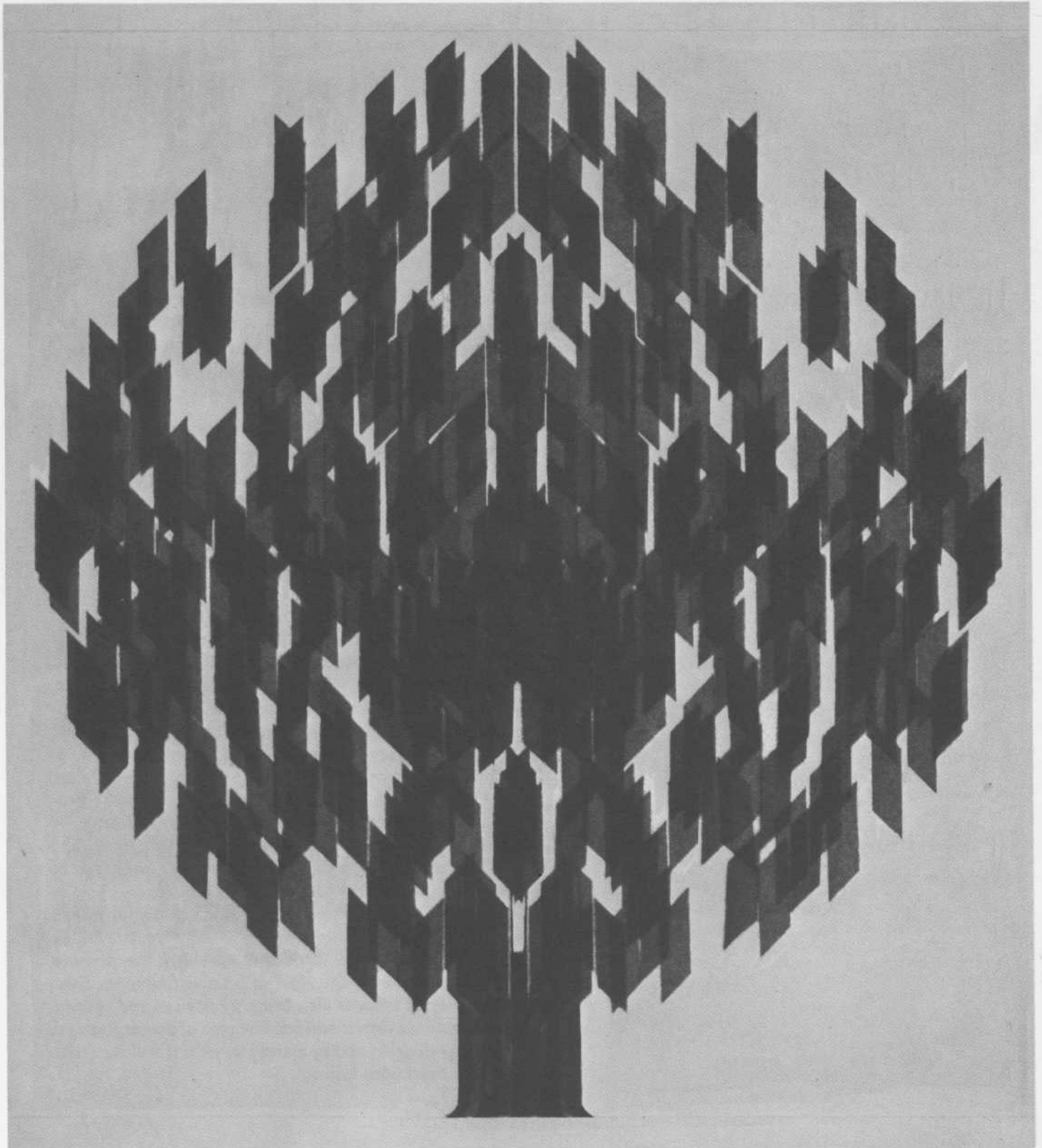
news on the

**dot**

JUL 6 1965

- THE TREE
- D.O.T'ers TO DDP
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## COVER

"The Tree"—the symbolic maple which will form a part of Canada's People exhibit at Expo '67. (See story page 10). Artwork by J. Boyer, designer, Canadian Government Participation project.

## EDITOR

*Yvonne McWilliam*

NEWS ON THE DOT is a Department of Transport staff magazine published under the authority of the Minister, Hon. J. W. Pickersgill, by the Information Services Division.

Shortly before this issue went to press a reorganization of the department's administration and personnel branch, with new titles for senior officials, was announced.

The changes were made for several reasons to adjust the branch to the department's financial management program, to meet the requirements of anticipated collective bargaining and to be prepared for greater authority in selection, promotion and other staffing matters.

Director of Administration and Personnel J. Roy Baxter becomes assistant deputy minister of personnel and administration, while the chiefs of personnel services, staff requirements and salary administration and management services become directors. These positions are held by W. A. MacPherson, A. M. Atchison and J. I. Carmichael respectively.

Greater emphasis is being placed on computer programs by the creation of a new position, director of computer program and general administration. The officer appointed to this position will be in charge of certain other general administration functions.

Other changes involve information services division's transfer to the deputy minister's office under D. A. McDougal, executive assistant. Formerly the division was responsible to the chief of administrative services. The catering office is also being transferred and split in two. In air services it will become part of the airport and property division and in marine services it will be under marine operations branch.



## From the Deputy Minister's Desk

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### Le mot du sous-ministre

In 1967 Canada will celebrate its one hundredth birthday. Special projects and events are being planned by Canadians across the country. In the Department of Transport we wish to do our part to make this year memorable and we are collecting ideas about projects, displays, or events for which the department might assume responsibility. These need to be related to the work of the department and suitable for Centennial Year.

We know that to select a few good ideas we must obtain a great many different proposals to begin with. A small committee at headquarters has been asked to review proposals that are received. We are looking for ideas that relate to our field activities—not just events that are centred upon headquarters. It would be very helpful if members of the department who have suggestions could send these in so that they may be considered.

Le Canada célébrera son centenaire en 1967. Pour fêter comme il se doit cet anniversaire, des Canadiens d'un océan à l'autre sont à préparer la réalisation de projets et d'événements spéciaux. Le ministère des Transports désire lui aussi contribuer au succès de ces célébrations; à cette fin, il prend note des travaux, étalages ou initiatives qui lui sont proposés et dont il pourrait assumer la réalisation. Ces propositions doivent se rapporter à l'œuvre du Ministère et être dans le ton de l'Année du centenaire.

Pour choisir quelques idées intéressantes, il faut d'abord qu'un grand nombre de propositions soient présentées. On a confié à un petit comité du bureau central la tâche d'étudier les propositions reçues. Nous voulons des idées qui ont trait à l'activité régionale et locale du Ministère, et non seulement à celle du bureau central. Les employés qui auraient des propositions sont invités à nous les faire parvenir pour étude.

*J. R. Baldwin*



Going over details of some purchase orders are, left to right: J. A. G. Saint Laurent, chief; R. J. D. Brown, superintendent of contracts and M. E. Wahab, superintendent of purchases.

## D.O.T.ers go over to D.D.P.

by Yvonne McWilliam

D.O.T. lost 95 employees on April 1, 1965—but in name only. The department's purchasing division has been put under the mantle of the Department of Defence Production. For the 43 headquarters and 52 regional and district employees, however, the change wasn't obvious. They perform the same duties in the same offices, sitting at the same desks and dealing with the same people.

The transfer resulted from a Royal (Glassco) Commission on Government Organization recommendation that a central body be set up to handle purchasing requirements for a variety of departments. The object is to effect savings from bulk buying. To date three major government departments—Public Printing and Stationery, Public Works and Transport—have transferred their purchasing activities to the newly-created central body, the Canadian Government Supply Service headed by Project Manager Arthur Bailey.

Every year the Canadian Government buys more goods and services than any other corporation or agency in the country. Purchases include office material and supplies, equipment, services, construction and rentals. The Glassco Commission found "that there is a large number of government buying offices" and "there is no uniformity of purchasing authority or practices in the government. Some items are used in sufficient quantity to make economic bulk buying possible, but not by any one department or branch and, with the large number of separate buying offices, cannot be purchased at bulk prices."

Commercial trends, as the Glassco Commission recognized, made consolidation both imperative and inevitable. Central purchasing, regional purchasing, cataloguing specifications and standards, traffic management, quality assurance, warehousing and distribution had to be integrated under a single command. Only then would maximum savings and first class service be possible. Actually, the new Canadian Government Supply Service

is a response to new marketing and purchasing concepts.

As early as 1908 a Royal Commission recommended that authority for contract-letting be taken out of the hands of individual officers and vested in departments. Now all government purchasing will go to a single authority.

With their switch over to the new supply service, D.O.T.'s purchasing people brought considerable experience.

Purchasing orders to support D.O.T.'s marine, air and related services are the largest of all government departments with the exception of National Defence and can run up to \$45 million in a fiscal year. Approximately 150,000 items are carried at the 29 stores depots across the country.

The principle of "full value for money spent" and the one which ensures it—seeing that all Canadian firms get an equal chance to supply the department's needs—have been the division's guide lines, together with the need for fast and efficient service.

Sometimes this policy has demanded ingenuity, like the barter arrangements it was necessary to enter into when employing casual Eskimo labor in the North. Purchasing people put their fingers through the pages of department store catalogues for items with color or other appeal. Cowboy and western records, they found, went over best with the Eskimos.

The purchasing division under J. A. G. Saint Laurent as chief, is made up of three sections; contracts, headed by Superintendent R. J. D. Brown; purchasing under Superintendent M. E. Wahab; and stores, under Superintendent L. H. Russett. The functions of purchasing have been switched to the Canadian Government Supply Service, while those of contracts and stores will stay with Transport.

Purchasing is handled on a commodity basis, each under its own agent for maximum experience and continuity. It involves buying items ranging from "soup to jetstars" or "soup to ice-breakers."



Tom Dunleavy (left), chief supply officer at Ottawa aircraft stores depot, discusses a parts problem with A. B. Williamson, chief mechanic, helicopters.

J. G. Manion (left), inventory control officer, and G. H. Dawson, material identification and cataloguing officer, preview a major project to be done in the Ottawa area, involving some 150,000 items kept in stock.



Invitations to tender, and large volume of purchasing orders and reports are typed by the typing pool staff.



L. H. Russett, superintendent of stores and plant, checks through Kardex system controlling some 22,000 different items stocked in Ottawa stores depot.



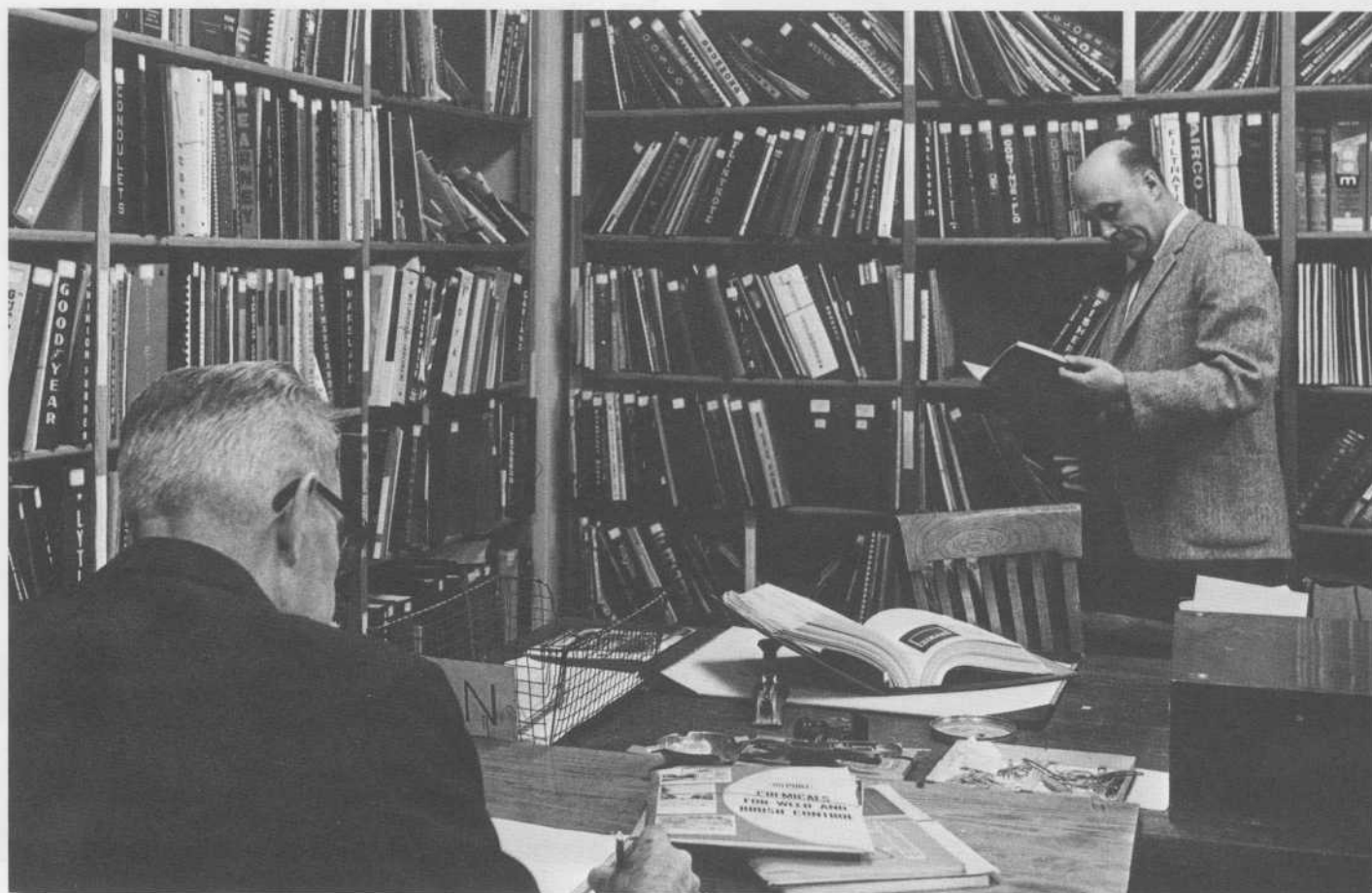
Standard stock supplying is consolidated at headquarters under a tender system on an annual basis. Deliveries are either immediate or staggered. About \$5 million is spent annually by regional and district offices for material, supplies and equipment within delegated authority of headquarters operating branches. This enables the division to take advantage of local discounts and advance the government's general policy of local preference providing the supplier is responsible, has comparable quality standards and the lowest price.

Tight inventory control has always been a concern of the stores section. Unlike an industrial plant which concerns itself with production inventory, D.O.T.'s inventory is the maintenance and operations type. Some months ago the division began using the services of the 1401 computer in the department's data processing centre. Next year, when the new IBM 360 is installed, the division hopes to set up a modern central inventory control in conjunction with a cataloguing project involving all 150,000 items in the stores depots.

Mr. Saint Laurent, an honors graduate from the University of Ottawa, is, like his alma mater, bilingual. He was appointed chief of the purchasing division in 1957 after 30 years with the department in progressively more responsible positions. He is one of the few people still with D.O.T. who served with the former Department of Railways and Canals—from 1927 to 1937 he worked for that department in Montreal.

Although the spelling of his surname is different, on several occasions he has been confused with former Prime Minister Louis St. Laurent. Once during the Second War both gentlemen were registered at the Admiral Beatty Hotel in Saint John, N.B. To add to the desk clerk's confusion a Mr. A. St. Laurent of the St. Lawrence Ship Channel was there, too, and the clerk had great difficulty in delivering the right mail to the right St. or Saint Laurent.

Another time, when wiring ahead for reservations at a CNR hotel out West, D.O.T.'s Mr. Saint Laurent received a confirmation addressed to the Hon. Mr. St. Laurent. Having no time to



*Purchasing agents can look up details of many items they must order in the countless suppliers catalogues on the purchasing library's shelves. Agent G. B. Donnelly (left foreground) double checks an item with F. A. Condon, clerk in charge of the library.*

straighten out the mistake he received the red carpet treatment on arrival. But someone who does have the same name, spelled the same way, is former Montreal Canadian hockey star Dollard Saint Laurent. He is a nephew of D.O.T.'s purchasing chief.

Mr. Saint Laurent is a director and past president of an Ottawa Caisse Populaire and recently was very proud to receive a "pro ecclesia et pontifice" medal from his church.

Mr. Brown's purchasing experience dates back to his youth when he assisted his father in a general store and appliance business founded in Brigden, Ontario by his grandfather.

At the beginning of World War II he came to Ottawa and joined the stores and audit branch of the Department of National Defence, switching over to the shipbuilding branch of Munitions and Supplies a few months later. In 1942 he joined D.O.T.'s purchasing staff. He was appointed superintendent of purchases in 1954 and three years later, superintendent of contracts.

During those years Doug Brown has been involved in many interesting jobs, including establishing a local purchasing office in Newfoundland at the time of that province's Confederation in 1949. He recalls with some amusement how he had to purchase all the supplies for the St. John's marine agency and Gander airport during the first three months' transition period—including ladies stockings for the airport gift shop. Knowing little about sizes and even less about colors he got advice from some of the girls in the division as to what shades and denier were in vogue.

Perhaps some things are inevitable for certain purchasers, but that never makes it easier. One day he spent three hours at the Department of Health's nutrition centre tasting soups, tv dinners and the like, only to arrive home and have his wife serve him a tv dinner because she was late getting home from shopping.

A native of Hull, Quebec, M. E. "Mac" Wahab has been with D.O.T.'s purchasing division since leaving high school in 1941. During the next 16 years he moved steadily up in the division and, in 1957, was appointed superintendent of purchases.

He, too, can recall some "agonizing" moments connected with his work—like having to completely outfit the icebreaker d'Iberville with provisions, fuel, etc., with only five days notice, so she could carry Canada's official party to the 1952 Coronation of Queen Elizabeth II.

Once he remembers scratching his head over a requisition for a set of stairs. That was all the detail given; no measurements, no specifications. What was wanted could have been a step ladder for a hay loft or a circular staircase worthy of Versailles.

Other members of the staff have had similar experiences, but knowing the in's and out's of D.O.T. operations and requirements they usually can clear up any such confusion in jig time.

Their task with DDP will be no different. They will continue to be concerned solely with buying items for Transport. They will provide a service function with money to pay for purchases coming from D.O.T.'s annual budget. However, many a dollar should go further if it is married to one from a department with a similar requirement. Much duplication should be eliminated, but the stress will always be placed on giving special attention to the individual needs of each department.

It looks like Transport, and other departments who now use the facilities of the Canadian Government Supply Service, will enjoy the "best of both worlds". We will continue to deal with our "own" purchasing people, but will receive the benefits in economy and efficiency which result from a consolidated purchasing authority.

# RUSSIANS GET FIRSHTHAND LOOK AT CCG ICE OPERATIONS

By Ken Parks



Ice, be it the Canadian or the Soviet variety, will always be a problem to seafaring men who face the task of keeping shipping on the move when Old Man Winter is holding sway.

Such was the obvious deduction following a visit during March of three Russian marine experts to Canada, during which they steamed through the Gulf of St. Lawrence aboard the Canadian Coast Guard icebreaker "John A. Macdonald" and observed Canadian methods of dealing with sea ice.

The party's visit was the return half of an exchange program of ice studies that was opened the previous winter by a Canadian marine and scientific group that visited Russian and Finnish marine operational and research facilities.

The Soviet party was headed by Alexander Alexandrovich Afanasiev, chief of the navigation department and member of the Marine Ministry, U.S.S.R. With him were Yuri Georgievich Levin, chief of the Arctic and Icebreaking Fleet Board, Arctic Seas Steamship Line, and Lonid Vassilievich Padorin, chief of the commercial department, Arctic Seas Steamship Line.

Accompanying them on their Canadian marine journey were Gordon W. Stead, assistant deputy minister, marine; Marine Operations Director A. H. G. Storrs, and Miss Moira Dunbar, geographer and ice expert with the Defence Research Board. They were members of the delegation that went to Russia last year, the others being J. R. Strang, D.O.T.'s director of shipbuilding; Capt. Wilfrid Dufour, master, CCGS "d'Iberville"; W. E. Markham, officer-in-charge of the department's ice central office at Halifax, and Dr. A. E. Collin, oceanographer with the Mines and Technical Surveys' Bedford Institute of Oceanography at Dartmouth.

Travelling as interpreter with the visitors on their Canadian tour was Gregory Belkov of the National Research Council. In matters concerning shipping, however, the Russians displayed a considerable understanding of English marine terms.

Before going to Sydney they visited Halifax where National Harbours Board Port Manager J. R. Mitchell and District Marine Agent Frank Weston took them on a tour of the harbor.

They also lunched aboard CCGS "Edward Cornwallis" at the Dartmouth Marine Agency, went aboard CCGS "Narwhal" and saw the northern supply vessels that are based at the agency.

By the time the delegation boarded CCGS "John A. Macdonald" at Sydney, ice conditions had eased somewhat in the eastern half of the Gulf but there was still enough to provide heavy going for some miles off Sydney and in the Bay of Chaleur area. They

*GETTING THE HIGH-UP "LOW-DOWN"—The Russian icebreaking experts enjoyed a trip in CCGS "John A. Macdonald's" helicopter during their Canadian visit. Seen here with Pilot J. E. McSweeney, officer-in-charge of helicopter operations, Moncton Region, seated at the controls, are Mr. Afanasiev, Mr. Levin and Mr. Padorin.*

had an excellent opportunity to see how Capt. Paul Fournier worked the "John A." in fairly heavy ice when, bringing the freighter "Dartwood" out of Chandler, Que., they encountered a heavily rafted area.

The Russian visitors showed keen interest in the various types of icebreakers they saw working in the area, including Canadian Coast Guard vessels "d'Iberville", "Labrador" and "Sir William Alexander".

On the second evening of the Russians' trip, they were guests of honor at a reception in the officers' lounge. For the occasion, the ships' staff under Purser R. Hughes and Chief Steward James Coleman prepared a buffet that did full justice to the "international V.I.P." occasion.

During the evening Mr. Afanasiev addressed the ships' officers and described Russian icebreaking problems and tactics. Ice in the Russian Arctic, it seemed apparent, was heavier than that usually met by Canadian ships in the Canadian Arctic Archipelago. This was due to the fact that, generally speaking, the vast, unbroken expanse of ice north of the Russian coast tended to freeze to much greater depths than was the case among the islands, where sheltered conditions and strong currents provided varying degrees of break-up and open channels.

The Gulf of St. Lawrence ice, however, presented a much more difficult problem to shipping than the ice usually found in the Baltic Sea, where a passage broken through the relatively land-fast ice tends to stay in the same place and repeated passage of shipping keeps it open.

In the Gulf of St. Lawrence, Canadian Coast Guard icebreakers can escort vessels and, due to movement of the ice by wind and current, the track they have made may close again within minutes or move many miles within a few hours, so that

it cannot be followed twice. Such movement also causes pressure ridges to form that may be 20 or 30 feet deep, sufficient to halt the heaviest icebreaker or endanger an ordinary ship that gets caught in them.

Russia's icebreaker builders favor vessels of somewhat narrower hull design than that which has been found most successful in coping with the conditions faced by Canadian Coast Guard icebreakers. In the latter, provision is made for a limited amount of cargo carrying capacity, to meet the need for delivery of once-a-year supply shipments to Arctic outposts that are beyond the safe reach of conventional cargo ships, even those of ice-reinforced construction. The smaller vessels are also designed to work as lighthouse supply and buoy tenders.

The "John A." docked at Sept Isles, Que., from where the visiting party took off, accompanied by the Ottawa officials, for Quebec City. There, accompanied by District Marine Agent George Gaudreau, H. L. Land, chief, St. Lawrence Ship Channel, and National Harbours Board Port Manager Paul Bousquet, they toured the department's district marine agency and the NHB harbor facilities. During the visit, they stopped briefly for coffee aboard CCGS "Montcalm" and talked with Capt. R. J. Turbide and Chief Engineer J. S. McClintock.

From Quebec the party flew next day by D.O.T. aircraft along the St. Lawrence River to Montreal, taking the visitors low over the seaway installations to give them a good view. Following the flight the Russian party remained in Montreal to visit the harbor.

During their shipboard visit the Russian guests were each presented with a Canadian Coast Guard badge mounted suitably for hanging as souvenirs in their offices. They, in turn, presented every member of the ship's company with souvenir badges bearing the likeness of the Russian atomic icebreaker "Lenin".

*STUDYING THE ICE AREA—Looking at the D.O.T. ice information office map at Sydney, N.S. during a discussion of icebreaking tactics are, from left, Gordon W. Stead, assistant deputy minister, marine; Mr. Afansiev, Miss Moira Dunbar of Canada's Defence Research Board; Mr. Padarin, Mr. Levin and Gregory Belkov of the National Research Council, who acted as interpreter for the visiting party.*







Model of the \$21,000,000 Canadian Government exhibit shows D.O.T.'s contribution in left foreground. The irregular-shaped pool will serve as the working area for 3 model vessels to illustrate how D.O.T. breaks ice along Canada's coasts.

## D.O.T.'s Expo Exhibit is "On The Rails"

D.O.T.'s exhibit for Expo '67 will exemplify a facet of the Canadian struggle against nature in this land of the north.

The department has chosen to demonstrate its role in ice-breaking. A 100-foot wide by 150-foot long pool containing three vessels, a lighthouse and a land mass will show how we do it.

Radio-controlled, three  $\frac{1}{4}$ " scale model ships will demonstrate icebreaking assistance to commercial vessels and operations of buoy-laying ships.

The icebreaker and lighthouse supply and buoy-laying ships will be exact models of yet-to-be-commissioned Canadian Coast Guard ships—the huge triple-screw icebreaker due in 1967 which will be the world's most powerful conventional icebreaker, and a combined medium icebreaker, lighthouse supply and buoy vessel.

The other model vessel will represent an ore carrier of undetermined nationality. The lighthouse model will be fashioned after the wasp-waisted Prince Shoal light located at the confluence of the St. Lawrence and Saguenay Rivers.

The D.O.T. display will be part of the \$21,000,000 Canadian government display—the greatest of its kind ever assembled in one place by Canada. Buildings alone will be worth some \$6,000,000, while another \$7,500,000 will be for exhibits.

The \$65,000 contract for the D.O.T. models went to Philippe Demeules of Sorel, Quebec, one of a few such expert model makers in the country.

It calls for the models to be built of cast bronze and aluminum with fibre glass superstructures. Each will be electrically-propelled, lighted, radio-controlled and all-weather-proof. And they won't be "Dinky" toys. The icebreaker will measure  $7\frac{1}{2}$  feet in length, the buoy-laying vessel, just over five feet and the ore carrier, about  $15\frac{1}{2}$  feet. The lighthouse, complete with revolving light and ominous foghorn will stand  $18\frac{1}{2}$  inches above the water.

A land mass typifying the Canadian coastline will take up one end of the pool and will be surrounded by artificial ice made from

cakes of paraffin wax with a layer of styrofoam on top for snow. With the help of currents created by blowing water through underwater pipes, "ice" jams will form.

D.O.T.'s show will go on every half hour or so day and night. The carrier will leave the dock at the southwest end of the pool, steam across and up the far side, into the ice. She will be jammed fast. Then the icebreaker will pull away from her berth at the dock on her mission. She will break up the jam and clear a path for the beset vessel. Both will return to the dock passing directly in front of spectator bleachers for their bows.

While the icebreaking demonstration takes place, the lighthouse supply and buoy-laying vessel will leave for the lighthouse to deliver cargo, lay a buoy, retrieve it and return to the dock to complete the show.

All the activity will be controlled by one person located in a nearby control room. He will sit behind a push button, single console—a transmitter equipped with a separate set of keys for each vessel. Each ship will have a receiver.

The D.O.T. project was conceived by J. R. Strang, director of shipbuilding. He believed the idea of showing Expo visitors how the Canadian government tackles its annual task of breaking ice along our coasts and in the Gulf of St. Lawrence would appeal naturally to both Canadian and foreign visitors.

Mr. Strang discussed his ideas with others in the department, including technical officer George Burgess. They then drew up specifications and tenders were called.

Mr. Demeules has built several ship models for D.O.T. in the past. His latest contract is for the entire Expo package—the four models, all radio equipment etc.—and calls for completion by March 15, 1967. This allows for a month of trials and necessary adjustments before the Fair opens on April 27.

When it winds up six months later the D.O.T. exhibit will be shown elsewhere; at Coast Guard Days at various agencies and other marine displays.

# The People — a chance to see ourselves

Canada's best known maple tree has barely been planted. Two years from now it will be almost 78 feet tall, and the centre of attention of millions.

Its roots will be sunk into the Canadian Government pavilion at Expo '67, and one of its purposes will be to describe Canadians to foreign visitors. Even more important, though, it will give Canadians an insight into themselves.

This symbolic maple, part of the People exhibit, will be a picture of what Canadians are. The soil surrounding it will illustrate our external influences; the roots, our sociological, cultural, ethnic and economic sources; the trunk will symbolize unity; and the branches and leaves will be life-size photographs of Canadians at work, at play, arranged on an open air frame with internal walkways to let visitors get a handshake view of our population composition.

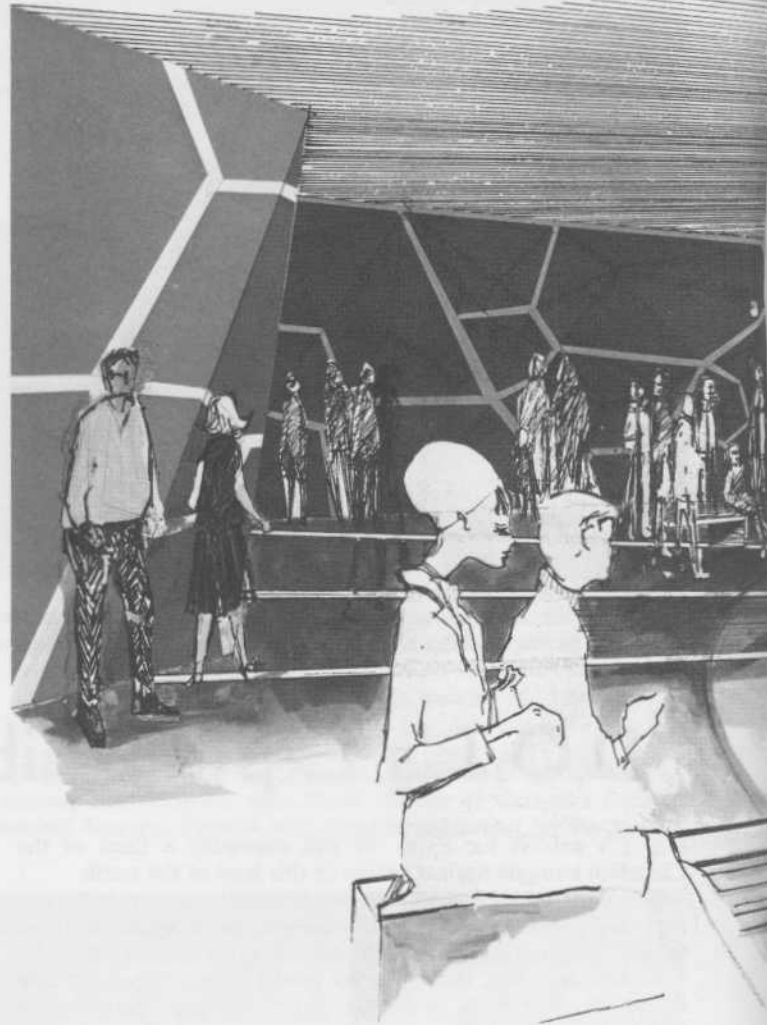
H. Leslie Brown, the Commissioner General of Canadian Government Participation in Expo '67, has asked government departments and their employees for ideas for "The Tree". Thoughts should be useful as specific, catchy items illustrative of broad themes rather than the generalization itself. For example, peculiar facts about Canada. (For 11 consecutive years Canadians have held the title as the world's most talkative people on the telephone, per capita.)

The Canadian Government Participation project—a separate entity under the jurisdiction of the Minister of Trade and Commerce—is divided into working groups, each responsible for specific parts of the total \$21,000,000 Canadian exhibit. The group working on "The Tree" have laid down certain broad objectives, but apart from that they are ready to listen to whatever individual suggestions government employees or others may come up with. They are seeking ideas that are significant or serious, curious or strange—anything, in fact, which is of popular interest.

The kind of ideas they want might be anecdotes, humorous or otherwise, on any aspect of Canadian life; peculiar facts like the telephone propensity already mentioned; misconceptions about Canada, by one part about another, by foreigners about Canada (Americans arriving in Toronto in July with skis, sort of thing); experiences of new Canadians; historical predictions about Canada by Canadians or foreigners; influences on Canada by other nations (Coca-Cola, Chinese food, parliamentary institutions, games). Any fact or idea you have along these or other lines might well find its way into the People exhibit—"The Tree".

Visitors will view "The Tree" from two levels; one is the plaza where the trunk and the leaves and branches will be seen. A large circular hole of 64 feet will cut into the plaza for the other view. This will allow visitors to see and walk down into the roots and soil where an area 96 feet square will be divided into distinct quadrants.

These will contain groupings of influences—people, commodities, communications media and ideas. There will be the Russian, Eskimo and Indian influences, the European contributions, the American impact, industrial techniques and consumer products; and the Oriental and Asian influences.



Here, too, visitors will be able to examine Canada's roots; sociological, cultural, ethnic and economic. For example the sociological quadrant will show the Canadian swing from rural to urban society and its characteristics. The main feature will be in the centre of this quadrant—a large display table 13 by 15 feet describing, by means of three mechanically-activated animations (sound, light and movement), how the rural-urban migratory flow has created cities for Canada. It will attempt to show facts like this: in 1901 only 37.5 per cent of Canada's population lived in incorporated cities, towns or villages, compared to 71.1 per cent in 1961. In other words we have almost twice as many urban dwellers as we did 50 years ago. Furthermore in 1961, 45 per cent of the population lived in 17 metropolitan areas and 69 per cent of these lived in Montreal, Toronto, Vancouver, Winnipeg and Ottawa. Tied in with these animations will be audio-visual techniques which will highlight some of the effects of urbanization such as assimilation problems, stress and so on.

Walkways among the roots will contain machines to be operated by the public. Resembling parking meters in size and shape, these will feature the anecdotes, capsule facts and quotations which the Commissioner General has asked for. If you have any ideas send them to J. Boyer, designer, or D. Manders, researcher, Canadian Government Participation, 1967 Exhibition, Sir Alexander Campbell Building, Ottawa.

Who knows? When you visit Expo '67 you may be able to turn to your friends and say, "That's my idea."



## *Un miroir de notre communauté humaine à l'Expo '67*

L'érable le mieux connu du Canada vient à peine d'être planté, mais il aura atteint dans deux ans une hauteur de 78 pieds et sera devenu le point de mire du monde entier.

Enraciné dans le sol du pavillon du gouvernement canadien à l'Expo-67, cet arbre géant aura pour but de faire connaître la communauté humaine du Canada aux visiteurs étrangers. Toutefois, son rôle le plus important sera peut-être de permettre aux Canadiens de se connaître eux-mêmes.

Cet érable symbolique, qui se dressera dans la partie du pavillon canadien consacrée aux habitants du Canada, sera une image de ce qui les constitue. Le sol sur lequel il pousse représentera les influences extérieures qui ont modelé nos façons de vivre; ses racines illustreront nos composantes sociologiques, culturelles, techniques et économiques; son tronc symbolisera l'unité du peuple canadien; enfin, ses branches et ses feuilles seront constituées par des photographies grandeur nature montrant les Canadiens à leur travail et dans leurs loisirs, montées sur une charpente en plein air dans laquelle seront aménagées des passerelles qui permettront aux visiteurs d'examiner de près les diverses couches de notre population.

Le Commissaire général de la participation du gouvernement canadien à l'Expo-67, M. H. Leslie Brown, a demandé aux ministères de l'État et à leurs employés de lui faire part de leurs idées pour le secteur de l'Arbre. On doit y joindre l'utilité et la précision, sous forme d'images qui attirent l'attention et qui illustrent des thèmes généraux; on ne doit pas viser uniquement

à la généralisation des thèmes. Il s'agirait, par exemple, de représenter des faits particuliers au Canada. (Durant 11 années d'affilée, les Canadiens ont été les plus bavards du monde entier au téléphone, par tête d'habitant.)

La Participation du gouvernement canadien à l'Expo-67, organisme récemment créé qui relève du ministre du Commerce, est formé de groupes de travail chargés d'aménager les divers secteurs du pavillon canadien, dont le coût s'élèvera à 21 millions. Le groupe du secteur de l'Arbre a établi certains objectifs généraux, mais il est disposé à étudier les diverses idées que peuvent présenter les fonctionnaires de l'État ou d'autres personnes. Il recherche toutes sortes d'anecdotes, qu'elles soient importantes ou sérieuses, curieuses ou étranges, bref tout ce qui illustrera une facette de la vie des Canadiens.

Il pourrait s'agir d'anecdotes, drôles ou non, sur tout aspect de la vie des Canadiens; de particularités comme l'habitude de téléphoner, dont on a parlé antérieurement, de préjugés que nourrissent les habitants d'une région du pays envers ceux d'une autre région, ou que nourrissent les étrangers sur notre pays (par exemple, les Américains qui arrivent à Montréal en juillet avec leurs skis); il pourrait s'agir également de l'adaptation des Néo-Canadiens à leur nouveau mode de vie; des prédictions faites par les Canadiens ou les étrangers quant à l'avenir du Canada; des influences exercées sur le Canada par d'autres nations (Coca-Cola, mets chinois, institutions parlementaires, loisirs). Il se peut bien que les faits ou les idées de ce genre ou

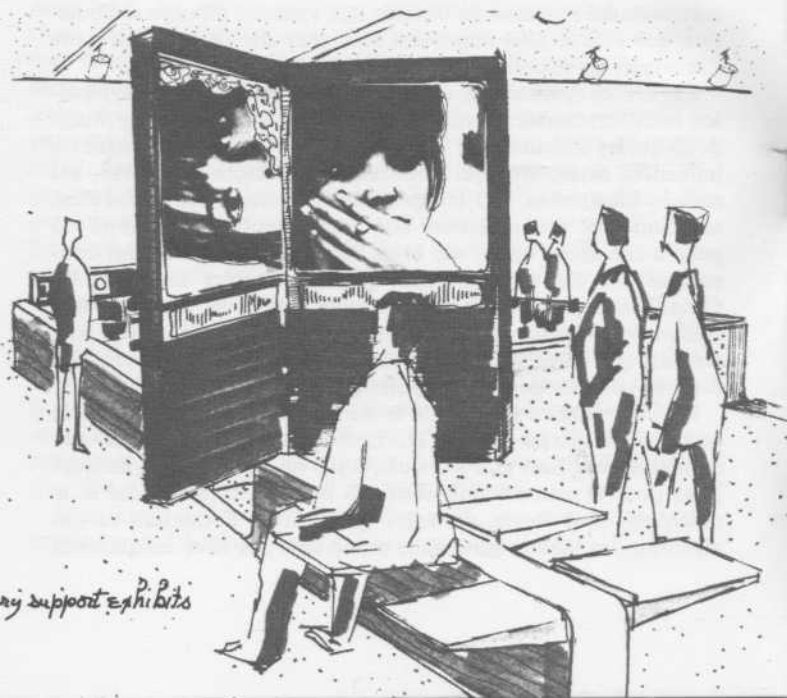
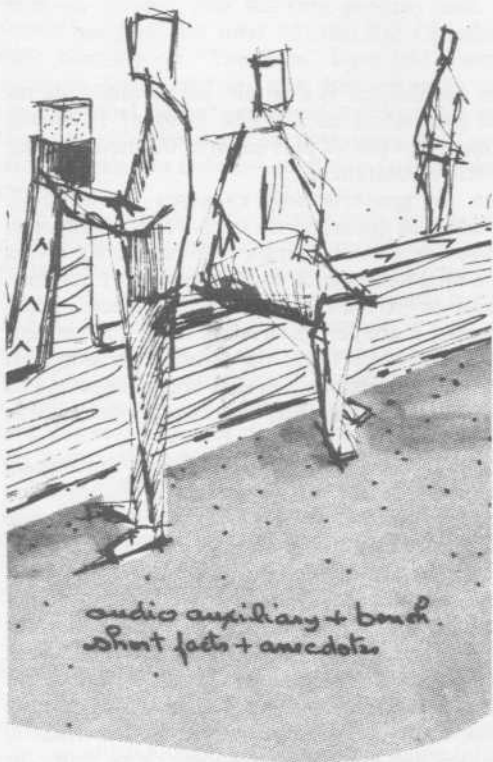
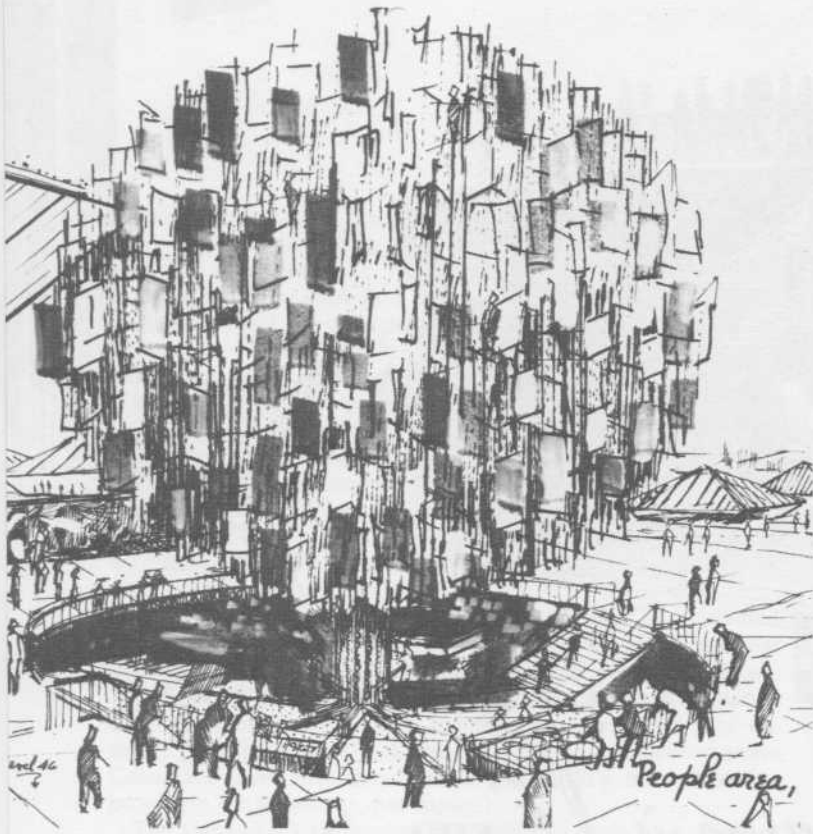
d'autre genre que vous présentiez soient adoptés pour faire partie du secteur consacré à la communauté humaine, «l'Arbre.»

Les visiteurs pourront admirer l'Arbre à deux niveaux; ils pourront le voir d'abord depuis la Place du carrefour où se profileront le tronc ainsi que les feuilles et les branches. Ils pourront également l'examiner à un autre niveau grâce à une immense excavation circulaire d'une circonférence de 64 pieds pratiquée dans la place. Ils descendront ainsi parmi les racines et dans le sous-sol dont une superficie de 96 pieds carrés sera divisée en quatre quadrants distincts; au niveau du sol ils verront les influences et l'apport des civilisations qui nous entourent, que ce soit dans la domaine des denrées, des moyens de communication et des idées. Ces diverses influences ont été exercées par les Russes, les Indiens et les Esquimaux, les pays d'Europe, les États-Unis d'Amérique (méthodes industrielles et produits de consommation) et les pays de l'Orient et de l'Asie.

En poursuivant leur descente dans les racines, les visiteurs pourront assister à l'évolution sociologique, culturelle, ethnique et économique du Canada. Par exemple, dans le quadrant sociologique, ils pourront constater comment le Canada est passé de ses origines rurales à la civilisation urbaine et en voir les différentes caractéristiques. L'étalage principal sera situé au centre de ce quadrant; il s'agira d'un grand plateau de 13' sur 15' qui décrira par le son, le mouvement et la lumière, comment la migration des agriculteurs vers les centres urbains a donné lieu à l'établissement des villes canadiennes. On y verra entre autres l'illustration des faits suivants: en 1901, 37.5 p. 100 seulement des habitants du Canada habitaient des cités, villes ou villages constitués en corporation, contre 71.1 p. 100 en 1961. En d'autres termes, la population urbaine a presque doublé dans cinquante ans. En outre, 45 p. 100 des Canadiens habitaient en 1961 dix-sept régions métropolitaines; sur ce nombre, 69 p. 100 demeuraient à Montréal, Toronto, Vancouver, Winnipeg et Ottawa. En plus de ces illustrations animées, des écrans sonores permettront de mettre en lumière certains résultats de l'urbanisation, comme les problèmes que posent l'assimilation, le stress et d'autres.

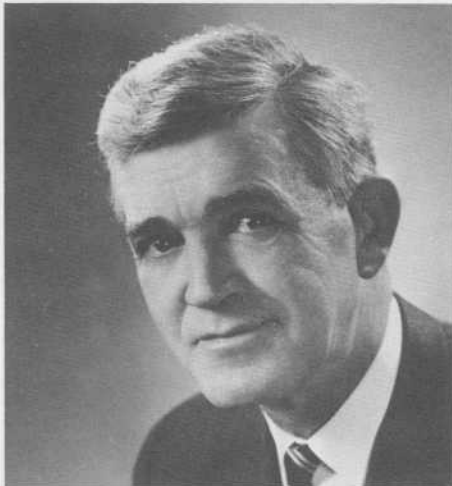
Au milieu des voies de circulation qui traverseront les racines seront disposés des appareils, genre compteurs de stationnement, que les visiteurs pourront mettre en marche pour écouter les anecdotes, les traits et les citations qui ont été demandés par le Commissaire général. Vous êtes priés de faire parvenir vos idées à M. Don Manders, recherchiste, ou à M. Jean Boyer, designer, Participation du gouvernement canadien, Exposition de 1967, immeuble Sir Alexander Campbell, Ottawa.

Sait-on jamais? Devant un étalage de l'Expo-67 vous pourrez peut-être vous exclamer devant vos amis: «C'est merveilleux, n'est-ce pas? Evidemment, cette idée vient de moi.»



one of two secondary support exhibits

# New Appointments



R. R. MacGillivray

## Director, Marine Regulations

The appointment of Ronald R. MacGillivray, senior advisory counsel of the department, as successor to Alan Cumyn, director marine regulations, who will be retiring towards the end of this year, was announced in April. Mr. MacGillivray will join the marine regulations branch on July 1 in order to provide a period of experience in the branch before taking over its management.

Mr. MacGillivray is a native of Saskatoon, Saskatchewan, where he graduated from the University of Saskatchewan in 1940 with a B.A. and LL.B. He served with the First Canadian Division, Canadian Army during the Italy and Northwest Europe campaigns and attained the rank of captain. On his return to civilian life he began his government service with the Department of Veterans Affairs as the district solicitor, Saskatoon.



Capt. J. G. L. Brie

Mr. MacGillivray is a member of the Canadian Bar Association, International Law Association, Canadian Maritime Law Association and the Royal Canadian Armoured Corps Association. He has been with the Transport Department as a solicitor and senior advisory counsel since 1950. During this time he has been involved with many legal aspects of D.O.T.'s activities and has specialized in marine legislation. This has kept him in close contact with the work of the marine regulations branch.

## Director, Canadian Coast Guard College

Capt. J. Gerard L. Brie, 42, of Rimouski, Quebec, has been appointed director of the Canadian Coast Guard College which is being established at Sydney, N.S.

Capt. Brie was director of studies at the Quebec Provincial Marine School at

Rimouski from October 1959 until his D.O.T. appointment in March. For four years prior to that he was an instructor at the Rimouski school.

He is a graduate of Quebec Seminary, where he obtained a Bachelor of Arts degree. Later he studied civil engineering at Laval University and subsequently turned to a seafaring life. He served as an officer aboard vessels of both Saguenay Terminals Limited and Canada Steamship Lines and was awarded his Master's Certificate, Foreign Going, in 1954.

The Coast Guard College will meet the growing need for deck and engineer officers for the expanding Coast Guard fleet. Selected cadets will be provided with free board and lodging at the college and will be paid \$75 a month and supplied with Coast Guard uniform issue while training.

Tuition at the college will cover academic, nautical and marine engineering subjects, these being combined with practical application of the training aboard Coast Guard ships. There will be courses in both French and English language, so that students will be able to assume their duties aboard any Coast Guard ship, whether it be manned by an English-speaking or French-speaking crew.

Forty officer trainees are to be chosen each year, the first group to begin training in September of this year as either deck officers or marine engineers. The course will be of four years' duration for candidates who by September 1 will have completed secondary school, (Grade 11 or 12, depending upon provincial standards).

The courses are designed to provide the academic knowledge required by an officer for obtaining, following required periods of sea experience, certificates of competency as master mariner on the navigation side and chief engineer on the engineering side. In addition, training will be provided in certain specialized skills required by a Coast Guard officer.

## Slaght, Leslie, Ormsby Named District Marine Agents

Appointments of three district marine agents to fill vacancies at Victoria, B.C., Charlottetown, P.E.I. and Saint John, N.B. were made in March.

Lorence E. Slaght, formerly an engineer with aids to navigation division at headquarters, succeeds Col. K. Dixon, as district marine agent at Victoria.

Ian K. Leslie, engineer at Dartmouth District Marine Agency since November, 1960, is now District Marine Agent at Charlottetown, succeeding E. K. MacNutt.

Capt. Edward O. Ormsby, who has been District Marine Agent at Prince Rupert, B.C., goes to Saint John, New Brunswick

as District Marine Agent, filling the vacancy created by the untimely death last September of F. A. McKinnon.

Mr. Slaght joined the department as an engineer in 1948. From 1951 to 1958 he was district engineer at Charlottetown and in September was transferred to Ottawa. He is an engineering graduate of Queen's University.

Mr. Leslie graduated from McGill University in 1950 with a B. Eng. (Honours) degree. He entered the department as an engineer in 1956 and four years later was promoted to district engineer at Dartmouth agency.

Capt. Ormsby, a native of Ireland, is a veteran of service with both the Royal Canadian Air Force and the Royal Canadian Navy. He first served as instructor in navigation and aero engines at No. 2 Elementary Flying Training School, Port Arthur. He subsequently transferred to the Navy and became commanding officer of HMCS "Digby" in ocean escort duty and anti-submarine patrol.

He joined the department in 1950 as marine sub-agent at Port Arthur and in 1960 was appointed District Marine Agent at Prince Rupert. He is proficient in both English and French and also can converse in German and Arabic.

# METS' DAILY DOUBLE

Every Day at 12 noon and 12 midnight, Greenwich Mean Time, meteorological technicians at 32 D.O.T. stations across Canada and at hundreds of other places all over the world do exactly the same thing: they release a balloon carrying a rugged but finely calibrated instrument called a radiosonde.

The balloons, filled with hydrogen, climb at a speed of some 1,000 feet per minute. As they rise they expand until they burst. This usually happens somewhere between 80,000 and 100,000 feet, two to three times as high as the jetliners fly. The balloons are about 20 feet in diameter then.

The radiosondes contain sending elements that measure the pressure, temperature and humidity of the air while they ascend. They also have small radio transmitters that continuously send the information back to a ground station.

Because the balloons drift with the wind as they rise, wind speed and direction at any level can be accurately calculated by tracking the course of the radiosondes.

The information is speeded via radio and wire to forecast offices where the results are analyzed.

The atmosphere up to 100,000 feet above the surface is really a comparatively shallow layer of air. If one were to make a small globe the size of an apple, this sheet of air would be represented by the skin.

The air, however, has no small weight and 9110 of the total mass of the atmosphere is compressed into this shallow layer. Most of the weather phenomena which affect man's day-to-day activities originate below 100,000 feet.

The radiosondes' twice-daily "eye-witness reports" of conditions in this upper atmosphere enable meteorologists to predict what they call "atmospheric flow patterns." These in turn form the main basis for the daily weather forecast.

Radiosondes may drift a long way during their 2-2½-hour climb and instruments have been found several hundred miles from their point of release. A paper-and-bamboo parachute is attached to the package, so that it will float down fairly gently after the balloon has burst.

However, since most radiosonde stations are at remote locations, very few instruments are recovered and the entire item is regarded as expendable.

In Canada the materials expended in upper air observations, including instruments, transmitter, balloon, battery, hydrogen and parachute, add up to a cost of about \$35 for each ascent.

Radiosondes are made to the department's own specifications and since the factory has to tool up specially for the manufacture of such a made-to-order item the meteorological branch buys the entire output at once. Placing large orders—usually a three-year supply—is also made necessary by the fact that far northern stations must have a two-year stock on hand in case the once-a-year supply ship misses it because of ice or storms. Weather is the meteorologists' stock in trade, but it can also work against them!

Early this year the department bought 84,000 radiosonde instruments from the Sangamo Company of Toronto, at a cost \$1,166,000. This was for the electronics only; balloon and parachutes were not included in this figure.

Each ascent is meticulously prepared and computed to get maximum value from it. Two men work about five hours to complete one upper air observation. This includes filling the balloon with hydrogen, monitoring the signals, computing and coding the data and checking the computations for error.

World attention has focused lately on earth satellites probing the outer fringes of the atmosphere, but meteorologists have been sounding the upper air for almost 50 years. Canadian investigations of the upper atmosphere have been going on for more than 30 years.

The early sounding devices included a smoked plate on which the data were registered. The instrument had to be recovered to get at the information.

Apart from balloons, kites have also been used to take instruments into the upper reaches. For a brief period in 1935 observations were taken by aircraft, but these rarely got above 20,000 feet.

## P.E.I. District Marine Agent Retires

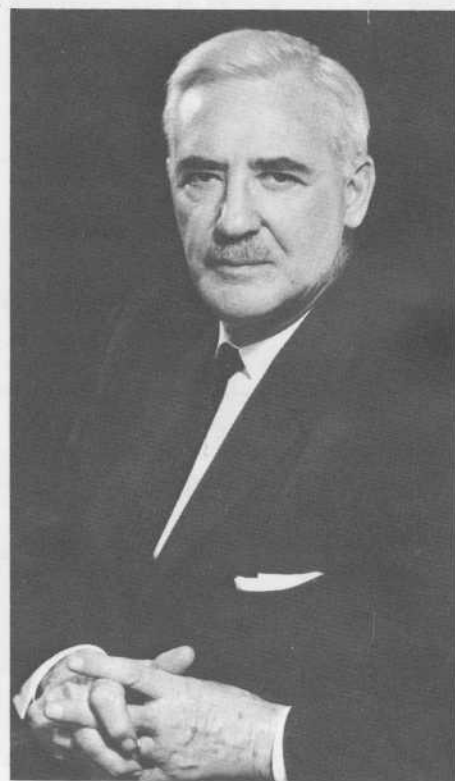
*Erskine K. MacNutt*, district marine agent at Charlottetown, P.E.I. since 1950, retired in March after 30 years with the department.

Born at Malpaque, P.E.I. in 1898, Mr. MacNutt served with the Royal Flying Corps in England during the First World War. He returned to Canada, resumed his education and graduated from McGill University as a civil engineer in 1924. During the following 10 years he worked as field or resident engineer of construction jobs in Prince Edward Island, New Brunswick and Quebec.

In 1935 Mr. MacNutt joined the Charlottetown Marine Agency as superintendent of lights. In 1947 he was promoted to district engineer and in 1950 to acting district marine agent. The following year he became district marine agent.

The retiring agent is past president of the Association of Professional Engineers of P.E.I., of the P.E.I. Engineering Institute of Canada and of the P.E.I. Fish and Game Association.

He is married and has two sons, one completing his final year of Law at the University of New Brunswick, the other in his final year of Arts at Dalhousie University, Halifax.





The spacious waiting area and the mezzanine overlooking the aircraft ramp at London Airport.

## London, Ontario, Air Terminal Opening

While a capacity crowd of 500 enthusiastic citizens applauded heartily, Transport Minister Pickersgill declared the department's new London, Ont. air terminal building officially open on April 10.

The opening ceremony, held in the building's spacious main waiting room, was based on the theme "Industry and Education", as befitted the progressive Western Ontario city's status in both realms. Mr. Pickersgill, wearing the "hard hat" of industry, was presented with a certificate of honor by Dr. G. E. Hall, president of the University of Western Ontario, in his capacity as a leading figure in the field of education.

George Scott, assistant deputy minister, air, presided as chairman of the gathering and Deputy Minister John R. Baldwin headed the party of headquarters officials.

The new terminal was built at a cost of \$1,000,000 and incorporates the latest concepts of air terminal construction. It was designed by the firm of Blackwell, Hagarty and Buist of London, in co-operation with the department's own architects, and was built by W. A. McDougall Ltd. of London.

Related facilities such as aircraft parking apron, taxiways, lighting, roads and car park cost an additional \$565,000.



Transport Minister Pickersgill (left), accepts a scroll of honor from University of Western Ontario President Dr. G. E. Hall. Platform guests included: J. D. Umphrey, president of the London Chamber of Commerce, Mayor F. G. Stronach of London; George Scott, assistant deputy minister, air; J. A. Irvine, M.P.; Hon. G. E. Halpenny; Reeve D. Patterson; Gordon Wood, senior vice president, sales, Air Canada; Frank Young, regional operations manager, Air Canada; John White, M.L.A., representing Premier Robarts; C. E. Miller, M.P.; W. H. A. Thomas, M.P. and Airport Manager Norman Craig.



*Canadian Coast Guard sailors and other D.O.T. personnel in Canada's remote northern outposts will be on the receiving end of the CBC's new short wave program, "Arctic Patrol" this summer.  
Les marins de la Garde côtière canadienne et les autres employés du ministère des Transports affectés à des postes isolés dans les régions septentrionales du Canada pourront écouter cet été la nouvelle émission "La ronde de l'Arctique" diffusée sur ondes courtes par Radio-Canada.*

## **CBC to Launch "Arctic Patrol" Program in Co-Operation with D.O.T.**

The Northern Service of the Canadian Broadcasting Corporation in co-operation with the Department of Transport will broadcast a Monday-through-Friday radio program called "Arctic Patrol". It will begin Monday, June 28, 9:15-9:30 p.m. Eastern Daylight Time and end Friday, October 15.

It will be transmitted via CBC Shortwave on 15320 kilocycles (19.58 metres) 11720 kilocycles (25.60 metres) and 9625 kilocycles (31.17 metres).

Families and friends of ships' crews are invited to write their personal messages, limited to a maximum of 25 words (but no limit to the number of messages) in care of "Arctic Patrol", CBC Northern Service, P.O. Box 6000, Montreal. Messages will be broadcast in the language in which they are written.

The program will also feature daily reports on the positions and activities of Canadian Coast Guard icebreakers and other ships during the summer navigation season.

## **Radio-Canada inaugurera l'émission "La ronde de l'Arctique" en collaboration avec le ministère des Transports**

Le Service du Nord de la Société Radio-Canada, de concert avec le ministère fédéral des Transports, diffusera une nouvelle émission radiophonique d'un quart d'heure intitulée "La ronde de l'Arctique". Programmée du lundi au vendredi à 9h. 15 du soir, heure normale de l'Est, cette émission commencera le 28 juin et prendra fin le 15 octobre.

Elle sera transmise sur ondes courtes sur les fréquences de 15320 kilocycles (19,58 mètres), 11720 kilocycles (25,60 mètres), et 9625 kilocycles (31,17 mètres).

Les parents et amis des équipages de navires sont invités à adresser autant de messages personnels qu'ils le désirent, ne dépassant pas 25 mots, aux soins de l'émission "La ronde de l'Arctique", Service du Nord, Radio-Canada, Case postale 6000, Montréal. Ces messages seront diffusés dans la langue même de leur auteur.

L'émission comprendra aussi des rapports quotidiens sur la position et l'activité des brise-glaces de la Garde côtière canadienne et d'autres navires pendant la saison de navigation d'été.



# Significant Changes in Award Program Announced

In March the Suggestion Award Board of the Public Service of Canada announced a new plan to replace the 13-year-old Suggestion Award Program.

The Incentive Award Plan, as it will be known, offers greater benefits to employees in recognition of their proposals for increased economy and efficiency, for long service and for outstanding achievements.

Specifically, it provides for (1) suggestion awards with a cut-off level of participation (2) a merit award program (3) a long service award program and (4) an outstanding achievement award program.

## Suggestion Awards

Suggestions under the new plan will be accepted only from employees at or below the level of junior management (persons above this will qualify instead for recognition through the merit award program). As in the past suggestions that mean saving of money, increased efficiency or improved

working conditions will result in cash or merchandise awards of an amount determined by the value of the suggestion to the department.

Determining a cut-off level to distinguish eligibility was difficult. It was found that the most practical means would be a salary level. Employees whose salary maximums are higher than \$7,710 will no longer be eligible to participate in the suggestion award program, with the exception of members of the Canadian Coast Guard. All ships' crews will continue to qualify, but not ships' officers.

## Merit Awards

This part of the Incentive Award plan is an innovation. It enables management to recognize employees at any level for performance or contributions of unusual value to the operations of the department or improved service to the public. Under this program awards up to \$1,000 in cash, along with a citation, will be granted.

## Long Service Awards

Introduction of awards for recognition of 25 years of public service fills a need not fully met by similar departmental programs. Some departments, including Transport, have been granting token awards for long service, but recipients must have spent all or at least part of their service with the department granting the award. Under this new plan every employee who has completed 25 years as a public servant will be given a pin or brooch.

Recent winners of suggestion awards include L. E. Murphy of Saint John District Marine Agency who earned a \$50 award. A personnel officer, Mr. Murphy recommended that the department discontinue issuing blue drill trousers to Canadian Coast Guard stewards. He pointed out that while on duty stewards wear white clothing and seldom if ever have occasion to wear the two pair of blue trousers issued. It was estimated that approximately \$500 a year will be saved by this suggestion.

Other winners:

NAME	POSITION	LOCATION	AMOUNT
Johann Bachinger	technician, electronics	Montreal	\$25
John N. Clarey	meteorological technician	Halifax	\$20
John G. Fox	communicator	Moncton	\$20
John A. Furlong	fire fighter	St. John's, Nfld.	\$10
D. L. Greene	radio operator	Comox, B.C.	\$20
			\$15
J. J. Jarvis	radio operator	Stirling, Ontario.	\$10
Nathaniel Jones	packer	Met. headquarters	\$10
Nelson Lane	fire fighter	St. John's, Nfld.	\$10
John McCallum	storeman	Met. headquarters	\$10
Walter Morgan	fire fighter	St. John's, Nfld.	\$10
H. G. Perkins	radio operator	Kingston	\$30
W. R. Purdie	meteorological technician	Sept-Isles, P.Q.	\$10
E. D. Redden	technician, electronics	Chester, N.S.	\$10
			\$15
F. R. Searle	radio operator	Port Arthur, Ont.	\$10
E. M. Warren	clerk	Winnipeg	\$10

# Cross-Canada Dateline

**Ottawa**—During past months many headquarters staffers—from marine and air services alike—enrolled in extra-curricular courses. Some 120 from air services and 32 from marine signed up for a 15-week extension course in Effective English for business and professional people at Ottawa's Carleton University, while 52 others took an eight week St. John Ambulance course in the Fundamentals of First Aid.

The English course, conducted by Mr. and Mrs. H. Roodman, stressed correspondence and grammar. Marine personnel took the course in the Fall, while air services people began in January. They attended two-hour sessions once a week and were required to do several assignments. Classes were made up of 18 students each and took the form of workshops, with time devoted to constructive criticism. Enrolment in the course was approved initially by the department and all who successfully completed it were reimbursed 50 per cent of the cost.

The First Aid course was given during office hours, under the auspices of the emergency health division of the Department of National Health and Welfare. Data Processing's Margaret Quinney and telecom's Ray Amos were the instructors. Both trained at the Civil Defence College, Arnprior, Ontario.

The course was comprised of a series of lectures covering treatment of wounds, fractures, burns and other miscellaneous emergencies, including three methods of artificial respiration.



**Ottawa**—Presentation of awards to Canadian Government winners of the International and Government of Canada annual fire prevention contest took place at the Parliament Buildings early in March.

Above Mr. Jean-Charles Cantin, M.P., Parliamentary Secretary to the Minister of Transport, presents the D.O.T. award certificate to Mr. W. G. Anderson (right) acting chief, airports and property management. It was awarded for the entries of Edmonton International, Moncton, N.B. and Torbay, Nfld., airports.

**Prince Rupert, B.C.**—Early in March the CCGS Skidegate was put into service carrying rescue crews and survivors from the avalanche-stricken camp site at Granduc Mine near Stewart, B.C.

In the photo at left some of the 54-man rescue crew, made up of Royal Canadian Engineers from Chilliwack, B.C., R.C.M.P. and Granduc employees, are seen aboard the Skidegate as she docked at Seal Cove six days after the avalanche which took 26 lives. The vessel is designed to accommodate two passengers, but for this trip 17 were on board.



**Ottawa**—A letter postmarked Pangkalpinang, Indonesia and received by Information Services left us a little puzzled.

It read:

DEAR GENEROUS SERVICEMAN,

*You will excuse my troubling you with this letter, in which I am going to ask you a great favour. I have write this letter, for long since I had been reading from books and scenic about your Airport and recently have a look at film. They are very famous and modern in the world.*

*I want to study and knew of the Canada International Airport from all kinds of Airport.*

*There is my first hobby to collect the photographs models of plane from your Airport.*

*I shall hang them on the walls and they make my room like a part of your Airport.*

*I am enjoy with your information of your edition books. And I shall contribute my school library, if you can send me your materials. Which I shall tell*

my all friend in Indonesia, for they are all fons of then too.

Please favour me with a reply at your early convenience. I should be very much obliged to you, if you would comply with this request. I shall be only too pleased to show you my gratitude by reciprocating your kindness.

I thank you from the bottom of my heart for your great kindness and shall regard this keepsake as a lasting token of our friendship.

Believe me Sir, yours very sincerely,

BOEN JOEN NGIAT

Ottawa—At the Air Services School at Ottawa airport courses go on 12 months a year. One, held during January and February, brought together 20 lightkeepers from as far apart as Langara Island, B.C. and Camp Island, Nfld. The seven-week annual course stresses instruction in radio beacon operations and maintainence. W. N. Carrothers and F. H. Pickel of the school's staff were the instructors. Lightkeeper J. R. Bonisteel, of Port Colborne, Ont., was moved to verse during the course:

#### THE CLASS OF '65

*In January of '65*

*The D.O.T School came alive.*

*The Lightkeepers from sea to sea*

*Had come to take a course you see.*

*Carrothers and Pickel were the pick*

*To teach us all about "Lectronics".*

*Though they gave their best instruction*

*They've often been driven to distraction.*

*There's been so many dumb questions*

*But they've helped us with our lessons,*

*and if at first we can't catch on*

*I'm sure we have all been trying.*

*Now the course will soon be done*

*And the boys have had their fun,*

*Along with Ohm's and Kirchoff's Law*

*We'll all remember Ottawa.*

*So we're going back to keep*

*The ships sailing through the deep,*

*And if "Pickel and Carrothers" do*

*survive*

*They'll remember the class of '65.*

Cold Lake, Alberta—This quartet of curlers from the Edmonton area control centre walked off with first prize in the "B" event of the 10th Annual Cold Lake "Palmspiel". In addition to trophies, each man received a Marlin automatic rifle with telescopic sight.

This is the fourth consecutive year that the rink, skipped by Gordon Jones, has finished "in the money" at Cold Lake. Left to right are air traffic controllers Irv. Schaefer, lead; Joe Kovalenko, second; Al Holt, third and Gordon Jones.



Rescuers carry Louise Sacchi from the boat on the airport side of Gander Lake several hours after her twin engine plane crashed. Left to right: Jim Noel, D.O.T.'s Ches Pittman, Sgt. Jack, Miss Sacchi, boat owner Eric Crewe and Gerry Granter.

## D.O.T. Employees Aid in Rescue

On January 26 51-year-old Louise Sacchi, enroute from Boston to Germany via Gander, crashed her twin engine Beach Barron aircraft five miles south of Gander Airport. She was attempting a landing when she ran into difficulty.

Minutes after the crash the lady aviator established radio contact with Gander control tower and rescue operation's got under way immediately.

A rescue team was made up of people

from D.O.T., RCAF, RCMP and local citizens.

When they reached Miss Sacchi four hours after the crash they found her in high spirits with only minor cuts and bruises. She was given food and clothing and carried through the wilderness to the boat.

A veteran pilot with many Atlantic crossings to her credit, Miss Sacchi was released after a few days in hospital none the worse for her close brush with death.





# Canadian Coast Guard ALBUM



*CCGS Sir William Alexander*—A light icebreaking supply and buoy vessel, completed at Halifax Shipyards, Halifax, in June, 1959; operates in East Coast and Gulf of St. Lawrence waters.

## CCGS Sir William Alexander

LENGTH: 272 feet, six inches

BREADTH: 45 feet

DRAFT: 17 feet, six inches

POWER: Diesel electric

POWER: Four eight-cylinder opposed piston diesel generator sets driving two electric propulsion motors, each of 4,250 shaft horsepower; twin screw

GROSS TONNAGE: 2,154