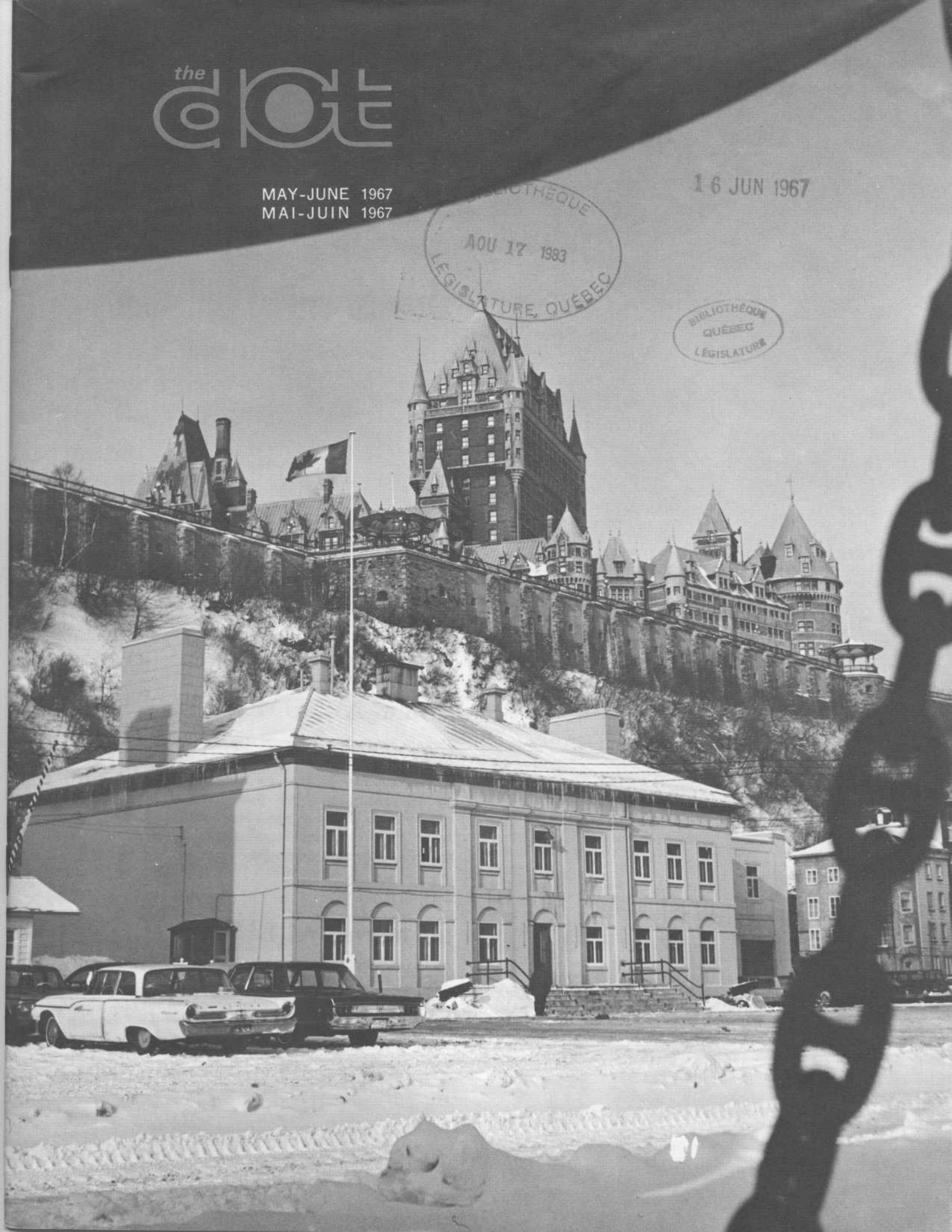
the dot

MAY-JUNE 1967
MAI-JUIN 1967



the DOT

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CONTENTS
SOMMAIRE

COVER

The headquarters of the Department of Transport marine agency in Quebec City, which stands beneath the towering Chateau Frontenac Hotel, has been declared an historic site by the Historic Sites Commission of Quebec. A framed citation inside the building declares: "In 1746, Louis XV, King of France, took possession of this area of ground in order to establish a new shipyard for the building of his vessels. Here stood the first customs house erected by the British government after the cession."

FRONTISPICE

Ce vieil immeuble sis au pied de la falaise, à l'ombre du Château Frontenac, dans la vieille Capitale, loge présentement les services administratifs de l'Agence de la marine du ministère des Transports. Construit en 1820, l'édifice servait au début de manège militaire. Des voûtes souterraines avaient été aménagées tout près pour l'entreposage des munitions. Sous le Régime français, un chantier naval se trouvait sur cet emplacement. Une inscription encadrée à l'intérieur de l'immeuble se lit ainsi: «Le roi Louis XV, en 1746, prit possession de cet emplacement afin d'y établir un nouveau chantier de construction pour ses vaisseaux. Le gouvernement anglais y établit son premier bureau des douanes après le changement de régime.» La Commission des lieux historiques de la province de Québec se propose de conserver l'immeuble intact pour la postérité.

Editor *Bryan Goodyer*
Rédacteur français *Edouard Deslauriers*

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

«THE DOT» *est la revue des employés du ministère des Transports publiée avec l'autorisation du ministre, l'honorable J. W. Pickersgill, par la Division des services de l'information.*

a new ALBUM

Toronto International Airport appears for the first time on the back cover of this issue of "The DOT" in keeping with a continuing effort to have the magazine accurately reflect the many activities of the Department of Transport. The ships of the D.O.T. fleet, which have been appearing regularly in the Canadian Coast Guard Album, will continue to be featured in alternate issues of the magazine.

The Editors

un nouvel ALBUM

Une photo de l'aérogare internationale de Toronto est reproduite dans l'ALBUM de couverture du présent numéro. Il s'agit d'une innovation qui nous permettra de faire mieux connaître les divers services du ministère des Transports. D'autres photos des navires de la Garde côtière paraîtront dans des numéros subséquents.

La rédaction

FROM THE DEPUTY MINISTER

This issue contains a story on one of the rarities in the Department, a female meteorological technician.

Leaving aside the enormous and invaluable help which is provided at the clerical, stenographic and secretarial level, the number of women occupying administrative or technical positions within the Department is not very large. I do not believe that this situation results from any fault or prejudice on the part of the Department. Certainly at the senior level, we admire and respect all their attributes, values and abilities; and hold no prejudice against their working capability. Admittedly some of the positions in the Department, for example where heavy physical work is involved or where there are isolated postings, are obviously unsuitable at least within the present Canadian social context. On the other hand, in a large area of administrative, technical, scientific and professional work, women can usefully be involved.

I hope and expect that as time passes and as a result of the applications which they themselves may make, women will perform a larger role in the Department in those areas of employment where as yet they are relatively few in number.

LE MOT DU SOUS-MINISTRE

La présente livraison renferme un article sur une employée du Ministère qui fait figure d'oiseau rare, la technicienne en météorologie.

Si on fait abstraction des commis, sténographes et secrétaires qui rendent de nombreux et précieux services, le nombre des employées du Ministère qui occupent des postes de nature administrative ou technique n'est pas très élevé. Je ne crois pas que cela soit attribuable au fait que le Ministère ne s'en préoccupe pas ou qu'il soit imbu de certains préjugés dans ce domaine. Il n'y a aucun doute qu'aux échelons supérieurs nous admirons et respectons leurs qualités, leurs aptitudes et leur compétence, et que nous ne nourrissons aucun préjugé pour ce qui est de leur aptitude au travail. Il est évident que certains postes du Ministère qui comportent par exemple un gros effort physique ou l'affectation dans les endroits isolés, ne conviennent absolument pas aux fonctionnaires du sexe féminin, du moins dans le contexte social actuel du Canada. Par contre, celles-ci peuvent rendre de grands services dans le vaste secteur des postes administratifs, techniques, scientifiques et professionnels.

J'espère et je souhaite qu'éventuellement et à la suite des demandes d'emploi qu'il leur est loisible de présenter, les fonctionnaires féminins du Ministère seront en mesure de jouer un plus grand rôle au sein des secteurs d'emploi où elles sont encore relativement peu nombreuses.

J. R. Baldwin

d.o.t. takes command in expo's 'little sea'

by Edouard Deslauriers
Information Services Division

AN ICEBREAKER IN ARCTIC WATERS?—Although this picture looks at first glance like a helicopter's eye view of a Coast Guard icebreaker battling its way through heavy Arctic ice, it's actually a closeup of a 7½-foot model which visitors to Expo 67 will see at work in an artificial lake developed a few yards from the Canadian Pavilion. (Department of Transport photo)

UN BRISE-GLACE DANS LES EAUX DE L'ARCTIQUE?—Pas du tout. . . Il s'agit d'un modèle de brise-glace que les visiteurs de l'Expo 67 ont l'occasion de voir à l'oeuvre dans un lac artificiel aménagé à quelques pas du Pavillon canadien. M. Philippe Demeules, de Sorel, P.Q., a construit ce modèle, selon une échelle d'un quart de pouce au pied, en s'inspirant des plans et devis du n.g.c.c. "Louis S. St-Laurent" actuellement en construction aux chantiers navals de Canadian Vickers, à Montréal. Cette photo a éte prise lorsque le modèle, téléguidé du rivage par radio, a été mis à l'essai dans une piscine encore recouverte de glace. (Photo du ministère des Transports.)

With a view to illustrating the vital role played by the Canadian Coast Guard in the economic and industrial expansion of Canada, the Department of Transport has set up an exhibit which constitutes an unusual attraction for the thousands of visitors to Expo 67.

The exhibit, which features scale models of the icebreakers of the Canadian Coast Guard, takes place a few yards from the Canadian Pavilion in a 200-foot by 100-foot lake known as "The Little Sea."

The lake is partially covered by "ice" created out of styrofoam "cakes" coated with a substance which gives them the appearance of a snow-covered icefield.

Three ship models, controlled from a tower on the edge of the lake, "navigate" it, pushing aside the styrofoam in somewhat the same fashion as the icebreakers that force their way through the waters of the Arctic and other waterways where their services are required to open up lanes for shipping.

The models are all built on a scale of one-quarter of an inch to a foot. They are the work of Philippe Demeules of Sorel, Que., a craftsman recognized as Canada's master model maker.

One of the three Expo models represents an ore carrier. It is 15 1/2 feet long and weighs 1,100 lbs.

It is escorted by a 7 1/2-foot model of an icebreaker weighing approximately 800 pounds.

The third, a lighter "icebreaker," is used as a supply and buoy-laying vessel.

Its main function in the Expo lake is to deliver supplies to a lighthouse—another of Mr. Demeules' models—on the opposite shore.

The ship, approximately five feet long and weighing 200 pounds, stops en route to lay and pick up buoys using radio-operated derricks and winches.

The model icebreaker is called the *Louis S. St-Laurent*, after the icebreaker of the same name launched last Dec. 3 as the most powerful non-nuclear icebreaker in the world.

In order to build the model, Mr. Demeules used the same specifications for the vessel as those used by Canadian Vickers Limited of Montreal, which is building the St-Laurent.

Like the one on which it is modelled, the *Louis S. St-Laurent* built by Mr. Demeules is equipped with three screws. An engine aft operates the rudder while another in the engine room operates the screws. A rheostat connected to the engine is used to increase or reduce the speed.

The servo-motor, the main unit used for remote control by radio, is located in the forward part of the ship. There are about 800 feet of electric wire inside the hull and a battery ensures operation of the whole mechanism for a continuous period of four hours.

As the shows last 25 minutes each hour, the battery is re-charged every night.

The lighter icebreaking supply and buoy-laying vessel bears the name of a former master in the then Department of Marine and Fisheries, Joseph Bernier, famed for his Arctic explorations at the turn of the century.

The *Joseph Bernier*, like the *Louis S. St-Laurent*, is a perfect model. There was only one so-called "fault" which surprised the builder when the model was tested.

Mr. Demeules found that it travelled too fast even through a layer of real ice, so a device was added to the engine to reduce its speed.

The ore carrier resembles in detail any ship of the type now operating in Canadian waters. Because it weighs a 1/2 ton, it is operated by engines which are more powerful than those used in the other two models. The blades of its propeller are moveable, thus permitting adjustment of pitch and even stopping the ship with the engines still operating.

The lighthouse located on the other side of the lake is modelled on the Prince Shoal lightstation in the St. Lawrence River at the mouth of the Saguenay.

Built, as are the vessels, with corrosion-resistant materials, the lighthouse is equipped with a davit and boat, lights and revolving radar antennas and also with ladders, guard rails windows, and a helicopter.

The hulls of the ships are made of fibreglass while the other principal materials used in the construction of the models are zinc and brass.

In the evening, the small electric lights arranged on the decks of the vessels put realism into the demonstration and add glamor to the show.

The entire demonstration is conducted by an operator in the control tower using a console equipped with a series of switches which transmit direction signals to the servo-motor of each ship, using a radio control system designed by Ernest Apps of Toronto.

Mr. Demeules took almost a year and a half to build his models, working alone in the shop in the basement of his home in Sorel.

His son, Yvon, who is a mechanical draftsman, prepared the plans which were used for the construction of the driving parts and which showed their location within each model.

With the same creative spirit of his father, Yvon also built several items such as the helicopters, lifeboats, derricks and other equipment of that nature on board the vessels.

Born in Laprairie, Que., Philippe Demeules was initiated at a young age into the trade which became his livelihood. While he was still at elementary school, he showed a marked taste for things mechanical and artistic.

At the age of 16, he left school to become a draftsman but returned to complete his education when the Ecole des Beaux Arts opened in Montreal in 1920.

After eight months of studies, he returned to the drafting board and worked for a number of firms before obtaining his first contract for a ship model in 1952 from the Department of Transport.

His model of the icebreaker *d'Iberville* launched him into his career as a model maker. He was then 48 years old.

Since then, Philippe Demeules has been working on his own but his services are in such demand that it is impossible for him to accept all the contracts offered to him.

A few months ago, he built a scale model of the new weather-ship *Vancouver*, which was presented to the Inter-Governmental Maritime Consultative Organization (IMCO) by Hon. Lionel Chevrier, Canadian High Commissioner to the United Kingdom.

He has also built other models of the same ship for the Department of Transport and for the Burrard Drydock Company in Vancouver.

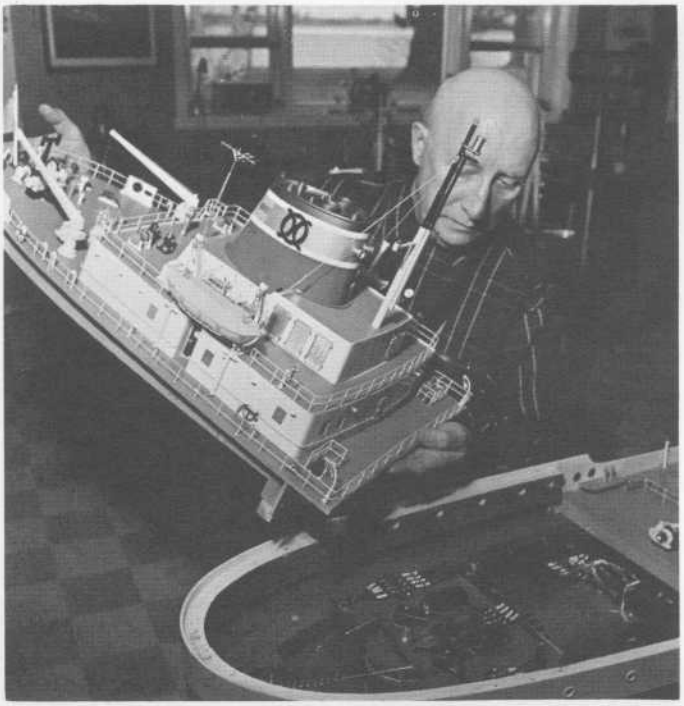
"I am not a person who can remain idle too long," says Mr. Demeules of his successful career as a master model maker.

Mr. Demeules, standing beside one of the models he built for the Department of Transport exhibit at Expo 67, looks over a photograph taken when the model was tested in the "ice" of his swimming pool at Sorel, Que. (Department of Transport photo)

M. Philippe Demeules, de Sorel, est photographié ici près d'un des modèles qu'il a construit pour le spectacle monté par le ministère des Transports à l'Expo 67. Il tient en main une photo prise lorsque le modèle a été mis à l'essai dans la glace de sa piscine. (Photo du ministère des Transports.)

De petits brise-glace dans "la petite mer" de l'expo

par Edouard Deslauriers
Services d'information



M. Philippe Demeules soulève une section du pont d'un de ses modèles pour nous faire voir une partie de la chambre des machines. On aperçoit le moteur et d'autres dispositifs servant à actionner le gouvernail et l'hélice de ce modèle de 15½ pieds de longueur représentant un cargo pour le transport de minerai. (Photo du ministère des Transports.)

Master model maker Philippe Demeules, of Sorel, Que., raises a section of the deck of one of his models to show part of its "engine room." Shown are the engine and remote-controlled parts used to operate the rudder and the propeller of this 15½-foot model which represents an ore carrier. (Department of Transport photo)

Désireux de mieux faire connaître le rôle indispensable joué par la Garde côtière canadienne dans l'expansion économique, industrielle et maritime du Canada, le ministère des Transports a monté un spectacle qui constitue un attrait d'un tout nouveau genre pour les milliers de visiteurs à l'Expo 67.

Le spectacle, mettant en vedette les brise-glace de la Garde côtière canadienne, se déroule à quelques pas du Pavillon canadien dans un immense lac artificiel de 100 pieds de largeur par 200 pieds de longueur. Le lac, surnommé "La petite mer", est jonché de pains de styrofoam, lesquels sont enduits d'un produit qui leur donne l'apparence de blocs de glace recouverts de neige.

Trois modèles de navires, télécommandés d'une tour de contrôle érigée sur la rive, se déplacent dans le lac, bousculant les pains de styrofoam un peu à la façon dont les brise-glace se frayent un chemin dans les eaux de l'Arctique, dans le golfe Saint-Laurent, dans les Grands Lacs et dans les autres cours d'eau où leurs services sont requis pour ouvrir les voies au transport maritime.

Ces modèles sont tous construits selon une échelle d'un quart de pouce au pied. Ils sont l'œuvre de M. Philippe Demeules, de Sorel, P.Q., un constructeur de modèles qui maîtrise son art avec une telle perfection qu'il est reconnu comme le maître-modeleur au pays. De l'avis des spécialistes, il est quasi impossible de trouver des modèles construits avec plus de précision. Ils sont en effet construits avec un tel souci du détail qu'il est difficile d'admettre qu'il ne s'agit enfin que de modèles.

Un des trois modèles à l'Expo représente un cargo destiné au transport de minerai. Il est d'une longueur de 15½ pieds et pèse 1,100 livres. Il est escorté par un modèle de brise-glace de 7½ pieds et pesant environ 800 livres. Le troisième, représentant un brise-glace plus léger, est utilisé pour le balisage et aussi comme navire de ravitaillement. Sa mission principale, dans le lac de l'Expo, consiste à livrer des approvisionnements à un phare—autre modèle de M. Demeules—sur la rive opposée. Le modèle d'environ cinq pieds de longueur et pesant 200 livres s'arrête en cours de route pour poser et recueillir des bouées à l'aide de mâts de charge et de treuils manœuvrés par radio.

Le brise-glace porte le nom de «Louis S. St-Laurent», et, pour le construire, M. Demeules s'est inspiré des plans et devis servant à la construction du navire du même nom qui doit sortir des chantiers navals de Canadian Vickers, à Montréal, le printemps prochain.

Comme celui sur lequel il a été modelé, le «Louis S. St-Laurent» de M. Demeules est muni de trois hélices. Un moteur, à l'arrière, actionne le gouvernail, alors qu'un autre dans la chambre des machines met les hélices en marche. Un rhéostat relié au moteur sert à augmenter ou diminuer la vitesse. Le servo-moteur, organe principal servant au téléguidage par radio, est situé à l'avant du navire. Tout l'intérieur de la coque est guirlandé de quelque 800 pieds de fils électriques. Un accumulateur assure le fonctionnement de tout le mécanisme pour une période continue de quatre heures. Comme les spectacles sont d'une durée de 25 minutes par heure, l'accumulateur est rechargé pendant la nuit.

Le brise-glace plus léger servant au balisage et au ravitaillement porte le nom d'un ancien capitaine canadien, Joseph Bernier, qui s'est illustré dans des explorations de l'Arctique au tournant du siècle. Le «Joseph Bernier», comme le «Louis S. St-Laurent»,

est un modèle de perfection. Son seul défaut pour ainsi dire, et ceci a surpris même le constructeur lorsqu'on a mis le modèle à l'essai, c'est qu'il filait un peu trop vite même dans une couche de glace réelle. M. Demeules a donc été obligé d'ajouter un dispositif au moteur pour en réduire la vitesse.

De son côté, le cargo servant au transport de minerai, ressemble en tout point à n'importe quel navire du genre circulant actuellement dans les eaux canadiennes. A cause de son poids de près d'une demi-tonne, il est mû par des moteurs évidemment plus puissants que ceux utilisés dans les deux autres modèles. Les ailes de l'hélice sont mobiles, permettant ainsi d'ajuster le tangage et même d'arrêter le navire alors que les moteurs sont encore en marche.

Le phare sis de l'autre côté du lac est modelé sur celui du haut-fond Prince dans le fleuve Saint-Laurent, à l'embouchure du Saguenay. Construit, comme les navires, de matières résistant à la corrosion, le phare est muni d'un bossoir avec embarcation, de feux et antennes de radar pivotants ainsi que d'échelles, garde-fous, fenêtres et même d'un hélicoptère.

La coque des navires est faite de fibres de verre. Les autres principaux matériaux utilisés dans la construction des modèles sont le zinc et le bronze.

En soirée, les nombreuses petites lampes électriques disposées sur le pont des navires mettent du réalisme dans la démonstration et ajoutent à l'éclat du spectacle.

Comme on l'a expliqué plus haut, les modèles sont téléguidés du rivage. Un préposé à la tour de contrôle dirige les opérations à l'aide d'un tableau disposant d'un série de commutateurs qui transmettent les signaux de direction au servo-moteur de chacun des navires. Ce système de contrôle par radio a été conçu par M. Ernest Apps, de Toronto.

M. Demeules a mis près d'un an et demi à construire ses modèles. Tout le travail a été effectué dans l'atelier du sous-sol de sa demeure, à Sorel. Son fils, Yvon, qui est dessinateur en mécanique, a tracé les plans qui ont servi à la construction des pièces motrices et qui ont situé leur emplacement à l'intérieur de chaque modèle. Jouissant du même esprit créateur que le père, Yvon a également construit plusieurs pièces détachées, comme les hélicoptères, les embarcations de sauvetage, les mâts de charge et autre équipement du genre à bord des navires.

Natif de Laprairie, P.Q., Philippe Demeules s'est initié très jeune au métier qui allait un jour devenir son gagne-pain. Encore à l'école primaire, il avait déjà développé un goût prononcé pour la mécanique et les choses du domaine artistique. Le dessin était surtout son fort.

A l'âge de 16 ans, il quitte l'école pour passer à l'emploi d'une entreprise commerciale comme dessinateur. Lors de l'ouverture de l'École des Beaux Arts, à Montréal, en 1920, Philippe retourne à la classe pour parfaire sa formation. Après une période de huit mois d'études, il retourne à la planche à dessin pour le compte de diverses entreprises avant de finalement décrocher, en 1952, un premier contrat pour la construction d'un modèle de navire. Ce contrat, pour le ministère des Transports, est accordé en vue de la construction d'un modèle du brise-glace «d'Iberville». C'est le lancement de sa carrière de modeleur. Il était alors âgé de 48 ans.

Depuis lors, Philippe Demeules est à son propre compte, et ses services sont tellement en demande qu'il lui est impossible d'accepter tous les contrats qui lui sont offerts.

Il y a quelques mois, il a construit, selon une échelle d'un huitième de pouce au pied, un modèle du nouveau navire météorologique «Vancouver». Ce modèle, encastré dans une châsse de verre, a été présenté à l'Organisation intergouvernementale consultative de la navigation maritime (IMCO) par le haut-commissaire canadien de l'époque à Londres, l'honorable Lionel Chevrier.

Il a également construit d'autres modèles de ce même navire pour le ministère des Transports et pour les chantiers de Burrard Drydock, à Vancouver.

Philippe Demeules n'est pas de ceux qui peuvent demeurer inactifs trop longtemps. Ses modèles de l'Expo à peine complétés, il se penchait immédiatement sur d'autres contrats qui requièrent toute l'attention du maître-modeleur.

Le modèle du "Louis S. St-Laurent", en plus des moteurs actionnant le gouvernail et mettant en marche les trois hélices, renferme, dans la chambre des machines, un rhéostat qui sert à diminuer ou augmenter la vitesse. Le constructeur du modèle, M. Philippe Demeules, de Sorel, P.Q., nous fait voir les entrailles de son navire, comprenant les pièces motrices et quelque 800 pieds de fils électriques. (Photo du ministère des Transports.)

The model of the Louis S. St-Laurent has, in addition to the engines operating the rudder and the three screws, a rheostat which is used to increase the propulsion power. (Department of Transport photo)

IN THE NAME OF FRIENDSHIP

An 18th Century friendship that began during the exploration of Canada's Pacific Coast was commemorated at D.O.T. headquarters in Ottawa recently.

The occasion was the presentation of an antique brass plaque and a portrait of Spanish navigator Juan Francisco de la Bodega y Quadra to the Canadian Coast Guard by the Government of Spain.

The presentation, which was made by His Excellency Javier Conde, Spanish Ambassador to Canada, took place in the office of Gordon W. Stead, Assistant Deputy Minister, Marine, who received the gifts on behalf of the department and the Coast Guard.

Gordon W. Stead, left, Assistant Deputy Minister, Marine, thanks His Excellency, Javier Conde, Spanish Ambassador to Canada, following the presentation of a brass plaque and painting commemorating the Spanish explorer Don Juan de la Bodega y Quadra after whom the weathership CCGS Quadra was named.

M. Gordon W. Stead, à gauche, sous-ministre adjoint pour la marine, remercie Son Excellence Javier Conde, ambassadeur d'Espagne au Canada, qui vient de présenter à la Garde côtière canadienne une plaque de cuivre et un portrait du navigateur espagnol Juan Francisco de la Bodega y Quadra. Le navire météorologique "Quadra" est nommé d'après cet explorateur.

Mr. Stead and the Spanish Ambassador, right, discuss the history of the plaque and painting of the Spanish explorer Quadra with Carmelo Matesanz, left, Spanish Charge d'Affaires, and Colonel Jose Juega, the Spanish Air, Military and Naval Attache, who were on hand for the presentation.

M. Stead et l'ambassadeur d'Espagne, à droite, s'entretiennent avec le chargé d'affaires à l'ambassade d'Espagne, M. Carmelo Matesanz, à gauche, et l'attaché militaire espagnol, le colonel Jose Juega, lors de la présentation de la plaque et du portrait du navigateur Quadra.

The plaque and the portrait will be placed aboard the new Canadian Coast Guard weathership *Quadra*, which was launched in Vancouver last summer.

CCGS *Quadra*, due to enter service this summer, and her sister weathership, CCGS *Vancouver*, were named after Captain Quadra and English explorer Captain George Vancouver.

The two ships were built to man Ocean Station "Papa" in mid-Pacific as replacements for the weatherships *Stonetown* and *St. Catharines*.

Vancouver and Quadra, who explored the Pacific Coast during the same period, met in 1792 at Nootka Sound in what is now the province of British Columbia.

Captain Vancouver, who was the first navigator to sail around Vancouver Island, named it "Quadra and Vancouver's Island" in honor of the friendly relationship that had developed between himself and Quadra.

The double name fell into disuse in the 19th Century, but the name of the Spanish explorer is perpetuated by Quadra Island in Discovery Strait.

The presentation of the gifts to Mr. Stead recalled the launching of the *Quadra* last July in Vancouver at the yard of Burrard Dry Dock Company Limited.

The Spanish ambassador was to have been present for the ceremony but was unable to do so because of unexpected commitments. He was represented at the time by the Spanish Charge d'Affaires, Carmelo Matesanz, who announced that Spain would be making the gift to the ship.

In accepting the plaque and painting from Ambassador Conde, Mr. Stead recalled the historical events involved.

He also voiced the appreciation of the Department of Transport and of the Canadian Coast Guard in particular for the generous gesture on the part of the Spanish Government.

It would keep alive, he said, the colorful bit of history of special signifiance to the Coast Guard and of interest to all Canadians.

It was pointed out too that the explorers' friendship was also remembered last November when a scale model of the two weatherships was presented to the headquarters of the Inter-Governmental Maritime Consultative Organization (IMCO) in London.

The presentation was made on behalf of Canada by the High Commissioner for Canada, Hon. Lionel Chevrier, to Jean Morin, president of the 64 -nation IMCO Assembly.

In his remarks prior to making the presentation, Mr. Chevrier pointed out that the names of the two new ships were given special significance because of the two explorers.

They are commemorated by the inscriptions on four bronze plaques (one in each of the official languages of IMCO) attached to the table on which the ship model is mounted.

The plaques note the date of the presentation and give brief particulars as to the dimensions, equipment and duties of the vessels and their historic background:

> "Captain George Vancouver and Don Juan Francisco de la Bodega y Quadra, explorers of the Pacific Coast of Canada, brought together by their countries' rivalry, in personal friendship kept the peace and worked together for the advancement of knowledge."

UNE VIEILLE AMITIÉ

On a rappelé dernièrement à l'Administration centrale du ministère des Transports à Ottawa le souvenir d'une amitié datant du 18e siècle, à l'époque des explorations de la côte canadienne du Pacifique.

Ce souvenir a été rappelé à l'occasion de la présentation à la Garde côtière canadienne par le gouvernement de l'Espagne d'une plaque de cuivre et d'un portrait du navigateur espagnol Juan Francisco de la Bodega y Quadra.

La présentation, faite par Son Excellence Javier Conde, ambassadeur d'Espagne au Canada, s'est déroulée dans le bureau de M. Gordon W. Stead, sous-ministre adjoint pour la marine, qui a accepté les dons au nom du Ministère et de la Garde côtière.

La plaque et le portrait seront exposés à bord du navire météorologique *Quadra* de la Garde côtière canadienne, lancé à Vancouver l'été dernier.

Le n.g.c.c. *Quadra*, censé entrer en service l'automne prochain, et son navire météorologique jumeau, le n.g.c.c. *Vancouver*, portent les noms du capitaine Quadra et du capitaine George Vancouver, explorateur anglais.

Ces deux navires ont été construits pour constituer la station océanique *Papa* située au milieu du Pacifique, en remplacement des navires météorologiques *Stonetown* et *St. Catharines*.

Les capitaines Vancouver et Quadra explorèrent la côte du Pacifique durant la même période et se rencontrèrent tous deux en 1792 à Nootka Sound, dans ce qui est aujourd'hui la province de la Colombie-Britannique.

Le capitaine Vancouver, premier navigateur à contourner l'île de Vancouver, lui donna le nom d'île de Quadra et de Vancouver, en souvenir des liens d'amitié qu'il avait noués avec Quadra.

Le double nom de l'île cessa d'être employé au 19e siècle, mais l'île de Quadra dans le détroit Discovery perpétue le nom de l'explorateur espagnol.

La présentation des dons à M. Stead rappelait le lancement du *Quadra* en juillet dernier à Vancouver aux chantiers de la Burrard Dry Dock Company Limited.

L'ambassadeur d'Espagne devait assister à la cérémonie mais avait été empêché en raison d'engagements imprévus. Il avait alors été remplacé par le chargé d'affaires espagnol, M. Carmelo Matesanz, qui avait annoncé que l'Espagne ferait ce don au navire.

En acceptant la plaque et la peinture présentées par l'ambassadeur Conde, M. Stead a fait mention des souvenirs historiques qui s'y rattachaient. Il a exprimé la gratitude du ministère des Transports et de la Garde côtière canadienne en particulier pour ce geste magnanime du gouvernement de l'Espagne.

Ainsi serait rappelé, a-t-il dit, un événement historique qui touche particulièrement la Garde côtière canadienne et qui suscite l'intérêt de tous les Canadiens.

Il a également signalé qu'on avait rappelé en novembre dernier l'amitié unissant les explorateurs, lors de la présentation d'une maquette des deux navires météorologiques au siège de l'Organisation intergouvernementale consultative de la navigation maritime (IMCO) à Londres.

C'est le haut-commissaire du Canada, l'honorable Lionel Chevrier, qui avait présenté la maquette au nom du Canada à M. Jean Morin, président de l'Organisation qui groupe 64 pays.

Prenant la parole avant de présenter la maquette, M. Chevrier avait souligné que les noms des deux nouveaux navires ont une certaine résonance internationale, en raison des deux explorateurs.

Le souvenir en est rappelé par les inscriptions qui figurent sur les quatre plaques de bronze (une pour chaque langue officielle de l'IMCO) installées sur la table qui supporte la maquette.

On y trouve mentionnées la date de la présentation de la maquette, de brèves caractéristiques sur les dimensions, l'équipement et les fonctions des navires ainsi que les renseignements historiques suivants:

> «Le capitaine George Vancouver et Don Juan Francisco de la Bodega y Quadra, explorateurs de la côte canadienne du Pacifique, que la rivalité de leurs deux pays mit en présence, surent grâce à leur amitié personnelle maintenir la paix et travailler ensemble au progrès de la science.»
>
> 1792

GIFT FROM CANADA—Jean Roullier of France, left, secretary general of the Intergovernmental Maritime Consultative Organization (IMCO), and E. C. V. Goad, deputy secretary general, look over a scale model of the new Canadian Coast Guard Pacific Ocean weather ships Vancouver and Quadra. The model was presented to IMCO by Hon. Lionel Chevrier, Canadian High Commissioner to the United Kingdom, acting on behalf of Canada at a special meeting of the IMCO Assembly held in London. Mr. Chevrier was introduced at the meeting by Gordon W. Stead, Assistant Deputy Minister, Marine, Department of Transport, Ottawa.

UN CADEAU DU CANADA—M. Jean Roullier, de la France, à gauche, secrétaire général de l'Organisation intergouvernementale consultative de la navigation maritime (IMCO), et M. E. C. V. Goad, secrétaire général adjoint, admirent un modèle à l'échelle des nouveaux navires météorologiques de la Garde côtière canadienne, le Vancouver et le Quadra. Le modèle a été présenté à IMCO par l'honorable Lionel Chevrier, haut-commissaire canadien auprès du Royaume-Uni, au cours d'une réunion d'IMCO à Londres. M. Chevrier a été présenté à la réunion d'IMCO par M. Gordon W. Stead, sous-ministre adjoint pour la marine, ministère des Transports.

d.o.t. curlers defend pride of newfoundland

by Bryan Goodyer
Information Services Division

In the annals of the roaring game, the province of Newfoundland has been traditionally overlooked in national competition.

But this year, thanks to the efforts of four Department of Transport employees from Goose Bay, Labrador, Newfoundland reserved a special place in the history of curling in Canada.

As most Canadians know by now, the Newfoundland and Labrador team didn't sweep the 38th annual Canadian Curling Championships to win the Macdonald Brier Tankard.

But Len Kalichak, Doug Ellis, John Strugnell and Duane Olson, who arrived for the matches regarded as the "newcomers," left some surprised curling fans with the impression that Newfoundland may no longer be "taking it on the chin."

Len, 32, the team's skip, is an air traffic controller at Goose Bay, as are Doug, 34, who plays third, and Duane, 29, who plays lead. John, 28, the team's second, is office supervisor at the airport.

John is also the only native Maritimer of the foursome. Doug and Duane hail from Saskatchewan while Len Kalichak is a native of Manitoba.

All have been playing together just over a year at the Royal Canadian Air Force Curling Club at Goose Bay.

Lightly regarded when the Brier matches began March 6 in the arena at Hull, Que., across the Ottawa River from the Capital, the Kalichak rink, which had to win 15 straight games in Newfoundland to gain the right to represent the province at the Brier, quickly caught the attention of the large press corps in attendance and an opening day crowd estimated at 2,500 spectators.

In one of their best games, the D.O.T. rink—to the surprise of everyone including themselves—almost scored an upset over the 1966 champion Alberta rink of Ron Northcott on the opening day of the series.

As one sports reporter put it: "Given little chance in the pre-Brier betting, Kalichak came up with a tremendous effort after losing his first game to lightly-regarded Northern Ontario 10–4.

Another reporter commented: "Normally, the first day of the Brier gets few people excited but when it became apparent that the day's bit of drama would be provided by the seemingly least betworthy team of the lot, the entire arena began looking for the unexpected."

Unfortunately, the unexpected happened the same night when John Strugnell, on his way to an elevator in Ottawa's Chateau Laurier Hotel where the teams were staying, tripped on a newly-installed carpet and fell, badly spraining his right ankle.

"It won't be surprising," syndicated columnist Jim Coleman commented the day after John's fall, "if peppery Premier Joey Smallwood pulls Newfoundland out of the Canadian Confederation (because of it)."

John's accident caused the team to play a man short for the next three games, all of which they lost, but the newcomers rallied and managed to finish the series in a tie for seventh place with three games won and seven lost.

They also won the unabashed admiration of everyone present for the Brier even though, as Len Kalichak said: "Everyone likes to root for the underdog."

What did they think of their week at the Brier?

"We had a good week," said Skip Kalichak with a smile, "although I wish we could have won more games."

Added Duane Olson: "Sure John's accident hurt us, but we all enjoyed the chance to play in the Brier for the first time. It's been great."

And so the quartet headed back to Goose Bay, headquarters of air traffic control for the Atlantic region, where the busy summer season awaits them.

And after that?

"More curling, naturally," the team agreed to a man.

Left to right, Doug Ellis, Len Kalichak, John Strugnell and Duane Olson.

WINTER'

in NOVA SCOTIA

Les tempêtes en mer ont fait de lourds dégâts, cette année, sur les côtes de la Nouvelle-Écosse et de la Colombie-Britannique. Les photos à droite nous font voir les dommages considérables causés au phare de Pine Island sur la côte du Pacifique. Dans la photo ci-dessus, un membre d'équipage du n.g.c.c. "William Alexander", est hissé à bord d'un hélicoptère après avoir complété son examen d'un chalutier échoué sur un récif près de Forchu, petit village de pêcheurs situé sur la côte de Cap Breton en Nouvelle-Écosse. Dix personnes ont perdu la vie dans ce naufrage.

A crewman from the Canadian Coast Guard icebreaker Sir William Alexander *is hoisted from the wreck of the 91-foot steel trawler* Iceland II *by a Royal Canadian Air Force Search and Rescue helicopter. (The icebreaker can be seen standing by in the far background.) Ten men lost their lives when the trawler ran aground in February near Forchu, a small fishing village on the east coast of Cape Breton in Nova Scotia. The accident apparently happened while the area was being battered by a stiff southeast gale.*

S FURY...

and BRITISH COLUMBIA

Pine Island, B.C.—The worst damage in the history of British Columbia's coastal lighthouses was inflicted here recently when a 50-foot wall of water slammed into this tiny island during a raging storm.

Lightkeeper Rex Brown, 43, was reported to have credited a premonition of disaster with saving his life and that of his 49-year-old assistant, J. P. Lewis, as the two men were inspecting the station's powerhouse during the storm.

"It was like an earthquake," recalled Mr. Brown, who said he turned to his partner and shouted "let's get out of here" just before the wall of water struck the building.

The giant wave, which slammed the island as 100-mile-an-hour winds howled, flattened the powerhouse seconds later, carried away three 2,000-gallon fuel tanks, smashed a radio beacon, deposited a shed on the front porch of Mr. Lewis' home, washed away a boathouse and punched holes in the concrete base of the light beacon.

The wave hit early Feb. 18, but no word was heard from the station until late in the day when a Dutch freighter radioed that the lightkeepers and their families had escaped injury in the storm.

The six residents of the lightstation, located on an island off the northern tip of Vancouver Island ¾ths of a mile long by ½ a mile wide, included Mr. and Mrs. Brown and their two children and Mr. Lewis and his wife.

Coast Guard officials dispatched CCGS *Camsel* to the scene with building supplies, food, a pre-fabricated shed, a diesel generator, fuel, fog alarm equipment, an aerial hoist and winch, and a shore party of 15 men to help put the station back in operation.

In a report on the storm to L. E. Slaght, district marine agent at Victoria, Mr. Brown said: "My severest personal loss, apart from tools which can be replaced and are only worth money, was two boxes that were down in the building in the process of being packed. One contained about a dozen volumes of rare B.C. historical books with a market value of $250, duplicates from my collection. These were individually wrapped in thick newspaper and would have survived water damage but were carried away. The other, a good-sized wooden box contained all my photograph albums, part of a fine stamp collection that was my father's, and a lot of old family items."

In letters to the lightkeepers and their families, Mr. Slaght said, in part: "You have gone through the most trying and nerve-wracking experience I hope you will ever encounter. The stoic, calm and capable manner that you displayed in handling the hazardous experience and encountering the full fury of the storm-tossed sea, shows considerable personal strength."

Mr. Slaght said that the Department was planning to undertake the construction of two new dwellings, a fog alarm building and a storage building later on this year.

The worst damage inflicted on a station prior to this occurred at Egg Island Light, 25 miles northwest of Pine Island, when a storm levelled both installation and buildings on Nov. 2, 1948.

Mr. and Mrs. R. P. Brown, Twinkie and Rex

Mr. and Mrs. J. P. Lewis

PART II

the york boat

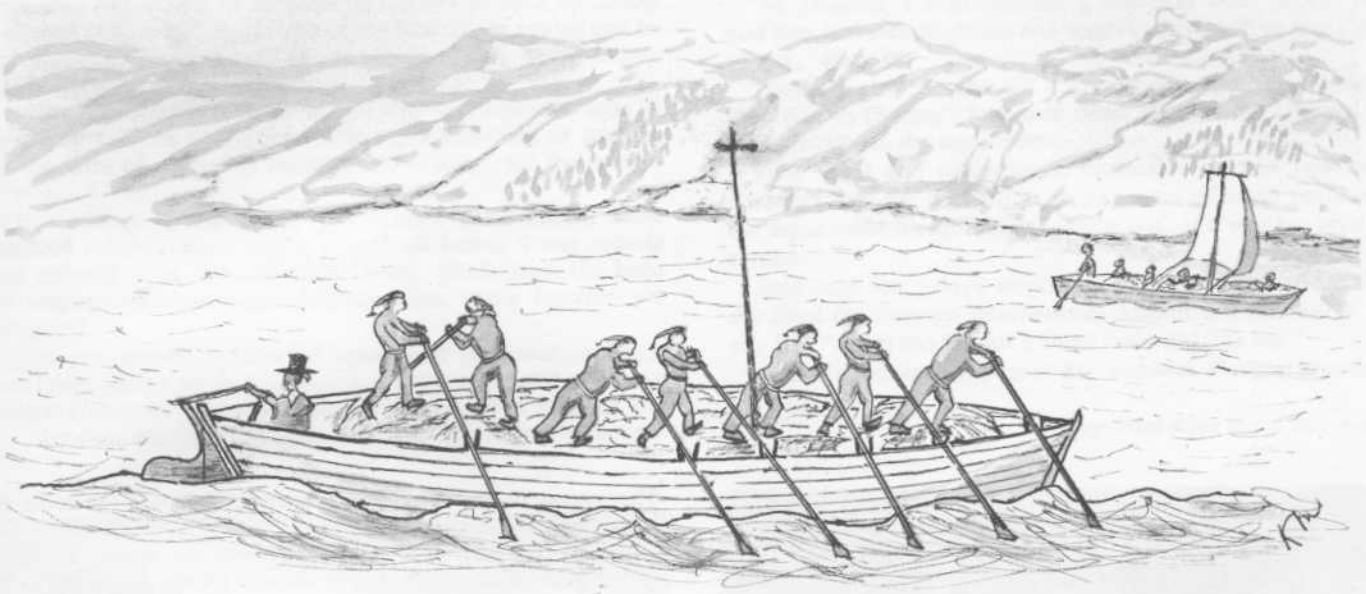
by J. R. K. Main

This is the second of a Centennial series on early transportation in Canada, written especially for the "The DOT" by J. R. K. Main, a former director of civil aviation with the D.O.T. Mr. Main's book, "Voyageurs of the Air," is being published by the Department as a Centennial project.

The large birch bark canoe, as a vessel of commerce, gave way to the York boat about 1800. A number of events converged to bring this about. The two great fur trading companies, Hudson's Bay and the North West Company, after severely mauling each other in cut-throat competition, were at last merging and looking for ways to reduce operating costs. Beaver were nearing extinction in many parts of Canada and the distances travelled to procure furs were increasing alarmingly. Voyageurs were becoming scarce, wages were high; and the canoe, that had served so well for so long, had to be replaced by something more efficient.

Improvement of the routes across many of the portages made the use of a boat feasible. Horse and bullock-cart transport (the Red River cart) were available over several of the long portages and roads, or at least good dirt tracks, had been built on many of the others.

The York boat, so called because it was first built at York Factory near the mouths of the Nelson and Hayes rivers on Hudson Bay, met the need of the time. It was anything but an elegant craft. Long and narrow in design, it was heavy in con-



struction and sluggish in use. Coarse boards, whip-sawed out of local timber, provided the material. The length usually ran to 40 feet with a width or beam of about 10 feet. The bottom was flat, but underlaid by a stout keel that helped to take the strain when the boat (sometimes partially laden) was hauled over log rollers in shallow water or across a portage. Heavy posts, at prow and stern, held the side planking where it came to a point at each end. Some boats had rudders, but others depended on a long oar or sweep for control.

The York was propelled in a number of ways, most of them back-breaking. In swift water, it was polled by the crew, walking and stumbling, on the cargo. In deep water, oars or sweeps, up to 14 feet in length, were used. The fulcrum, or rowlock of the sweep, consisted of two stout wooden pegs driven into the gunwall. Each sweep was handled by one crewman standing on the cargo. No coxswain called the stroke, hollered "Now, all together, ho heave ho!" or any such non-democratic nonsense. Each man handled his own sweep in his own way. In spite of these defects, a speed of six knots is claimed for the York boat.

Towing harness and lines or ropes were also provided for hauling a boat up very swift water. This procedure, much hated by the men, was called "tracking," always rugged and sometimes dangerous work on a rock or boulder-strewn shoreline.

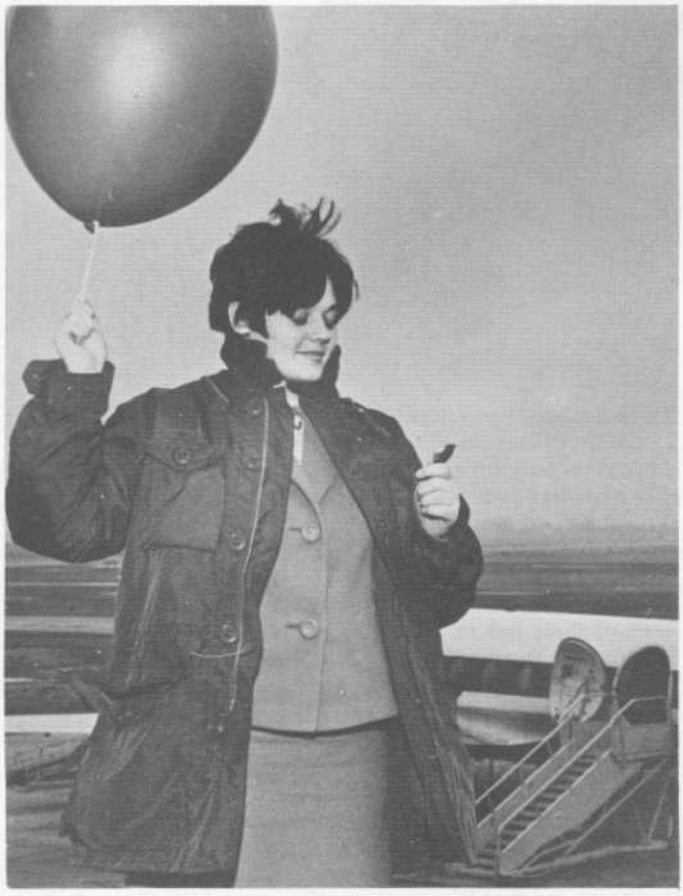
A mast was carried and occasional relief provided by a square sail. This hung from a cross spar fixed near the masthead, with the bottom corners held by two shroudlines, like a spinnaker. It could sail fairly close to, but not into the wind.

The crew varied between eight and 15 men. With a depth or draft of three feet or more, the useful load could run to eight or nine tons though the total displacement was about twice this figure. And although there was no Marine branch to prescribe a Plimsoll line, a respect for the sudden and fierce lake storm striking an open boat generally held them within safe limits.

From the Red River to the Arctic and from the Lakehead to the Rockies, the York boat served the vital Canadian fur trade for well over half a century. Their numbers were never precisely recorded, but several hundred (estimates run as high as eight hundred), are known to have been in use at one time. They, along with the Red River cart, typify a way of life that came to a close only with the advent of the railway.

winsome weather watcher scores airport "first"

by Mary Botosan



Cloud ceiling check.

Thermometers, barometers and anemometers are the tools of her trade.

Twenty-one-year-old Joan Moreland is the newest addition to the staff of the Meteorology Branch of the Department of Transport at Windsor Airport and the first woman to be employed there as a meteorological technician.

The dark-haired young woman, whose home is in Wallaceburg, has been in the business for two years. She received her training with the Department of Transport at Uplands Airport in Ottawa, then worked for two years at Toronto International Airport before requesting a transfer to Windsor so she could be closer to her home.

An interest in geography and mathematics led Joan to apply for the position with the Meteorological service on the completion of Grade 12 at Wallaceburg High School.

"To qualify for the position, you must apply to the Department of Transport, Meteorological Branch, which often has posters in the post office telling of coming competitions," she said in a recent interview. "Generally, you are interviewed and write a 'sort of' IQ test which involves varied questions from cars to mathematical problems."

There are few women in comparison to the number of men who apply for the jobs with the Meteorological Branch, she said, adding: "There were 30 in our training class and only two girls. The other girl dropped out before completing her training and I was the only one to finish."

As a meteorological technician, Joan is required to take weather observations during her working shift and to assist pilots by personally providing them with all available weather information on routes and terminals in which they are interested.

The technician on duty is required to prepare and send out weather reports each hour of the day. Special observations are taken more frequently whenever precipitation of any kind begins or when visibility lowers due to precipitation or other obstructing phenomena such as smoke or fog.

Wet and dry bulb temperature readings are taken and from these the technician must determine the dew point and humidity. Barometric pressure is calculated from the barometer and wind velocity from an anemometer.

"We also go outside to observe the amounts and types of clouds and estimate their height," Joan said. "Some weather stations have automatic electronic equipment for measuring heights both day and night, but in Windsor we have only a ceiling projector for night use."

During the daylight hours, therefore, when ceilings fall to a thousand feet or less, it becomes mandatory to send up ceiling balloons from which the height of the base of the clouds can be calculated by making note of the length of time taken before the balloon fades from sight.

When the observation is completed, a perforated tape is typed up and the entire observation is transmitted by teletype in the form of a one-line report which is coded for the sake of brevity.

In addition to the hourly and special observations, more detailed information is sent out each six hours. These reports are referred to as synoptic observations, which form the basis of weather maps at major weather offices where forecasts are prepared.

Synoptic reports contain the amount of precipitation which has fallen during the past six hours, the maximum and minimum temperatures for a certain period of time, plus most of the current data which normally is contained in the hourly reports.

In the same manner as hourly observations, the synoptic report is sent out by teletype to Toronto and Montreal International Airports. From these two relay centres, the report is transmitted rapidly all over Canada, the United States and Europe.

There have been a few times during her career when Joan has had to make special reports for emergency landings of aircraft. At times, the technician may receive telephone inquiries from the local police asking for weather information on certain days in reference to an accident.

"In Toronto, I even received a few calls from people who said they had seen Martians and wanted to know if we had sighted any," she said.

"Being a girl, it might be a little more difficult to become an officer in charge," Joan said when asked about chances for advancement in the department.

Time spent and performance evaluation are the two main considerations for promotion. A minimum of seven years with the department is required to become OIC at a weather briefing station.

Joan said she enjoys working in Windsor. She added that she liked the Toronto International Airport but found that the city was "much too big for a small town girl like me."

Joan is the eldest daughter of Mr. and Mrs. Douglas Moreland of Wallaceburg.

—reprinted from the Windsor Star

The long range forecast.

Barometer check.

appointments

nominations

T. G. How

Dr. Thomas G. How, regional director of air services at Vancouver, has been appointed deputy director of air services at Ottawa.

Dr. How was selected to replace C. M. Brant, who is retiring from the service on Nov. 1, 1967.

A native of Rouleau, Sask., Dr. How obtained his doctorate in physics from Purdue University after graduating with an honours BA degree and a master of arts degree from the University of British Columbia.

He first joined the Department of Transport in 1938 as officer in charge of the Edmonton weather office. In 1946, he became regional meteorologist in charge of the district aviation forecasting and public weather offices in the same city.

In 1948, he moved to meteorological headquarters in Toronto as superintendent of public weather forecast services. There he pioneered the development of direct radio weather broadcasts from forecast offices and conducted a series of weather broadcasts on the CBC network.

He returned to Edmonton in 1950 as district controller of air services and went to Vancouver in 1954 as regional director of air services.

In 1959, Dr. How was selected for a two-year assignment at headquarters. He served as deputy director of air services, assisting in planning and co-ordinating services and representing the department on various high level committees and at international organizations.

In 1959, he served as Canada's senior technical delegate at the ICAO Twelfth Assembly at San Diego and the following year he attended the ICAO Conference on Atlantic Weatherships at The Hague, Holland.

He resumed his position as regional director of air services at Vancouver in 1961.

M. Thomas G. How, directeur régional des Services de l'Air à Vancouver, a été nommé directeur adjoint des Services de l'Air à Ottawa.

M. How a été choisi pour remplacer M. C. M. Brant qui prendra sa retraite le 1er novembre 1967.

Né à Rouleau, en Saskatchewan, M. How a obtenu son doctorat de l'Université de Purdue aprés avoir reçu les grades de bachelier ès arts avec distinction et de maître ès arts de l'Université de la Colombie-Britannique.

Il est entré au ministère des Transports en 1938 en qualité de fonctionnaire responsable du bureau météorologique d'Edmonton. En 1946, il devenait météorologiste régional responsable du bureau régional de prévision pour l'aéronautique et du bureau météorologique public d'Edmonton.

En 1948, il fut muté au bureau central de la Météorologie à Toronto à titre de surintendant des services de prévisions météorologiques à l'intention du public. Il y a travaillé à l'établissement de la radiodiffusion des bulletins météorologiques directement des bureaux de prévision et a dirigé une série d'émissions météorologiques sur le réseau de Radio-Canada.

Il est retourné à Edmonton en 1950 en qualité de régisseur régional des Services de l'Air puis, en 1954, il a été envoyé à Vancouver pour y occuper le poste de directeur régional des Services de l'Air.

En 1959, M. How était choisi pour faire un séjour de deux ans à l'Administration centrale. A titre de directeur adjoint des Services de l'Air, il a aidé à la planification et à la coordination des services et il a, à maintes reprises, représenté le Ministère au sein de comités formés à des paliers supérieurs et auprès d'organismes internationaux.

En 1959, il était le délégué technique supérieur du Canada à la douzième Assemblée de l'OACI qui s'est tenue à San Diego et, l'année suivante, il assistait à la Conférence pour les navires météorologiques de l'Atlantique à La Haye, en Hollande.

Il est revenu en 1961 à son poste de directeur régional des Services de l'Air à Vancouver.

J. A. Lenahan

M. John A. Lenahan, directeur régional des Services de l'Air à Moncton, a été choisi pour remplacer M. T. G. How au poste de directeur régional des Services de l'Air à Vancouver.

Né à Durham (Ontario), M. Lenahan est un diplômé de l'Université de Toronto où, en 1934, il obtenait avec distinction un grade en mathématiques et en physique. Il a obtenu plus tard une maîtrise à la même université.

Entré au ministère des Transports en qualité de prévisionniste, en 1939, jl a occupé des postes à Montréal, à Toronto et à l'aéroport international de Gander où il a été prévisionniste en chef pendant sept ans.

Au cours de ses années de service à Gander, M. Lenahan a aidé à la mise au point des techniques et des services nécessaires à l'exécution du service de prévisions météorologiques efficace que nécessite l'essor phénoménal des opérations aériennes au-dessus de l'Atlantique.

En 1956, M. Lenahan était promu au poste de prévisionniste en chef du bureau de prévision météorologique d'Uplands, à Ottawa.

En 1957, il était nommé directeur régional suppléant des Services de l'Air, à Moncton, et peu après, directeur régional des Services de l'Air de cette même région.

John A. Lenahan, regional director of air services at Moncton, has been selected to replace Dr. T. G. How as regional director of air services at Vancouver.

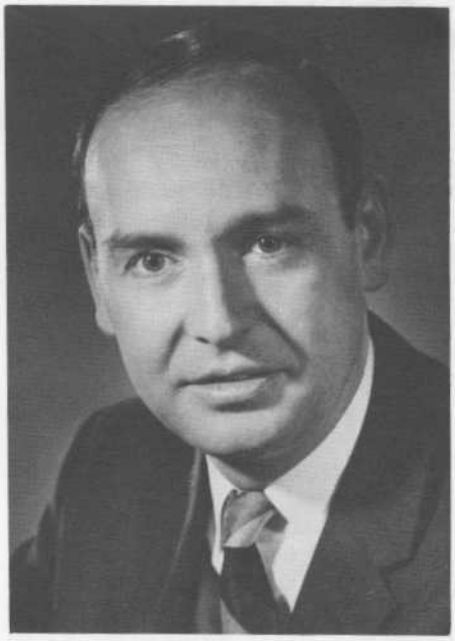
A native of Durham, Ont., Mr. Lenahan graduated from the University of Toronto in 1934 with an honours degree in mathematics and physics. He later received his master's degree from the same university.

Joining the Department of Transport as a weather forecaster in 1939, he served at Montreal, Toronto and Gander International Airport where he was chief forecaster for seven years.

During his period of service at Gander, Mr. Lenahan helped develop the techniques and services required to provide effective weather forecasting to meet the tremendous expansion in trans-Atlantic air operations.

In 1956, Mr. Lenahan was promoted to the position of chief forecaster at the Uplands weather forecast office, Ottawa.

He was named acting district director of air services at Moncton in 1957 and shortly after that was appointed regional director of air services there.



J. A. Kennerley

John Atkinson Kennerley, 33, has been appointed Director of Computer Services with the Department of Transport.

Mr. Kennerley, who graduated with a Bachelor of Science degree from McGill University in 1956, was formerly computer systems manager of Eaton's, Toronto.

Before joining Eaton's, he was director of the Montreal operations of J. Kates and Associates, a senior consultant with K C S Limited of Montreal, and a research analyst with the textile division of B. F. Goodrich (Canada) Limited, Kitchener, Ontario.

In his new position, Mr. Kennerley will direct the Computer Services Division of the D.O.T. in Ottawa and advise senior management on policy concerning computer operations.

Le ministère des Transports a nommé M. John Atkinson Kennerley, âgé de 33 ans, au poste de directeur des Services d'ordinateurs.

M. Kennerley, qui est un diplômé de l'Université McGill où il a obtenu son baccalauréat en sciences en 1956, était responsable des systèmes d'ordinateurs de la maison Eaton, à Toronto.

Avant d'entrer chez Eaton, il a été directeur pour Montréal de la maison J. Kates and Associates, conseiller senior de K C S Limited, de Montréal, et analyste de recherches à la division des textiles de B. F. Goodrich (Canada) Limited, de Kitchener (Ontario).

Dans l'exercice de ses nouvelles fonctions, Mr. Kennerley dirigera la Division des Services d'ordinateurs du ministère des Transports, à Ottawa, et il conseillera les paliers supérieurs de la gestion sur les lignes de conduite à suivre en matière de services d'ordinateurs.

RETIREMENTS

Alex Burnside

One of the most colorful careers in the history of the Meteorological Branch came to a close recently with the retirement of Alex Burnside after 45 years of service.

Officially, Alex joined "the service" in May 1922 as an office boy. He was made a permanent employee on Aug. 20, 1931 when he was listed as an instrument maker's helper.

In June 1946, he started the first of a number of assignments in the north when he was sent to Southhampton Island. Later he served at radiosonde stations at Baker Lake and Churchill.

Unofficially, the stories about Alex are legion, rich in the wit and human interest of the early days of the 20's when the meteological service was establishing itself in "The Observatory" at 315 Bloor Street West in Toronto.

"In those days, Alex recalls, "all the weather forecasting for Canada with the exception of the B.C. coast was done from Bloor Street."

"Part of my job was to take a copy of the daily weather map over to Eaton's department store where it was put up so that everyone could see it" he said.

Fired because of his almost legendary escapades at least eight times in the first six months of his employment by Sir Frederick Stupart, who was then director of the service, Alex persevered by making sure there were no other applicants for his job so that he was inevitably re-hired.

"I remember Sir Frederick saying on one of the early occasions I was "fired": 'Burnside, you'll never hold a position and you'll never amount to anything,'" recalls Alex with a chuckle.

An incurable storyteller (many of the reminiscences of his career were recorded during an informal chat just prior to his retirement last February), Alex remembers with ease the details of exploits that ranged from being thrown into jail while out doing weather research, to meeting a polar bear face to face while stationed on lonely Southhampton Island.

A classic episode involved a trip to a distant Quebec weather station, necessitated by a series of inaccurate observations. There, Alex discovered that the observer, who was also the community's mayor, fire chief and what-have-you, had gone hunting, leaving a list of weather statistics for the days ahead with the local telegrapher.

During his long career, Alex, who remains a dedicated sports enthusiast, won at least 200 trophies for marathon running.

He represented Canada in the marathon at the 1934 British Empire Games in London, England, and competed in the Boston marathon four times where he once finished in fourth and sixth place in two different races.

A manager, coach and trainer of numerous minor and intermediate hockey leagues around Toronto, Alex has long been active with boys' clubs and juvenile sports.

Left to right, Fred Hunt, Frank Harris, Alex Burnside, and J. R. H. Noble, director of the Meteorological Branch.

Miss Susan O'Neil

Miss Susan O'Neil retired from the real estate branch in January after completing 42 years with the Department of Transport.

Miss O'Neil began her lengthy service Jan. 17, 1925 in the secretary's office of the old Department of Roads and Canals. She transferred to the real estate branch on April 1, 1938.

During the war years 1939-45, she worked under Frank Thomas, wartime chief of the real estate branch, who was responsible for acquiring the airfields and ranges required by the British Commonwealth Air Training Plan.

At a party in her honor, Miss O'Neil was congratulated on her retirement by W. F. Whitman, the branch's general manager, and W. J. Killeen, assistant general manager, and presented with a gift from her friends in real estate.

Miss O'Neil and Mr. Whitman

R. S. Fulton

Robert Stewart Fulton, a D.O.T. employee who helped inaugurate air radio service in Canada, retired last February after 30 years service with the radio regulations division.

Mr. Fulton, a native of Steveston, B.C., joined the Department in 1937 as a radio operator.

Before that, he had spent 15 years at sea as a radio operator on cargo ships and on the Canadian Pacific Railway's trans-Pacific service to the Orient.

For nearly 20 years after joining the Department, Mr. Fulton was assigned to radio range stations in British Columbia and Alberta set up to give air radio service to what was then Trans-Canada Airlines.

In 1938, he was appointed officer in charge of the Carmi, B.C., radio range station at the top of a 4,000-foot mountain where he spent two and a half years in semi-isolation with three other radio operators, a cook and a handyman.

His last assignment before coming to headquarters was at Ashcroft, B.C., where he helped to establish a new radio station. He remained there for 11 years before his transfer to Ottawa as a technical officer in the radio regulations division in 1955.

Upon his retirement, Mr. Fulton left on a conducted tour of Florida with his wife. After a visit to Expo 67, the couple planned to spend some time in the United Kingdom before taking up residence "somewhere in southwestern British Columbia".

The day he retired, fellow employees gathered to offer their good wishes and W. A. Caton, controller of radio regulations, presented Mr. Fulton with a farewell gift on behalf of the gathering.

Mr. and Mrs. R. S. Fulton and W. A. Caton

W. C. Thurber

W. C. Thurber, officer in charge of the Saskatoon weather office, has retired after 25 years with the Department of Transport.

Born in Nova Scotia, Mr. Thurber attended public and high school and qualified as a teacher. After teaching briefly, he decided to head west, as he put it, "to try my luck" in the Saskatchewan of 1922. There he obtained his degree from the University of Saskatchewan in 1936 and joined the Met. Branch in 1941.

As a meteorological officer, Mr. Thurber was assigned to posts that included Yorkton, Sask., Churchill, Man., and Norman Wells, N.W.T.

His two longest assignments were, however, a tour of duty as officer in charge of the forecast office at Fort William, Ont., from 1947 to 1951, and a tour of duty as head of the weather office at RCAF station Saskatoon from 1952 until the station closed in 1963.

Last Dec. 12, a group of 40 friends that included D. M. Robertson, regional meteorologist at Winnipeg, gathered in the air terminal building dining room at Saskatoon to honor Mr. Thurber and his wife Jean.

Mr. and Mrs. W. C. Thurber

CROSS CANADA DATELINE

Fire Loss Record Hits All Time Low

Ottawa—Fire damage to air services buildings and equipment during 1966 totalled $8,020.44, the smallest annual loss since the figure was first recorded in 1948.

R. A. Harley, acting superintendent of emergency services and requirements, attributed the record to the keen interest shown by air services personnel across Canada in the D.O.T.'s fire prevention programs.

The record surpassed an all time low of $12,214.50 set the year before.

The 1966 total included a loss of $4,390 to buildings and $3,630.44 to equipment in 42 recorded alarms in the six air services regions.

Le total des pertes par l'incendie est le plus bas enregistré jusqu'ici

Ottawa.—Les dommages aux bâtiments et au matériel des Services de l'Air causés par des incendies en 1966 s'établissent à $8,020.44, soit la plus faible perte en une année depuis qu'on a commencé à enregistrer les pertes annuelles en 1948.

M. R. A. Harley, surintendant suppléant des services et des besoins d'urgence, a attribué cet heureux résultat à l'intérêt que le personnel des Services de l'Air, dans tout le Canada, a accordé aux programmes de prévention des incendies du ministère des Transports.

Ce chiffre record est encore plus bas que le record de $12,214.50 obtenu l'année précédente.

Les pertes totales de 1966 comprennent $4,390 de dommages aux bâtiments et $3,630.44 de dommages au matériel pour les 42 incendies enregistrés qui ont donné lieu à une alerte dans les six régions des Services de l'Air.

SWEETHEART OF D.O.T.—Pauline Gervais, 19, a stenographer in the office of M. M. Fleming, chief of flight standards and regulations for the Civil Aviation Branch, has been named D.O.T. Queen for 1967. Miss Gervais won the honor after Brenda Whiteman, who was originally chosen as queen, dropped out.

REINE DES TRANSPORTS—Mlle Pauline Gervais, sténographe au bureau de M. M. M. Fleming, chef de la Division des normes et des règlements de vol à la Direction de l'aviation civile, a été proclamée la reine du ministère des Transports pour 1967. Mlle Brenda Whiteman, qui avait d'abord été choisie, a dû se retirer pour des raisons personnelles.

A Coast Guard First

Saint John—Citizens of Eastport, Maine, near the Canada-United States border, think their city may have been the first in the U.S. to stage an official celebration of Canada's Centennial with the help of the Canadian Coast Guard.

During a recent weekend, a proclamation marking the Centennial was issued by Eastport city council and a "fire of friendship" was ignited at Battery Field, site of old Fort Sullivan, which was occupied by British troops during the war of 1812.

The fire was lit by Captain Anthony David Croft of CCGS Thomas Carleton, who was flown to Eastport in a Canadian Coast Guard helicopter piloted by Lieutenant-Commander Hugh Tingley.

During the ceremony, at which members of city council took part, the city's church bells were rung and 100 volleys of rifle fire roared in unison.

The proclamation was later sent to Maine Senator Edmund S. Muskie for inclusion in the Congressional Record.

N.B. Volunteer Wins Met. Observer Award

Moncton—A New Brunswick man, who has been making voluntary weather observations for the past six years, was one of 24 Canadian weather observers honored recently by the Met. Branch.

Bernard Allan, an employee of the Fredericton research station, Department of Agriculture, was presented with an inscribed pendant type wall barometer by S. W. Dewar, superintendent of general weather services for the D.O.T.'s Moncton region on behalf of Met. director J. R. H. Noble.

In a personal letter which accompanied the award, Mr. Noble stressed that Canada is particulary fortunate to have the co-operation of many individuals such as Mr. Allan in maintaining weather stations.

He said the weather reports submitted by the observers along with the weather reports received from 275 stations staffed by D.O.T. employees are used in the compilation of weather statistics for the various monthly reports published by the branch.

To make their observations, the volunteers are supplied with the instruments necessary to observe and record temperature and precipitation twice daily.

These are the 13th annual awards presented to those selected on the basis of faithful service over a period of at least five year.

GUEST SPEAKER—Gordon W. Stead, centre, Assistant Deputy Minister, Marine, pauses during a recent visit to the Fleet School at Canadian Forces Base, Equimalt. Mr. Stead's escorts during the visit were Petty Officer Doug Robinson, RCN, left, and Chief Petty Officer Ray Doucette, RCN, right, both members of the General List (Branch) Officers Qualifying Course being held at the school. In an address to the 56 candidates taking the course, Mr. Stead spoke and answered questions on the Canadian Coast Guard.

CONFÉRENCIER INVITÉ.—M. Gordon Stead (au centre), sous-ministre adjoint pour la marine, s'arrête au cours d'une visite qu'il a faite récemment à l'École navale de la base d'Esquimalt des forces canadiennes. Durant sa visite, M. Stead était accompagné du maître Doug. Robinson de la Marine royale du Canada (à gauche) et du premier maître Ray Doucette de la Marine royale du Canada (à droite), tous deux inscrits au cours d'admissibilité au grade d'officiers, Cadre général qui se donne à l'école. M. Stead a adressé la parole aux 56 candidats qui suivent le cours et il a répondu à des questions sur la Garde côtière canadienne.

Highest Award Ever Presented to Widow

Ottawa—The highest award ever granted to a Department of Transport employee under the suggestion award incentive plan has been presented posthumously in Montreal.

In a brief ceremony, a cheque for $680 was presented on Feb. 16 to Mrs. Denise Drouin of Laval des Rapides, Que., wife of the late J. P. Drouin, an electronics technician who was accidentally electrocuted while on duty at Fort Chimo, Que. on Nov. 20, 1964.

J. P. Drouin

Prior to his death, Mr. Drouin had suggested that a number of surplus buildings at Frobisher, taken over by the Department of Transport from the United States Air Force, be used to house telecommunications equipment for a permanent instrument landing system.

It was found that conversion of the buildings to D.O.T. use would be cheaper than building new ones to house the equipment.

Another suggestion award winner was Miss Fernande Lanouette, a secretary at the Quebec marine agency in Quebec City granted a $10 award for suggesting a change in the French language copy of a steamship inspection form that resulted in improved work methods.

La prime la plus importante accordée jusqu'ici est présentée à la veuve d'un fonctionnaire

Ottawa—Le plus fort montant qui ait encore été accordé comme prime à l'initiative à un employé du ministère des Transports a été présenté à titre posthume, à Montréal.

Au cours d'une brève cérémonie, un chèque de $680 a été présenté le 16 février à madame Denise Drouin, de Laval-des-Rapides (P.Q.), épouse du regretté J.-P. Drouin, un technicien électronicien qui fut électrocuté alors qu'il était de service à Fort Chimo (P.Q.), le 20 novembre 1964.

Avant sa mort, M. Drouin avait proposé qu'on installe le matériel de télécommunications nécessaire à l'établissement d'un système permanent d'atterrissage aux instruments dans un certain nombre d'anciennes bâtisses de l'Air Force des États-Unis, à Frobisher, qui avaient été cédées au ministère des Transports.

On s'est rendu compte que la conversion à cette fin des bâtisses en question serait moins onéreuse pour le ministère des Transports que la construction de bâtiments neufs.

Une autre gagnante d'une prime à l'initiative est M[lle] Fernande Lanouette, secrétaire à l'agence de la marine de Québec qui a reçu $10 pour avoir proposé un changement à apporter à la version française d'une formule d'inspection de navires à vapeur, ce qui a entraîné une amélioration des méthodes de travail.

Transport

ALBUM

des Transports

TORONTO INTERNATIONAL AIRPORT

COST OF TERMINAL:
$26,000,000

NO. OF RUNWAYS:
Four, ranging in length from 5,700 feet to 11,050 feet

PASSENGER TRAFFIC (1966):
approx. 4,000,000

AIRCRAFT MOVEMENTS (1966):
174,288

AÉROPORT INTERNATIONAL DE TORONTO

COÛT DE L'AÉROGARE:
$26,000,000

NOMBRE DE PISTES:
Quatre de diverses longueurs allant de 5,700 pieds à 11,050 pieds

NOMBRE DE VOYAGEURS (1966):
environ 4,000,000

ARRIVÉES ET DÉPARTS (1966):
174,288