

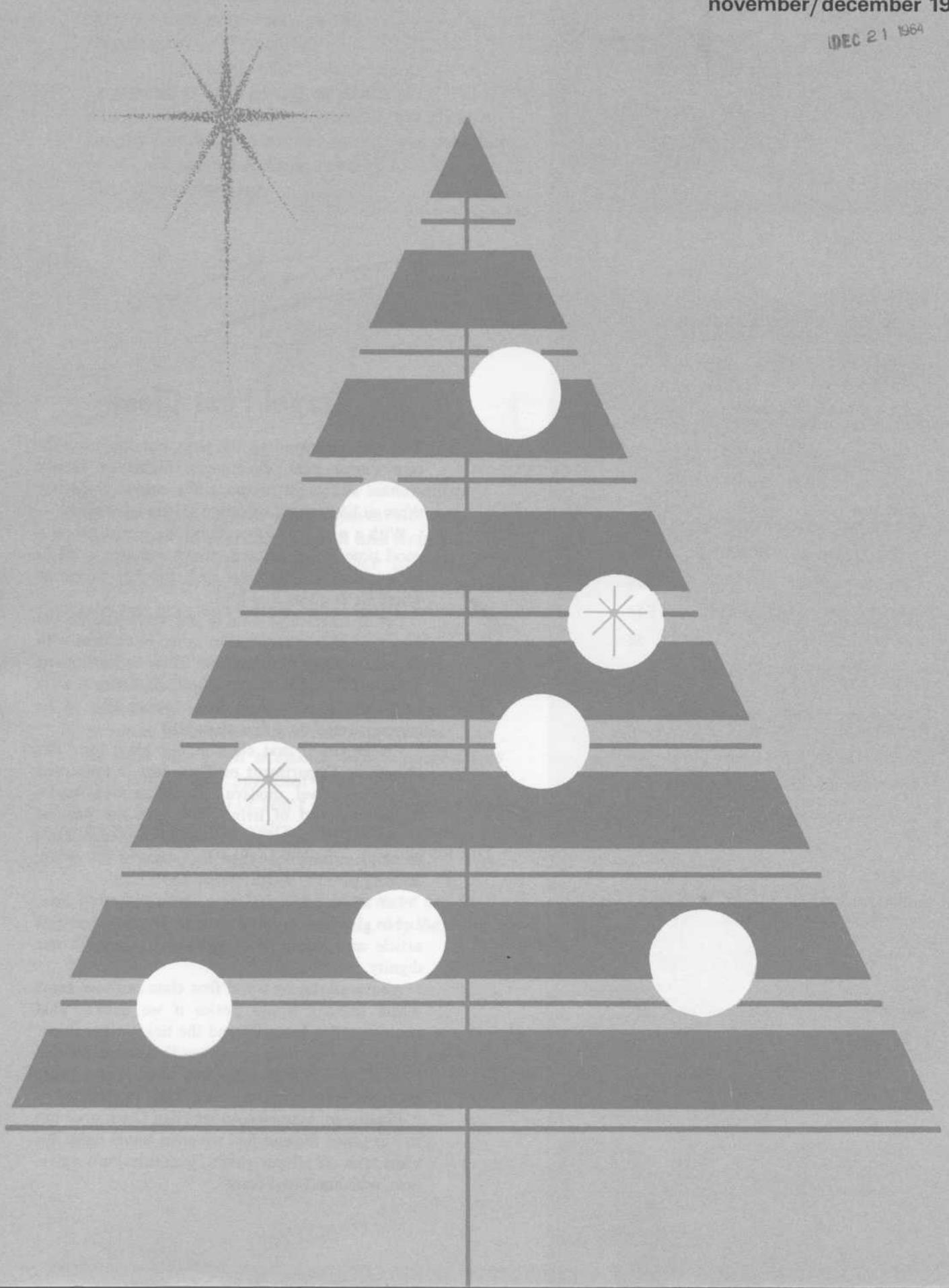
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news on the

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COVER

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Travel First Class

This is about travelling first class, but does not concern parlor cars, champagne flights or luxury cruises. Rather it is about the one-way journey through life that all of us are taking right now.

With a new year just around the corner this is a good time to get up and stretch our legs a bit in life's aisle—to reflect on such weighty things as where we're going and how.

Let us travel first class in our work and do the very best job we can. Let us never be content with the mediocre, the second-best. There is much merit in the old saying that anything worth doing at all is worth doing well. And who doesn't like to be complimented on a first class job?

Let us travel first class in our play, too. The things the Department of Transport is concerned with—fast travel, modern communications—and a higher standard of living have put the best of everything in entertainment within our reach. Let's demand nothing less than first class in television, movies, theatre, books, music and sports.

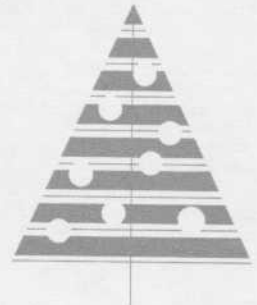
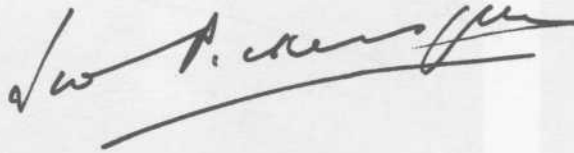
Let us travel first class in friendship and love. Let us give (and demand in return) only the genuine article and reject all substitutes as beneath our dignity.

Above all, let us travel first class in those areas where nobody would notice if we didn't. That route is called Integrity and the ticket taker is our own conscience. Many practices that are considered "smart" today, from disloyalty to padded expense accounts, have no place in this class of travel.

Finally, as American writer Glen Clark once put it, "to travel far and fast we must travel light. We must take off all our envies, jealousies, unforgiveness, selfishness and fears".

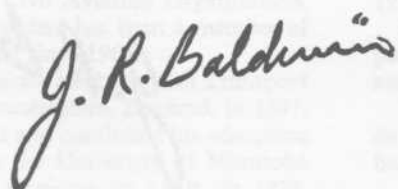
*I send my warmest good wishes
for a Merry Christmas to the more
than 14,000 employees of the
Department of Transport.*

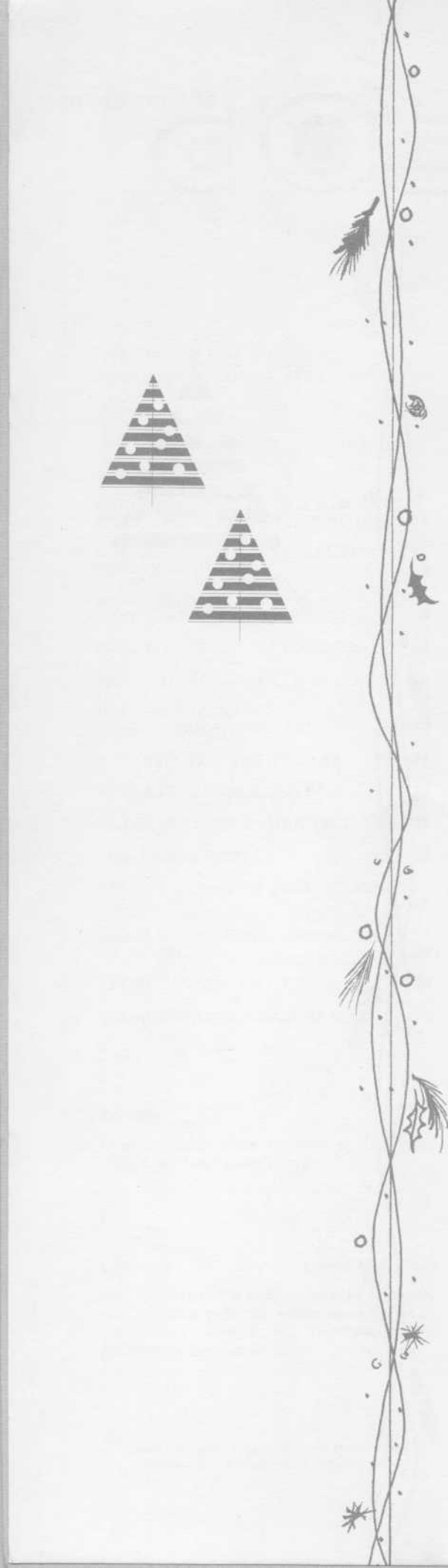
*I should like, at the same time,
to express on my behalf as Minister,
and on behalf of the Government, my grateful
thanks for the fine public service the members
of the Department have rendered
throughout the year.*



*Canada is one of the richer nations
of the world. States which have relatively
advanced standards of wealth and living
usually have very large service industries
compared to poor states. This is a major reason
for the commercialization of our Christmas.
Probably it is inevitable—and not necessarily
bad as long as we remember that the
personal meaning of this holy day is
selflessness and giving; and that every great
religion which the world has known has
at least one great occasion which emphasizes
this ethical and spiritual goal.*

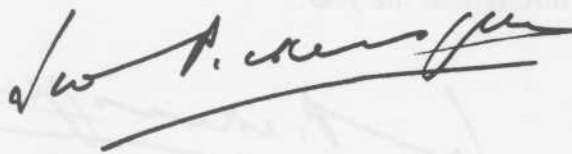
*To all of you I offer my thanks for the
service and the loyalty you have given to
the Department of Transport. For me on this
occasion this has been your "giving" in
the best sense of the word. You have made
1964 a fine year in our records. My best
wishes for 1965.*





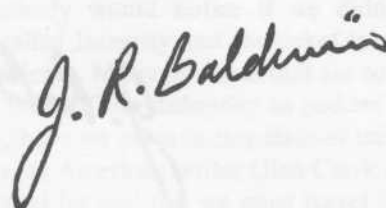
*J'adresse aux 14,000 employés
du ministère des Transports mes plus
chaleureux et meilleurs vœux de Joyeux Noël.*

*Je veux à cette occasion exprimer
en mon nom, à titre de ministre, et au nom
du gouvernement, des remerciements sincères
pour l'excellent travail accompli durant
l'année par le personnel du Ministère.*



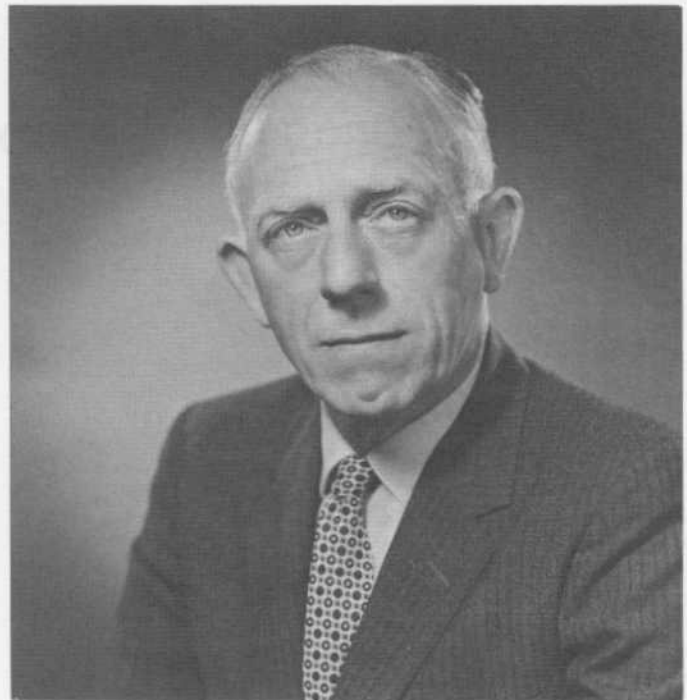
*Le Canada est l'un des pays les plus
riches du monde. Les pays dont les ressources
sont immenses et dont le niveau de vie est
relativement élevé possèdent de vastes
entreprises, à l'encontre des pays pauvres.
C'est ce qui explique en grande partie la
commercialisation de Noël chez nous. Ce
phénomène, probablement inévitable, n'est pas
nécessairement un mal si l'on se rappelle que
ce saint jour doit être synonyme de
désintéressement et de charité et que chacune
des grandes religions met en relief, lors
d'au moins une célébration importante, ces
valeurs spirituelles et morales.*

*Je vous remercie tous des services
que vous avez rendus au ministère des
Transports et de la loyauté que vous lui avez
manifestée. C'est ainsi que vous avez fait
preuve de désintéressement, au meilleur sens
du mot. Grâce à vous, 1964 a été une
excellente année dans les annales du Ministère.
Mes meilleurs souhaits pour 1965.*





GEORGE SCOTT



CHARLES S. BOOTH

George Scott Appointed Assistant Deputy Minister, Air

Early in October the Minister announced that the Civil Service Commission had appointed George Scott, 47, as Assistant Deputy Minister, Air Services, effective October 28.

Mr. Scott, who has been the department's assistant deputy minister of economic policy and research since 1954, succeeds Charles Stephen Booth, C.B.E., who is retiring.

The new head of the 9,000-man air services branch was born in Bassano, Alberta, in 1917. He received his B.A. degree at the University of Alberta, his M.A. at the University of Toronto, his M.B.A. from Wharton Graduate School of Commerce and Finance at Philadelphia, and did his Ph.D. work at the University of Pennsylvania.

Mr. Scott joined the government service in 1945. He was first with the air development branch of the Department of Reconstruction and Supply, and in 1946 was transferred to the economics division of the Air Transport Board, which later became part of the bureau of transportation economics of the Board of Transport Commissioners. In 1948 Mr. Scott was made director of that bureau.

He has also been associated with the Royal Commission on Transportation, the International Civil Aviation Organization, the St. Lawrence Seaway Authority, and has been a member of the Canadian Maritime Commission since 1960.

The retiring assistant deputy minister has been with Transport since 1954. Born at Malvern, Worcestershire, England, in 1897, Mr. Booth came to Canada in 1912 and continued his education at Winnipeg, at St. John's, then at the University of Manitoba and the Manitoba Law School, receiving an LL.B. in 1924.

Mr. Booth practised law in Winnipeg for some 16 years, during which time he was commissioner and legal member of the

Board of Review for Manitoba under the Farmer's Creditors Arrangement Act from 1937 to 1940.

In World War I he saw active service in North Russia as an R.A.F. pilot. He continued his association with aviation in the R.C.A.F. (non-permanent) from 1921 to 1924.

He served overseas from 1940 to 1945 and during this time was Member of Parliament for Winnipeg North. As a brigadier he had the distinction of being the senior in rank of Members of Parliament in service. From 1943 to 1945 he was deputy adjutant general at Canadian military headquarters in London.

Returning from overseas Mr. Booth was appointed secretary and legal adviser to the newly-created Air Transport Board. In 1947 he was appointed senior Canadian representative to ICAO and, in addition, held the positions of first vice-president of the Council of ICAO, 1951, president of the Assembly in 1955, and also chairmanship of various commissions and committees of the Assembly and Council. He was the first president of the Canadian Branch of the International Law Association, 1952-53, and was chairman of the United Nations Joint Staff Pension Board, 1953-54.

In 1954 he became the first assistant deputy minister of Transport, an appointment that later gained him the title of senior assistant deputy minister.

In September, 1963 he succeeded Air Vice-Marshal J. L. E. A. de Niverville as assistant deputy minister, air, on a temporary basis.

Mr. Booth is holder of the Order of St. Stanislaus (Second Class) and was mentioned in despatches for service in World War I. He was awarded the C.B.E. for World War II service.

Financial Management Study Introduces New System

Responsibility Reporting

new D.O.T. management tool

Moncton and Dartmouth have become synonymous with change and experiment in the lingo of D.O.T. managers.

For there, on October 15, pilot studies began into a decentralized system of financial management. If the local managers of the Moncton Air Services Region and the Dartmouth Marine Agency and the departmental team, whose job it is to introduce the changes, can develop the necessary new techniques they will become permanent this April 1 (beginning of the fiscal year 1965-66).

It is then planned that the departmental team will help all other areas, including headquarters, to decentralize.

The departmental tool devised to realize this goal is called responsibility reporting. This is a method whereby a manager at any level in the department will be provided with proper financial and statistical reports to plan both long and short run objectives for his own bailiwick, budget to achieve them, and then compare results to budget on a continuing basis.

Responsibility reporting stems from the recommendations of Urwick, Currie Limited, a management consultant firm hired by the department and one of four such hirings authorized by Treasury Board to put the Glassco Commission recommendations into effect.

Similar studies were carried out in the Departments of Agriculture, Veterans Affairs, and Northern Affairs and National Resources.

The core of responsibility reporting is delegation. It enables every manager from administrator to foreman to be the master of his own program. It allows the fullest scope for individual initiative within a budgetary framework approved by the manager's superiors. It provides an excellent guide against which to judge his performance: a manager's own approved appraisal of his needs; his pursuit of his goals; and his adaptability in changing circumstances.

Responsibility reporting means that an individual in charge of a station or unit which is designated a responsibility centre will be given an opportunity to tell his superiors what his plan

of operation is for the following year and to submit a budget to cover it. When the budget has been approved at all levels of management and Parliament has made funds available, authority will be given to the individual to carry out the plan as outlined.

For example, let us say it is decided Gander will be a responsibility centre. Once a year the airport manager will submit a plan and when it is approved he will carry on within the limits of his budget. If he needs to purchase material or supplies he goes ahead and buys them through the appropriate agency without recommending their purchase to headquarters and waiting for the O.K. (Of course, provision for such purchases would already have been made in his approved program.) Once a month accounting and financial services in each area will produce reports on the month's spending so that the manager and succeeding levels of management will be able to assess spending against the approved yearly budget.

The system, proposed by Urwick, Currie Limited and accepted in principle by the department, is common in industry and certain crown corporations such as the Canadian National Railway.

When the CN decided to change its management structure from departmental to geographic to better meet the changing transportation needs of Canada on an "on the spot" basis, it was natural that such a plan required delegation to the selected areas of control. In general the result has been that CN headquarters in Montreal has primarily a staff or advisory function while the line or day to day administration of the CN system lies in the hands of area management.

CN management seems to be very happy with the changes. In one field in particular, passenger sales, area and regional management allowed for a pilot study of reduced fares in the Maritimes with the result that the system was extended across the country.

It is likely that a similar staff-line re-alignment of responsibilities will follow in D.O.T., but, of course, to what extent depends on the individual studies and the peculiar needs of the department.

Responsibility reporting will naturally reduce the day-to-day decision-making burdens on headquarters staff. However, there will be no reduction in the importance of the tasks of headquarters personnel. Emphasis will merely be changed to planning and projected budgetary controls. It will put a premium on foresight and effective advice. For those in the field, responsibility reporting will give scope and dimension to their jobs. It will put a premium on initiative and individuality.

The departmental team members responsible for implementing the idea are confident it will make for smoother, more effective nationwide administration of D.O.T.'s responsibilities. This team is an outgrowth of a five-man committee which initially studied D.O.T.'s financial management in conjunction with the private consultants and under the direction of a policy committee of deputy ministers aided by Treasury Board officials and Glassco representatives.

The D.O.T. study group consisted of Eric Winsor, chief administrative branch, A. M. Atchison and W. C. Murray, organization and research division, and G. M. Mulihill and J. N. Swan, financial and services division.

Mr. Winsor became the manager of the implementing team which includes the original members and in addition: R. Branscombe, regional accountant, Moncton Air Services; H. E. A. Devitt, superintendent, field and equipment maintenance, airports and property management division; E. Forman, financial services division; D. Gagnon, acting superintendent, radio communications engineering, telecommunications design and construction division; M. Hagglund, Army staff meteorologist, meteorology services; E. Hickson, chief, airports and property management division; A. Lapierre, district administration officer, Dartmouth Marine Agency; W. Morley, supervisor, airport operations, Moncton Air Services Region; F. Weston, district marine agent, Dartmouth Marine Agency; and L. Wragg, financial services division. Specialized accounting advice will be given to the team by P. Dixon, superintendent, financial services research, assisted by M. Pundwick and F. Voth of financial services division.

As the team is made up of men from many different services and backgrounds, recommended procedures coming from it will undergo considerable pre-testing.

The study of the department began in December, 1963 and was completed in June, 1964. During that time the Urwick, Currie team conducted some 500 fact-finding interviews, submitted 70 fact-finding reports, prepared and submitted 20 programs and substantive reports, and held 20 one-day educational meetings attended by more than 300 departmental personnel.

Responsibility reporting doesn't mean that managers in the field will spend all their time drawing up monthly reports. Accounting and financial services in each area will provide the information. The manager will make the decisions. Once his budget is approved by headquarters, spending and its timing rests with him. It's easily seen the system has a built-in adaptability.

The system of responsibility reporting will be introduced first by determining the areas of responsibility for each manager, from senior officer to foreman, and deciding what information these managers need to carry out their new responsibilities; secondly by revising the accounting systems and finding ways of giving the managers the information they require; and thirdly by amending budget procedures in such a way that it will be possible to assess the performance of each manager.

To sum up, the new changes will mean that supervisors, managers and unit heads in the field will have more authority but also more responsibility.

Deputy Minister J. R. Baldwin stresses the importance of early implementation of the new financial management concept to a gathering of 50 departmental officials at Moncton on October 15. Left to right: Eric Winsor, chief, administrative services; J. A. Lenahan, regional director, Moncton Air Services; Mr. Baldwin and Gordon W. Stead, assistant deputy minister, marine.



Etablissement d'un nouveau système à la suite d'une étude sur la gestion financière —

Rapports selon les fonctions

Nouvelle méthode de gestion au ministère des Transports

Pour les fonctionnaires chargés de la gestion au ministère des Transports, les régions de Moncton et Dartmouth sont le théâtre de changements et d'expériences dans le domaine de la gestion financière.

En effet, on y a entrepris le 15 octobre des études sur l'établissement d'un système de décentralisation de la gestion financière. Si les fonctionnaires des bureaux locaux de la région des Services de l'Air de Moncton et de l'agence de la marine de Dartmouth ainsi que les membres de l'équipe du Ministère chargée de mettre en œuvre ces modifications réussissent à établir les nouvelles méthodes qui s'imposent, celles-ci seront appliquées définitivement à compter du 1^{er} avril prochain, c'est-à-dire au début de l'année financière 1965-1966.

L'équipe du Ministère doit ensuite aider les bureaux de toutes les autres régions ainsi que le bureau central à décentraliser la gestion financière.

La méthode conçue par le Ministère en vue d'atteindre ce but s'appelle l'établissement de rapports selon les fonctions. Il s'agit d'une méthode selon laquelle un préposé à la gestion à tout échelon du Ministère pourra disposer des rapports financiers et statistiques qui lui permettront de fixer les objectifs à long et à court terme du secteur qu'il dirige, d'établir son budget en vue d'atteindre ses objectifs, et d'évaluer les résultats de manière à pouvoir établir son budget de façon stable.

L'établissement de rapports selon les fonctions découle des recommandations présentées par la société de conseillers en gestion Urwick, Currie Limited, engagée à cette fin par le Ministère; il s'agit d'une des quatre sociétés dont l'engagement a été autorisé par le Conseil du Trésor en vue d'appliquer les recommandations de la Commission Glassco.

Des études semblables ont été entreprises dans les ministères de l'Agriculture, des Affaires des anciens combattants et du Nord canadien et des Ressources nationales.

L'élément central du système de rapports selon les fonctions est la délégation des pouvoirs. Ainsi, tout fonctionnaire chargé de la gestion, qu'il soit administrateur ou contremaître, est l'unique responsable de l'application de son propre programme. Ce système laisse le champ libre à l'initiative personnelle dans l'application d'un budget approuvé par les supérieurs du fonctionnaire de gestion. Il constitue un guide excellent pour juger du travail de ce fonctionnaire: son évaluation personnelle de ses besoins; la poursuite des buts qu'il s'est fixés, et sa facilité d'adaptation devant un changement de circonstances. Selon ce système, un fonctionnaire responsable d'une station ou d'un organe désignés comme étant un centre de direction aura l'oc-

casion de faire part à ses supérieurs de son programme d'opération pour l'année suivante et de présenter un budget approprié. Lorsque ce budget aura été approuvé à tous les échelons de la direction et que le parlement aura voté les crédits nécessaires, le fonctionnaire sera autorisé à appliquer le programme qu'il aura présenté.

Par exemple, mettons qu'on décide que l'aéroport de Gander constitue un centre de direction. Le directeur de l'aéroport présentera un programme une fois par année et l'appliquera dans le cadre de son budget quand il aura été approuvé. S'il doit acheter du matériel ou des approvisionnements, il le fait par l'entremise de l'organisme en cause sans avoir à recommander cet achat au bureau central et à attendre son approbation. (Bien entendu, le programme qu'il aura fait approuver prévoira les achats en question.) Une fois par mois, le service de comptabilité et le service financier de chaque région présenteront des rapports sur les dépenses du mois, de sorte que le directeur de l'aéroport et les autres échelons de direction seront en mesure de comparer les dépenses au budget annuel approuvé.

Ce système, qui a été proposé par la société Urwick, Currie Limited et dont le Ministère a approuvé l'adoption en principe est appliqué couramment dans les entreprises industrielles et par certaines sociétés de la Couronne, comme les chemins de fer Nationaux du Canada.

Lorsque le National-Canadien a décidé d'établir les cadres de sa gestion sur une base géographique plutôt que départementale, en vue de mieux répondre à l'évolution du transport au Canada en fonction des diverses régions du pays, il était naturel que l'établissement d'un tel système nécessite la délégation de pouvoirs aux diverses régions choisies. Règle générale, il en a résulté que le bureau central du National-Canadien à Montréal exerce surtout une action consultative tandis que l'administration au jour le jour du réseau du National-Canadien relève des diverses régions.

Il semble que les résultats de ces changements plaisent beaucoup à la Direction du National-Canadien. Dans un domaine en particulier, celui du trafic, la direction des régions a poursuivi une étude pilote sur la réduction des prix des passages dans les Maritimes et ce système a ensuite été établi dans tout le pays.

Il est probable qu'un nouveau partage des responsabilités sera également mis au point aux divers échelons de la direction du ministère des Transports, en fonction, évidemment, des diverses études particulières et des divers besoins du Ministère.

En vertu de ce système, le personnel du bureau central n'aura pas évidemment à prendre un aussi grand nombre de décisions courantes. Toutefois, le travail de ce personnel ne perdra pas de son importance. Ce sera davantage un travail de planification et de contrôle des budgets projetés. Les employés devront faire preuve de prévoyance et conseiller efficacement les intéressés. Grâce à ce système, le travail des employés des bureaux régionaux et locaux aura une plus grande portée. Ces employés devront faire preuve d'initiative et de qualités personnelles de direction.

Les membres de l'équipe du Ministère chargée d'appliquer le système sont persuadés que l'exécution des tâches du ministère des Transports sera ainsi rendue plus facile et plus efficace à l'échelle du pays. La formation de cette équipe avait été précédée par celle d'un comité de six membres qui avait étudié la gestion financière du ministère des Transports de concert avec la société privée d'experts—conseils et sous la direction d'un comité de sous-ministres auquel s'étaient joints des fonctionnaires du

Conseil du Trésor et des représentants de la commission Glassco.

Le groupe d'étude du ministère des Transports comprenait M. Eric Winsor, chef de la Direction de l'administration, MM. A. M. Atchison et W. C. Murray, de la Division de l'organisation et des recherches, et MM. G. M. Mulihill et J. N. Swan, de la Division des services financiers.

M. Winsor a été nommé directeur de la nouvelle équipe qui comprend les membres susmentionnés ainsi que les personnes suivantes: M. R. Branscombe, comptable régional, région des Services de l'Air de Moncton; M. H. E. A. Devitt, surintendant de l'entretien sur place et de l'équipement, Division de la gestion des aéroports et des biens; M. E. Forman, de la Division des services financiers; M. D. Gagnon, surintendant suppléant, technique des radiocommunications, de la Division des études et de la construction de la Direction des télécommunications; M. M. Hagglund, météorologiste d'état-major de l'Armée, services météorologiques du ministère de la Défense nationale; M. E. Hickson, chef de la Division de la gestion des aéroports et des biens; M. A. Lapierre, agent de l'administration régionale, agence de la marine de Dartmouth; M. W. Morley, surveillant des opérations d'aéroport, région des Services de l'Air de Moncton; M. F. Weston, agent régional de la marine, agence de la marine de Dartmouth; et M. L. Wragg, de la Division des services financiers. L'équipe pourra bénéficier de conseils spécialisés dans le domaine de la comptabilité qui lui seront donnés par M. P. Dixon, surintendant de la Section des recherches de la Division des services financiers et par MM. M. Pundick et F. Voth de la Division des services financiers.

Étant donné que l'équipe est formée de personnes rattachées à divers services et dont les états de service sont fort variés, les méthodes dont elle recommandera l'application feront, de toute nécessité, l'objet de nombreux essais préalables.

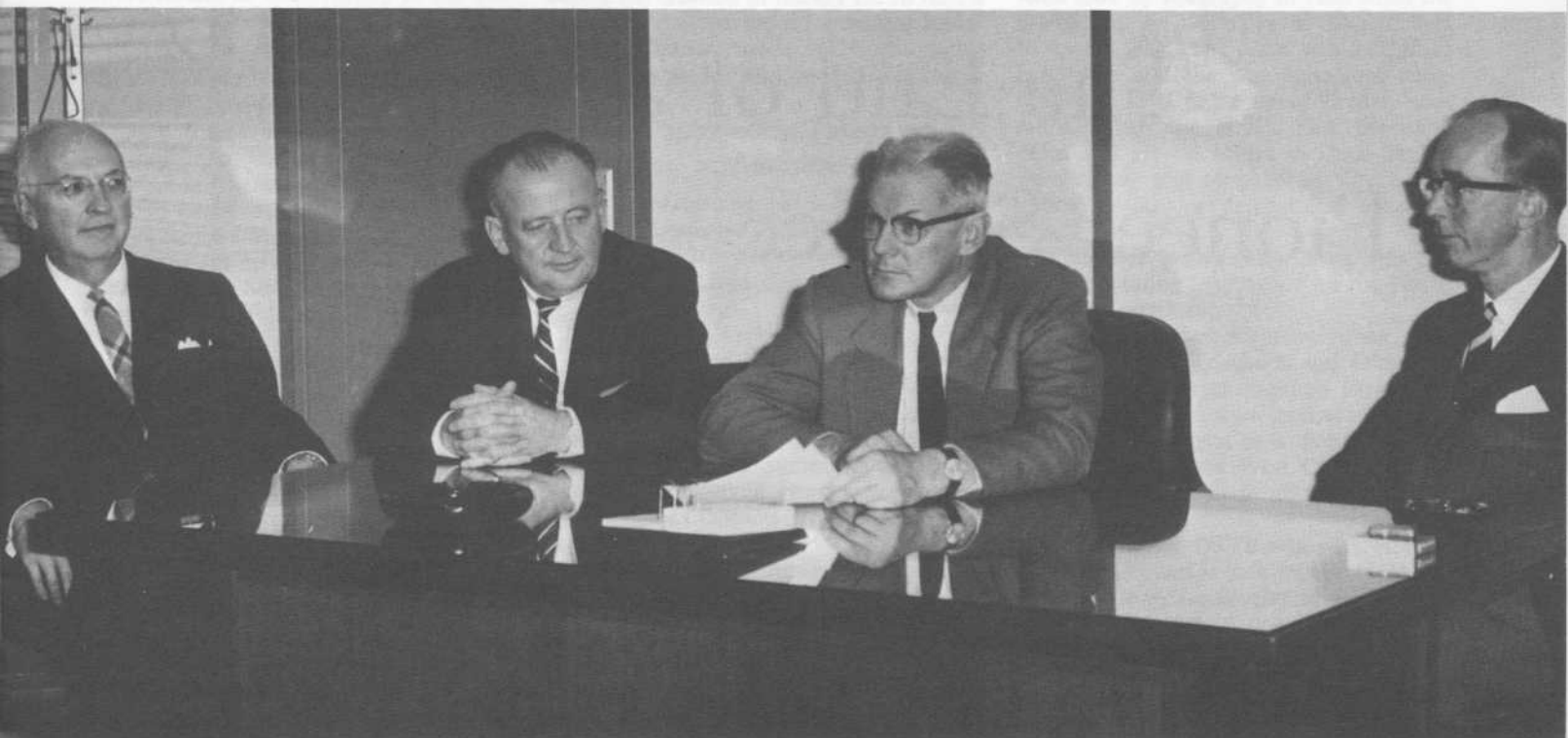
L'étude sur la gestion financière du Ministère a commencé en décembre 1963 pour se terminer en juin 1964. Au cours de cette période, les spécialistes de la société Urwick, Currie ont tenu environ 500 entrevues pour recueillir des faits, ont présenté 70 rapports à cet égard, ont établi et présenté 20 programmes et rapports documentés, et ont tenu 20 réunions de formation d'une journée auxquelles ont assisté plus de 300 employés du Ministère.

L'établissement du système de rapports selon les fonctions ne signifie pas que les directeurs des divers bureaux d'exploitation consacreront tout leur temps à l'établissement de rapports mensuels. Les services de comptabilité et des finances dans chaque région leur fourniront les renseignements nécessaires. Les décisions seront prises par les directeurs eux-mêmes. Une fois que leur budget aura été approuvé par le bureau central, il leur incombera de voir à l'affectation et au programme des dépenses. On voit donc facilement que la conception même du système permet de l'adapter à toutes les circonstances.

La première étape de l'établissement du système de rapports selon les fonctions consistera à déterminer le secteur des responsabilités de chaque directeur, du fonctionnaire supérieur au contremaître, et les renseignements dont ces directeurs auront besoin pour exécuter leurs nouvelles tâches; la deuxième consistera à réviser les systèmes de comptabilité et à trouver les moyens de fournir ces renseignements aux directeurs; enfin, on modifiera les méthodes budgétaires de manière qu'il soit possible d'évaluer le travail de chaque directeur.

En résumé, disons qu'à la suite de l'établissement de ce nouveau système, les surveillants, les directeurs et les chefs de service des divers secteurs de l'exploitation auront une plus grande autorité mais aussi de plus grandes responsabilités.

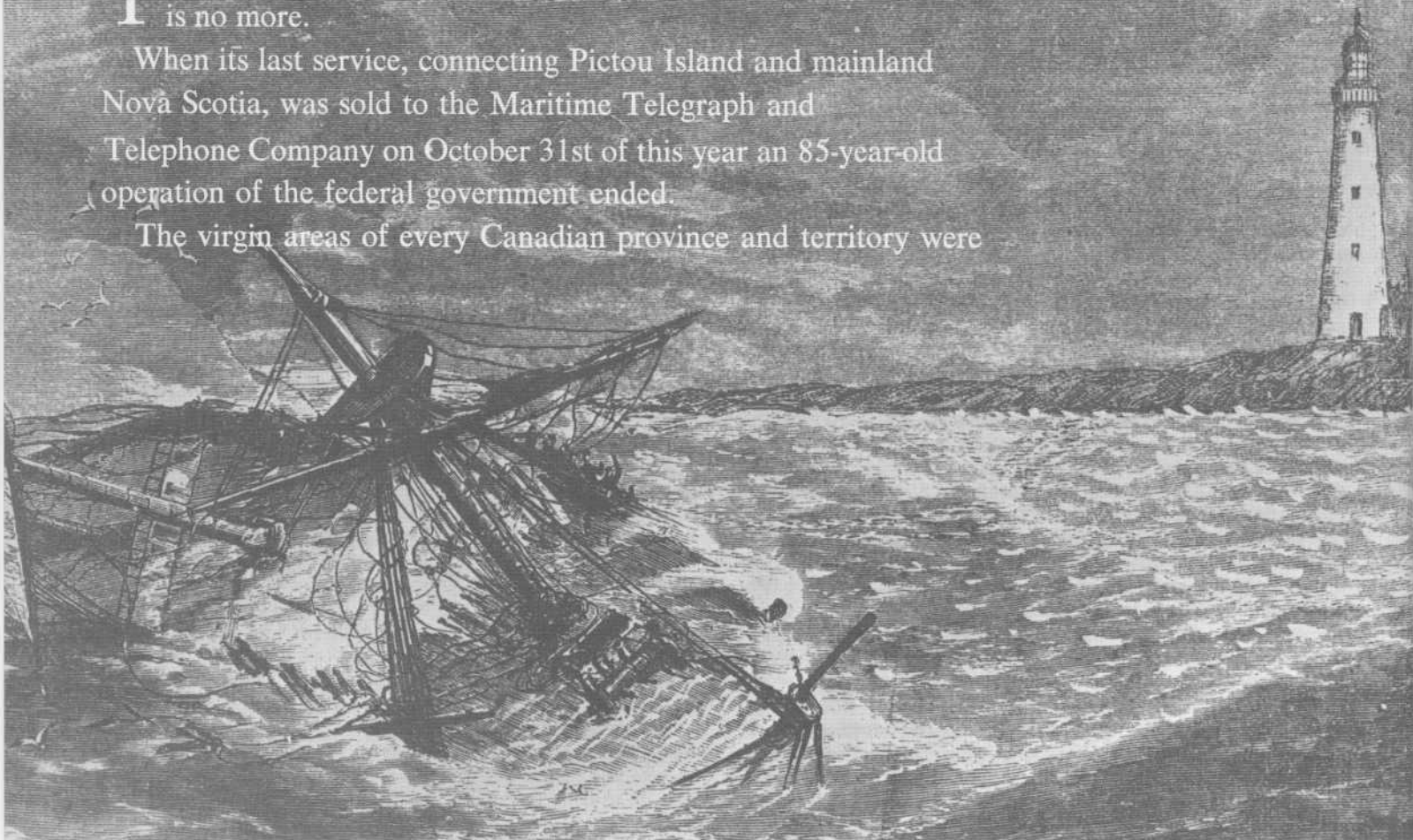
M. J. R. Baldwin, sous-ministre, souligne à 50 hauts fonctionnaires du Ministère réunis à Moncton le 15 octobre l'importance d'appliquer incessamment le nouveau système de gestion financière. De gauche à droite: M. Eric Winsor, chef des services administratifs; M. J. A. Lenahan, directeur régional des Services de l'Air à Moncton; M. Baldwin et M. Gordon W. Stead, sous-ministre adjoint pour la Marine.



THE Government Telegraph and Telephone Service (the GTTS) is no more.

When its last service, connecting Pictou Island and mainland Nova Scotia, was sold to the Maritime Telegraph and Telephone Company on October 31st of this year an 85-year-old operation of the federal government ended.

The virgin areas of every Canadian province and territory were



The End of a Pioneer Service

By YVONNE McWILLIAM

pioneered by the GTTS. Its history is perhaps one of the most colorful of all such government enterprises. Built in advance of most of the feeder lines to Canada's railways, its telegraph lines literally opened up the country.

The story of the GTTS began in 1879 with the laying of submarine cables to and the construction of lines on the Magdalen Islands and Anticosti. Soon the service expanded into Quebec along the shores of the St. Lawrence. Then it went west.

To build and then maintain lines on the broad plains of Western Canada was a big job in itself, quite apart from contending with herds of stampeding buffalo and placating hostile Indian tribes. Progress was often dealt a crippling blow by prairie fires which ravaged miles of cedar telegraph poles before them.

The first general superintendent of the service, F. N. Gisborne, suspecting these

The October 30, 1880 edition of *Canadian Illustrated News* carried this illustration captioned: "The Point at Anticosti where the new submarine cable is landed."

PUBLIC ARCHIVES OF CANADA

fires were often deliberately set by Indians to snuff out communications between Royal Northwest Mounted Police posts, designed a steel pole impervious to fire. He had several carloads of these shipped from England and "planted" in the most vulnerable areas.

In those early days—days of the Northwest Rebellion, days of excitement and hardship—the need for communication was ever pressing.

The service surged forward to keep pace with the eagerness of the fortune hunters when the lines hurried along the famous Cariboo Trail of 1885. Fourteen years later the call to fortune demanded another urgent effort over the equally or more famous Klondike Trail into the Yukon and to Dawson City.

The growth and development of this slender but invaluable pioneer service form the foundation and landmarks of many of our present routes of trade and commerce.

One of its first services back in 1879 was to provide an aid to fishing and navigation along the coast of the Gulf of St. Lawrence and the Bay of Fundy. This marked the earliest attempt at news distribution in Canada. Daily bulletins were sent over the wire by each office between Matane, on the St. Lawrence side of the Peninsula, and New Carlisle, on the Chaleur Bay side, to report results of local fishing of the previous day, bait supplies of the following night, prospects for cod fishing, the weather, and prevailing winds.

From the time of its creation until 1948, when it was turned over to D.O.T., the GTTS was under the Department of Public Works. Its prime purpose was to provide a means of communication to remote areas which were not served by commercial communication companies. As the years went by and the companies moved into these areas, the GTTS gradually began disposing of its lines.

Immediately following the First World War, the GTTS was at its peak. It operated 399 telegraph and telephone offices across Canada and had a combined pole mileage of 7,433, 21,795 miles of wire and 223 knots of cable.

By the end of the 1920's, owing to the construction of additional railways in the West and the expansion of the B.C. Telephone Company, certain lines, having

served their purpose as pioneer undertakings, were either abandoned or sold. In 1928-29 the B.C. Telephone Company, wishing to extend their lines eastward to the Alberta border and develop the telephone field on the southeasterly portion of B.C., purchased the GTTS lines in that territory. This was the first large scale sale and brought about the transfer of 1,666 miles of pole line and 3,000 miles of wire.

Several years later the B.C. company purchased additional telephone lines of 223 miles of poles and 455 miles of wire. During this period several lines in Saskatchewan and Alberta were also abandoned to avoid duplication of telegraph services, the railroads having entered the fields formerly served exclusively by the GTTS.

With each sale the staff of the GTTS diminished, as operators and supervisors joined the commercial companies taking over in their area. Pension and service continuity, leave and holiday considerations were all part of the negotiations carried on before each sale and were vital terms of each.

But it was those early years of development which so color the pages of the GTTS's history—the days of its first superintendent, Mr. Gisborne.

An engineer by profession, Mr. Gisborne was connected with communication long before the creation of the GTTS. In fact, a plaque on the Provincial Parliament Buildings at Charlottetown, P.E.I. shows his connection as far back as 1852. It reads:

First Submarine Telegraph in America

Commemorating the laying of the first Submarine Cable Telegraph in America. It extended from Carleton Head, P.E.I. to Cape Tormentine, N.B.

Laid by Frederick Newton Gisborne Monday 22nd November, 1852.

In the Fall of 1883, four years after taking on the post of general superintendent, Mr. Gisborne journeyed to Western Canada to supervise construction of the Prairie lines. Extracts from some of his reports read:

"At Saskatoon there were three or four framed buildings awaiting arrival of a raft

of lumber from Medicine Hat station on the Canadian Pacific Railway to complete them. Here we found the scow ferry destined and then enroute for Clark's Crossing, and having embarked the three horses and two buckboards we laboured for three hours and were carried three miles downstream before we could effect a landing upon the opposite side of the river."

"At Edmonton a large town has been plotted and the great bulk of lots actually disposed of at prices varying from \$50 to \$800 each, over a space exceeding 1,000 acres, and already over two dozen framed houses and stores have been erected thereupon."

An 1885 ledger entitled "Particulars of Construction of Telegraph Lines in Eastern Canada" shows that at that time a district superintendent earned \$450 per annum, an operator in his district was paid \$100 per annum and a telegraph key cost \$4. As for putting in lines, the average cost of the day appeared to be about \$200 a mile compared to \$3,000 or \$4,000 today.

Almost coinciding with the closing of the 85-year-old GTTS books came word of the death early in October 1964 of former long service telegrapher Margaret Lydia Ross.

Born in the year of Confederation, Mrs. Ross took up telegraphy in 1898 when the GTTS set up an office at North East Margaree, N.S. The office was located in her home and she was appointed telegrapher. In 1959, at the age of 92 Mrs. Ross retired when the North East Margaree office and several others in Cape Breton were closed and replaced by direct telephone service to commercial telegraph companies.

When she retired Mrs. Ross was the oldest operating telegrapher on the North American continent.

Progress and time affect everything. Now the Government Telegraph and Telephone Service is no longer required to provide essential communication services to isolated areas. But it will not be forgotten by East Coast fishermen, or West Coast lumbermen, or Northern bush pilots or ranchers in the B.C. interior.

For them the GTTS was part of their everyday life, and as such was an important factor in Canadian development.

Six offered more than \$20,000 in scholarships



Denise



John



Krystyna

D.O.T. Scholars Bright! Bright! Bright!

One would think that giving away scholarships would be the easiest thing in the world. But, as D.O.T. officials administering the department's scholarship program discovered, it can be quite complicated.

The names of the three 1964 winners of D.O.T. scholarships were announced late in September. All members of the fairer sex, they are Denise Stone, St. John's, Nfld.; Krystyna Tusiewicz, Toronto; and Marilyn Clysdale, North Bay, Ontario.

Last year, the first year these scholarships were available, three winners and three alternates were named and within a short time confirmation was received from all winners that they were able to accept. (To be eligible for these awards, winners must not be in receipt of scholarships valued at more than \$1,000. They can receive \$600 in other awards and the D.O.T. scholarship, or \$600 to \$900 in others and an equally reduced portion of the D.O.T. one).

All six of this year's winners and alternates, it turned out, won other awards. Three were in receipt of more than the acceptable amount.

The D.O.T. scholarships, valued at \$400 each, are for children of employees or retired employees who are entering their first year of University. This year 38 youngsters applied. Their applications were turned over to the scholarship committee of the Canadian Universities Foundation, whose job it was to assess them on the basis of scholastic standing and personal qualities. By the end of August the committee had carefully studied each entry and announced that the three winners were John De Roche of Antigonish, N.S., Denise Stone of St. John's, Nfld., and Allan Titus of Toronto. The alternates selected were Krystyna Tusiewicz and Stephen Clodman of Toronto and Marilyn Clysdale of North Bay, Ontario.

Winners were notified and asked to confirm if they were able to accept. Allan Titus notified the department that he had been awarded a \$2,000 scholarship to Queen's University, a four-year one valued at \$6,000 to the University of Waterloo, along with the \$400 Ontario Government scholarship that automatically is the reward of every Ontario girl or boy attaining an

average of 80 per cent or more. He, of course, declined the D.O.T. award in favour of one of the two more valuable ones and the first alternate winner, Krystyna Tusiewicz, was told that she was now eligible for the D.O.T. one.

But the winners were not yet decided. Word came from John DeRoche that he, too, had received offers of more valuable awards—a \$2,000 one to St. Francis Xavier University and a \$4,000 one to Queen's—and would have to decline the department's scholarship.

Reg Schroeter of Training and Development, who handled many of the details of the scholarship program this year, then contacted the second place alternate, Stephen Clodman, only to find that he was ineligible as well. Stephen had already accepted a \$3,000 special proficiency scholarship in mathematics to the University of Waterloo and the \$400 Ontario Government one. And so it was that the third place alternate, Marilyn Clysdale, was informed that she was in line for a D.O.T. award. She replied that she was already in receipt of the \$400 Ontario Government scholarship, a \$300 general proficiency one from the University of Western Ontario and a \$100 mathematics scholarship awarded by the North Bay Lions Club and would therefore be able to accept only \$200 of the D.O.T. award.

These six young people were offered scholarships totalling more than \$20,000—quite a scholastic feat, as well as a clear indication that no worthy student need forfeit an education for lack of funds.

The department is proud of these youngsters, but prouder still are the D.O.T. parents—four of whom are employed in the meteorological branch headquarters at Toronto.

Denise Stone

Daughter of District Marine Agent R. E. Stone of St. John's, Nfld., Denise is 17 years old. She received her education in St. John's, graduating this year with a Grade 11 honors diploma.

Winning scholarships is not new to Denise. Last year, while a grade 10 student at Prince of Wales Collegiate, she was



Allan



Marilyn



Stephen

awarded a Confederation Scholarship given by the Newfoundland Government to the top 250 students in the province and, this year, in addition to the D.O.T. scholarship, she received a "Centenary of Responsible Government" scholarship of \$600.

Denise is enrolled in an Arts course at Memorial University in St. John's. She is as yet undecided about career plans, but studies and extra-curricular activities—sports, reading and dressmaking—will keep her busy enough during the next few years.

Krystyna Tusiewicz

Seventeen-year-old Krystyna is the daughter of Mrs. Maria Tusiewicz, a technician in the research division at meteorological headquarters.

She was born in London, England and came to Canada at the age of six. An honor student throughout her high school years at Don Mills Collegiate, she obtained an average of 85.7 per cent on 11 papers of the Grade 13 examinations and won a \$400 Ontario Government scholarship.

Krystyna is enrolled at the University of Toronto in honors mathematics, physics and chemistry and looks forward to post graduate studies in organic chemistry. She hopes to be able to work in one of the newly-emerging countries where scientists can play such an important role in national development.

Throughout her high school years, Krystyna has been active in school affairs as a member of the swimming team, German Club, French Club, orchestra, band and choir. As well, she served as literary editor of ORBIT, the school yearbook, and managed to fit junior Red Cross volunteer work, camp counselling duties and a six-week session at the Institute of Computer Science, University of Toronto, into a busy round of summer activities.

Marilyn Clysdale

Marilyn Clysdale, 18, is the daughter of Ivan Clysdale, a meteorological officer assigned to Northern Norad Region Headquarters, North Bay, Ontario. She obtained

most of her elementary and high school education at North Bay, graduating from Chippewa Secondary School, where her mother is a teacher.

With an 86 per cent average in the Grade 13 examinations, Marilyn won a \$400 Ontario Government scholarship, a \$300 general proficiency scholarship at the University of Western Ontario and the mathematics scholarship of \$100 given by the North Bay Lions Club. Therefore she was able to accept only a \$200 D.O.T. award.

Marilyn is now enrolled at the University of Western Ontario, London, in pre-medicine. She is an accomplished musician and played in the high school orchestra and as Sunday school pianist for several years. As well, Marilyn managed to be editor of the school year book in 1962-63.

John De Roche

John De Roche, 16 years old, is the son of John H. De Roche, officer-in-charge of Antigonish, N.S. Decca station. He graduated from St. Andrew Rural High School, Antigonish last June and is now enrolled at St. Francis Xavier University in an honors science course.

Young John has an intense interest in science and this summer was awarded a scholarship to attend a seven-week science training program at Clarkson College of Technology, Potsdam, N.Y. Sponsored by the National Science Foundation, this course afforded him valuable experience and preparation for his university studies.

In addition to the \$2,000 scholarship he accepted to St. Francis Xavier University, John was offered a \$4,000 one to Queen's University. His plans for the future centre around the study of nuclear physics and ultimately teaching or conducting research.

Music is his main outside interest and he is a Grade 8 honor graduate in piano from Toronto Conservatory of Music. At high school he participated in musical activities and as debating team leader.

Allan Titus

Allan Titus, 18, is the son of Robie Titus, a meteorologist in the climatology

division of meteorological headquarters. He was born in Montreal, spent his early years at Goose Bay, Labrador and Dartmouth, N.S. and finally, Toronto where he attended high school in Etobicoke, a Toronto suburb.

A top scholar in each of his school years, Allan attained an average of 90.01 per cent in the Grade 13 examinations this year. He won a \$400 Ontario Government scholarship, a \$2,000 Queen's University one awarded to the student with the highest provincial standing entering Queen's and, was offered but declined, a four-year \$6,000 scholarship to the University of Waterloo. Chosen to deliver the valedictory address at Vincent Massey Collegiate this Fall, Allan is now enrolled in an honors science course at Queen's and is looking forward to a career as a research physicist.

Stephen Clodman

Stephen Clodman, 18, is the son of Dr. Joseph Clodman, superintendent of synoptic research at meteorological headquarters. He was born in Toronto and lived in Montreal, Gander and Toronto during his elementary school years. He obtained his secondary school education in New Jersey, where his father continued Ph.D. studies at New York University, and at Wm. Lyon Mackenzie Collegiate in North York.

Stephen's academic career has been marked by consistently high grades. His ability in mathematics shone through when he ranked eleventh among over 5,000 contestants in the 1964 mathematics contest sponsored by the Actuarial Society of America. With an 85 per cent average in the Grade 13 examinations, he won a \$400 Ontario Government scholarship and a \$3,000 special proficiency scholarship in mathematics at the University of Waterloo.

Stephen is interested in current and world affairs and for several years was his school's representative to the model U.N. Assembly. At 14, while attending school in New Jersey, he won a Time Magazine prize for scoring highest in the school in a current events competition. Chess, bridge and golf are other interests.

a "first" for the JetStar

D.O.T.'s JetStar aircraft has recently earned for itself a small place in American history.

When it flew over the Columbia River project on September 16 with President Lyndon B. Johnson aboard as Prime Minister Pearson's guest, it marked the first time that a U.S. President had flown on a foreign aircraft while in office.

For that trip the JetStar had to have its electronic equipment adjusted for cold war requirements; the intercom telephone was modified to operate the high frequency transceiver (transmitter-receiver) linking the President to the White House "hot line".

The JetStar is accustomed to carrying distinguished passengers. The 550 m.p.h. aircraft has taken H.R.H.

Prince Philip duck hunting (on October 13 this year when he spent a half day at a private shoot just east of Quebec City at the conclusion of this year's Royal Visit). Secretary U Thant was brought from New York City by the JetStar's three-man crew and foreign royalty travelling aboard includes H.R.H. Prince Bertil of Sweden. Commonwealth guests include Prime Minister Sir Robert Menzies of Australia and Rt. Hon. Duncan Sandys, former United Kingdom secretary of state for Commonwealth relations.

The JetStar can carry seven passengers and a crew of three. Equipped to operate as a working flight, valuable time is not lost to the Prime Minister and cabinet ministers on their way to important meetings. With a range of approximately 1,800 nautical miles at altitudes up to 41,000 feet, the four-engined Lockheed aircraft requires a minimum of 5,000 feet of hard-surfaced runway to land on.

The only other JetStar in Canada is owned by a commercial company and used as an executive aircraft.

D.O.T.'s JetStar is used for more than flying dignitaries and government officials. It does high altitude calibration and pilot training. Since it was put into service in February, 1962, it has logged some 1,200 hours, about 200 on calibration and another 200 on pilot training. It has visited every major city in Canada along with several northern points including Frobisher and Churchill.



At 5:00 a.m. H.R.H. Prince Philip says "Good Morning" to the JetStar's three-man crew—Flight Engineer Fred Jones, Captain Don Button, co-pilot and Captain Andy Chenail, pilot—before boarding the aircraft. W/C L. Gillespie, commanding officer at RCAF Station, Uplands stands by.



After boarding the JetStar at Great Falls, Montana, Prime Minister Pearson and President Johnson enjoy the excellent view of the Columbia River project afforded from every seat in the aircraft. Flight Steward Don Fraser is in the background.

D. C. Archibald, chief of the basic weather division, meteorological branch, visited the joint Arctic weather stations at Eureka and Alert, N.W.T., this Fall. Here he tells News on the DOT readers of two unusual construction projects recently completed in that part of the world.

FOURTEEN YEARS and all that

E. M. Chmilar, airport mechanic, and A/C A. Gibel, equipment officer, who represented the Canadian airstrip mechanics and U.S. equipment officers respectively at the brief ceremonies concerning the completion of the Eureka air strip.

It took 14 years to build the runway.

Slow, you say? It depends.

What do you do when you only have three to six weeks a year to work on a runway because you're at Eureka, 80 degrees north on Ellesmere Island?

You wait for the three weeks of summer, and work round the clock in shifts under the most difficult conditions to take advantage of the 24 hours of sunlight. If you are as energetic and resourceful as the men at Eureka's Joint Arctic Weather Station, 14 years later you will have a mile-long, 200-foot wide strip.

Airstrip mechanics from D.O.T.'s civil aviation branch, aided by some from the United States Weather Bureau and equipment operators from the U.S.A.F., forced a permanent airstrip on an unyielding permafrost.

There were never more than six men working on the runway at a time and one summer there was only one man. Still they managed to complete the strip from the original plans laid out in April, 1950 by D. C. Archibald, chief of the basic weather division.

Realizing the need for a year-round strip for resupply of critical parts and emergency evacuations, Mr. Archibald selected and laid out a site about three-quarters of a mile from the station.

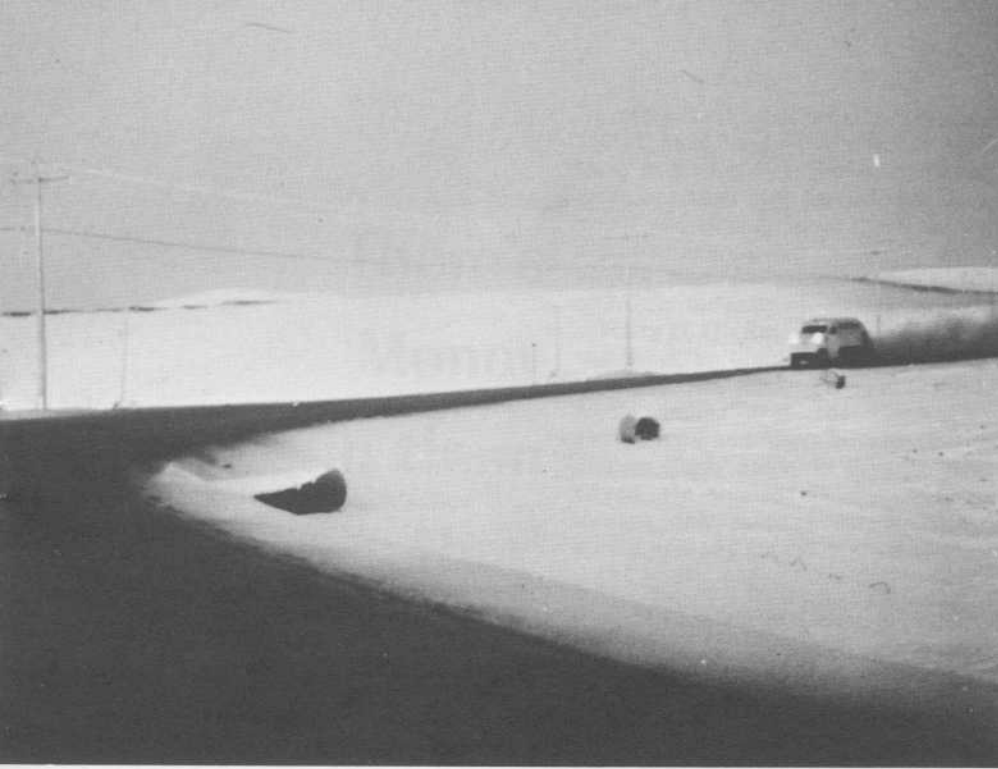
Eureka's first strip, which was about six miles from the station, was abandoned a few months after the station opened in 1947 after it became unusable.

Aircraft landed on sea ice in Slidre Fiord when possible and heavy mechanical equipment and supplies were brought in once a year by icebreaker.

This Fall Mr. Archibald, Dr. R. H. Simpson and J. G. Dyer, the latter two of the U.S. Weather Bureau, visited Eureka to inspect the completed strip. They praised the joint efforts of both services. E. M. Chmilar represented the Canadian airstrip mechanics and A/I C A. Gibel, the U.S. equipment operators, at the ceremony.



The world's most northerly power line, at Alert N.W.T., connects the weather station to the airstrip one mile away. This photo was taken at 2.00 a.m. on a September morning.



Northernmost Power Line

The world's most northerly power line went into operation August 24. It was the climax to two years of careful planning for the construction of a line to connect the Joint Arctic Weather Station to the airstrip at Alert, N.W.T.

The line is 7,000 feet long.

In this barren land, where permanently frozen ground extends to a depth some 1,500 feet, the top 12 to 18 inches of which thaws out for only a few weeks during the summer, construction of a power line was a difficult and complex task. Added to occasional winds in the vicinity of 100 miles per hour, which meant special poles had to be used for a minimum wind loading, spacing of poles and the routing of the line itself to avoid large snow drifts were also problems. It was decided to use steel poles with three telescoping sections. The total length of the poles was about 23 feet, the largest diameter section of which was sunk five feet into the ground.

G. Fraser, Winnipeg regional construction, was in charge of the pole line erection. He was assisted by Alert station staff and two others from Winnipeg region.

They found the only way to excavate the holes for 60 poles was by using 750 pounds of dynamite and

shaped charges. Tauno Rante, the versatile station mechanic, set and detonated all the charges successfully. After the poles were in place and the soil back-filled, there still remained the problem of working at the top of the poles to set the cross arm and string the cable.

Unfortunately, the ladder for the job did not arrive with the rest of the equipment and a platform had to be improvised and attached to the forklift at the front of the tractor. And it was in that way that the lineman was elevated aloft. This was hazardous. Several times the caterpillar tractor slid sideways down the hill. Despite all these difficulties the power line was completed and the airstrip lights can now be switched on from the weather station's operations room a mile away.

It is planned to erect an anemometer at the airstrip by carrying the cable of the same pole line to the automatic recorder in the operations office. In this way instantaneous observations of winds can be obtained and relayed to incoming aircraft. Other benefits derived from the airstrip power supply include a safer type of heating furnace used in the airstrip garage and a power supply for the airstrip beacon.

CCG Ships Call it a Season after Four Months of Supply Operations

By KEN PARKS
Information Services

Seventeen Canadian Coast Guard ships, including seven icebreakers and 19 cargo vessels are back at their home ports or in the last stretch of their southward journeys after completing the department's 1964 supply operations in the Canadian Arctic.

Total cargo handled by the vessels amounted to around 90,000 tons and calls were made at more than 40 ports of call between the southern end of James Bay and Eureka, on Ellesmere Island in the high Arctic. This year's tonnage was around 10,000 tons less than last year's total, due mainly to the fact that the transport of building materials to some northern settlements diminished as construction projects under way at those points reached completion.

A notable feature of the season's operations was the penetration northward by the icebreaker CCGS "Labrador" on September 7 into Robeson Channel. The ship reached Latitude 81 degrees, 45 minutes North, between the northeastern tip of Ellesmere Island and Greenland. It was the most northerly point ever reached by a Canadian vessel and only 60 miles from the Joint Canadian-U.S. Weather Station at Alert.

In other areas there were few out-of-the-ordinary incidents, though progress of supply operations in the Western Arctic was delayed somewhat early in the season by severe ice conditions extending along the continent's north coast from Point Barrow, Alaska, to the Amundsen Gulf area. The Coast Guard icebreaker "Camsell", based at Victoria and serving each summer as escort for freight vessels moving from the Mackenzie River delta eastward as far as Boothia Peninsula, experienced such heavy going that at one point she teamed up with a United States Coast Guard icebreaker in order to speed her progress along the north coast of Alaska.

CCGS "Camsell" recorded one serious mishap during her voyage when, lying hove to during a gale in the Gulf of Alaska, her hydrographic launch was torn from its lashings. Seaman John Russell Maddock, 20, of Victoria, B.C. was killed and two others, William Waistell and David Weston, were slightly injured during an unsuccessful attempt to make the launch fast in its cradle.

In the Eastern Arctic operations proceeded well, though bad weather and heavy ice held up cargo landing operations at

Resolute Bay on Cornwallis Island for a week. The ice-breaker "d'Iberville" carried out the supply movement to the Joint Canadian-U.S. Weather Station at Eureka.

The ship also stopped at Sherwood Head, at the southern tip of Axel Heiberg Island, where technicians from the department's meteorological branch and the United States Weather Bureau serviced the isotope-powered automatic weather station that was placed there in 1961.

The fleet's largest icebreaker, CCGS "John A. Macdonald", went westward through Lancaster and Viscount Melville Sounds as far as the entrance to M'Clure Strait, to test the possibility of penetrating through to Beaufort Sea carrying out scientific study projects there. The ship encountered such heavy polar ice, however, measuring up to 18 feet thick, that the passage was not attempted.

The vessel sustained damage to one of her three propellers but this did not hamper her continued service and she proceeded to carry out a program of scientific work in other Arctic waters. Like all the icebreakers, the Macdonald carried a crew of scientists and technicians representing other government departments and agencies interested in oceanographic, hydrographic and related research in the Arctic. Much valuable work in these fields was carried out throughout the navigable areas of the North at times when the ships were not engaged in escorting the cargo carriers.

Canadian Coast Guard ships taking part in this year's operations were the full icebreakers CCGS "John A. Macdonald", "d'Iberville", "Labrador", "Montcalm", "Wolfe", "N.B. McLean" and "Camsell"; the special Arctic supply vessel "C. D. Howe"; the shallow-draft supply vessels "Raven", "Skua", "Eider", "Puffin", "Auk" and "Gannet", the depot vessel "Narwhal" and the landing craft "Marmot". Also participating was the ice-breaking supply and buoy ship "Simon Fraser", which tended aids to navigation and continued with the department's program of installing new aids in Hudson Strait and Hudson Bay.

There's Money in them thar' IDEAS

In recent months three awards valued at \$50 or more have been granted. Two of these had unusual twists—one, valued at \$105, was made nine months after the suggestor had retired, while the other was a supplementary award made to two employees who had previously received an award for the same suggestion.

Harry H. Gloster, who retired as a radio technician at London aeradio station in October, 1963, received the \$105 award for recommending that the regulation of changing oil and filters in emergency generating plants every 90 days be discontinued. He pointed out that these units average only seven hours of operation during a 90-day period.

Oil sample tests conducted by the Department of Public Works determined that these oil changes could be extended to six months or 150 hours of operation at an estimated savings of more \$1,000 a year.

Mr. Gloster received his award cheque shortly after he and his wife returned from a trip to England—a most opportune time for it to arrive.

Clifford C. McLachlan and Charles J.

Schneider, firefighters at Edmonton International Airport, recently received a supplementary award of \$50—\$25 each—because their suggestion had been extended beyond the original concept.

Messrs. McLachlan and Schneider each received \$25 in October, 1963 for suggesting a modification to Pyrene crash trucks to allow driver operators to control foam hand lines without leaving the driving area. At the time it was expected only six vehicles would be modified. However, the modification has been extended to 17 crash trucks so a supplementary award was recommended.

W. B. Mitchell, Airport Manager at Terrace, B.C., was granted a \$50 award for recommending that at sites where more than one D.O.T. establishment has fuel oil requirements, a consolidated order be prepared. Money would be saved through bulk purchasing.

As a result a review of all sites was made and a policy established in May, 1964, to consolidate wherever possible. Mr. Mitchell selected a set of binoculars and a tourist camp stove as his awards.

NAME	POSITION	LOCATION	AMOUNT
Wilfred C. Coffin	Radio Operator	Burrin, Nfld.	\$10
Richard Gaetz	Radio Operator	Victoria, B.C.	\$10
Robert G. Cox	Assistant Technician	Moncton, N.B.	\$15
R. W. Catherall	Radio Operator	Whitehorse, Yukon	\$30
N. C. Jersey	Radio Operator	Nanaimo, B.C.	\$30



Named President of Port and Harbour Assoc.

The newly-elected president of Canada's multi-million dollar port industry is Gordon W. Stead, assistant deputy minister, marine. The election took place at the Sixth Annual Conference of the Canadian Port and Harbour Association in Quebec City, September 13-16.

Mr. Stead, one of the original representatives to the association when it was founded in 1958, has served as a director and vice-president. As assistant deputy minister, marine, he has an excellent knowledge of

the harbors and the association members who administer them.

The CPHA was established so that representatives could discuss common problems and exchange experiences. In order to acquaint members with various port installations across the country, the association's annual three-day conferences have been held in different places each year—Halifax, N.S.; Port Alberni, B.C.; the Lakehead—Port Arthur and Fort William; Hamilton; Quebec City this year and Toronto next.



W. J. BAKER, a golf enthusiast, received some much-appreciated clubs as a retirement gift. Earl Porter, chief, telecom. maintenance and operations, made the presentation.

September retirements mark nearly a century and a half of service



STANLEY BECKETT is seen with his wife and Director of Marine Regulations Alan Cumyn who presented him with a shot-gun to go a'hunting.

Stanley Beckett, chief of the machinery inspection section of marine regulations, retired on September 4 after 27 years with the department. He joined as a ship inspector at Collingwood, Ontario, in 1937. In 1949 he became senior steamship inspector at Toronto and two years later was transferred to Ottawa. He was promoted to chief of machinery inspection in 1958.

Born in Liverpool, England in 1899, Mr. Beckett was educated at Waterloo and Seaforth. He was a member of the Royal Naval Air Service and the Royal Air Force during the First World War and afterwards served as an apprentice with Harland and Wolfe Ship Repairers and Engineers, at Booth, England.

Mr. Beckett spent nearly 10 years at sea as a marine engineer with Canadian Pacific Steamship Lines and then left to take up an inspection position with a Toronto firm. From 1930 to 1937, when he joined the Department of Transport, he was plant engineer at the General Electric Company's Davenport Works.

W. J. Baker, a native of Staffordshire, England, began his career as a radio operator in 1920 with the English Marconi Company. He went to sea for seven years, serving in various parts of the world, and then joined the old Department of Marine and

Fisheries in March, 1927. After serving five years at East Coast stations and in isolation in the Hudson Strait, Mr. Baker was appointed officer-in-charge at Churchill, Manitoba in 1932. During four of his six-year stay there he served as local police magistrate as well.

At the outbreak of the Second World War D.O.T. built a radio station, at Hartlen Point at the entrance to Halifax Harbour to intercept and monitor radio signals from enemy surface and under sea craft and to take radio bearings on them. Mr. Baker was appointed officer-in-charge and remained as such throughout the war. In 1948 he was promoted to radio inspector for Cape Breton at Sydney, Nova Scotia. He was transferred to Ottawa in 1955. At the time of his retirement on September 4, Mr. Baker was a technical officer in the telecommunications maintenance and operations section.

Miss Arla B. Warner retired on September 30 after 46 years of government service. Born at Osnabrook, near Cornwall, Ontario, Miss Warner joined the Civil Service Commission upon graduating from high school in September, 1918. She began as a clerk typist and rose steadily throughout her years of service. At the time of retirement she was supervising clerk in charge of the frequency, recording and statistics section of radio regulations.

Miss Warner was a member of radio regulations as far back as 1925 when she transferred from the Commission to the old Department of Marine and Fisheries. In those early days she was a real "Girl Friday", looking after the personnel records and pay lists along with her regular duties of typing out all the amateur radio licenses. Today, with some 10,000 such licenses being issued yearly, it would be impossible for any one person to type them all, let alone attend to any other duties. In 1936 when the then newly-created Department of Transport took over the radio regulation section, Miss Warner and her co-workers became D.O.T.'ers.

An interesting sidelight of Miss Warner's 46-year career is that nearly 30 of those years were spent working in the Hunter Building. When it was first built she worked for the Civil Service Commission on the first floor and in transferring to Marine and Fisheries she moved up to the second. From 1947 to 1964 radio regulations was located in No. 3 Temporary Building on Wellington Street but, just prior to Miss Warner's retirement, the section moved back to the Hunter Building, so she ended her career six floors up from where it began.

A homeowner in the lovely Alta Vista area of Ottawa, Miss Warner will devote much of her new found leisure time to gardening and to her home. As well, she is very active in various organizations of Pleasant Park Baptist Church.



ARLA B. WARNER, guest of honor at a dinner held on the occasion of her retirement, received a scroll and two paintings from H. J. Williamson, chief of technical and policy co-ordination, telecom.

Kathleen A. Babcock, a native of Manotick, Ontario, retired on September 23, after 36 years of service.

Miss Babcock joined the government in 1928 and spent the first year working for the Bureau of Statistics, Post Office and Department of Finance. In 1929 she joined the purchasing and contracts division of the Department of Marine and Fisheries in a clerical capacity and remained with that division throughout her lengthy career. (When Marine and Fisheries was abolished in 1936, the division became a part of the newly-created Department of Transport.)

Located in the Hunter Building for 35 years, Miss Babcock was a familiar figure to many. On the occasion of her retirement friends and co-workers from throughout the building gathered in the office of Chief Purchasing Agent J. A. G. Saint-Laurent to honor her. Presented with a transistor radio, a cash gift and a framed testimonial, she heard Mr. Saint-Laurent describe her as a loyal and trusted employee who would be missed by all.

Miss Babcock plans to spend much of her new-found leisure time with her parents at home in Manotick, some 20 miles outside Ottawa.



KAY A. BABCOCK, who retired from purchasing division, was presented with a transistor radio and a cash gift by J. A. G. Saint Laurent, chief, purchasing.

Victoria, B.C. District Marine Agent Keith Dixon unearthed a copy of what may well be the first stores inventory made in the Victoria Agency. Dated January, 1885 the inventory listed all the items carried in stock for the agency, which at that time covered the entire West Coast region. Compared to today's stock which is valued at more than \$300,000, the following items seem pretty insignificant:

Inventory of Lighthouse and Other Stores in the Storeroom on the wharf

- 1 lantern gear of condemned lightship
- 1 condemned blockwork for fog alarm Brockton Point
- 2 Engine and boilers from lighthouse launch condemned
- 2 Tents
- 1 set of tinware for camping outfit
- 1 old stove
- 50 Cases of coal oil
- 20 Gallons boiled linseed oil
- 20 " Raw " "
- 6 long handled shovels in use
- 2 Matlocks in use
- 4 Picks in use
- 4 Axes in use
- 25 lbs. assorted nails

January, 1895

JAS. GANDIN
Agent



Cross Canada Dateline

Montreal—This letter from a young school girl tickled our funny bone:

DEAR SIR:

I am an eight grade student. I was given a project on dams in geography. But before this I would like to know if you have any picture or reading material on this subject including Beaver dams.

Thanking you in advance.

Yours truly

Edmonton—Relay of aviation messages within seconds is now possible at Edmonton International Airport through automatic teleprinter switching equipment.

The installation, completed in October, is the second of seven to form a Canada-wide network. The first Canadian installation was commissioned at Vancouver International Airport last July. Others will be installed during the next 18 months at Winnipeg, Toronto, Montreal, Goose Bay and Gander.

Moncton, N.B.—Two crowns within as many weeks came to rest on the pretty head of Mary Chisholm, daughter of Angus D. Chisholm of Moncton aeradio station.

Mary's fame began with winning the Miss New Brunswick title during Woodstock's Old Home Week ceremonies. Following this she was crowned queen of the Shediac Lobster Festival by Premier Louis J. Robichaud.

Employed in the department's civil aviation branch last summer, Mary is currently in her second year of Commerce at St. Francis Xavier University, Antigonish, N.S.

Montreal—Michael Kwizak, meteorological services, operational, development and evaluation, Montreal International Airport was a recent guest on the CBC radio national network's "Accent on Careers", to discuss the profession of meteorology. He is seen here above with Mrs. Brenda Hilton, electronic data process operator.

Frank Arnold McKinnon, district marine agent at Saint John, N.B., died suddenly on September 9. He was 59 years old.

Mr. McKinnon, a native of Saint John, grew up with the agency. He joined it in 1921 at the age of 16 and rose steadily to positions of increasing responsibility. In 1936 he was appointed agency accountant, in 1953 superintendent of lights and, in 1956, district marine agent.

Serving with the Royal Canadian Artillery during World War II, Mr. McKinnon retired with the rank of major. In 1949 he was selected to temporarily act as district marine agent at St. John's, Nfld., to carry out the organization involved with integrating the existing marine functions of the Newfoundland government into the D.O.T. system.

Mr. McKinnon is survived by his widow, Mrs. Julia Adelaide McKinnon, a son, Captain Beverley McKinnon of Ottawa, and a daughter, Mrs. William Fulton of Martinon, N.B.





Canadian
Coast
Guard
ALBUM

CCGS READY

CCGS Ready—Search and rescue cutter, based at Victoria, B.C., completed in June, 1963, at the yard of Burrard Dry Dock Ltd., Vancouver, B.C.

LENGTH: 95.3 feet

BREADTH: 19 feet, 11 inches

DRAFT: 6 feet, 5 inches

POWER: Twin diesel engines, totalling 2,500 shaft horsepower

GROSS TONNAGE: 139