

NEWS on the DOT

DEPARTMENT OF TRANSPORT STAFF PUBLICATION

OCTOBER 1954

HON. G.C. MARLER



J.R. BALDWIN



W.J. MATTHEWS



C.S. BOOTH



SHAKE-UP in DOT Executive

During the past summer months, several important events have taken place in the Department of Transport, one of which has caused a "shake-up" in the top executive.

On July 1, Prime Minister St. Laurent announced the composition of the St. Lawrence Seaway Authority, a body set up to dig ditches and waterways which will permit deep sea vessels to sail from the Atlantic Ocean to the Great Lakes into the centre of the continent. The appointment of the Minister of Transport, Honourable Lionel Chevrier, as President and Deputy Minister Carl West as a member of the Seaway Authority, was a main spring in a series of changes in the executive personnel of DOT.

Hon. G. Marler from Montreal was selected to be the new Minister of Transport, J.R. Baldwin, Deputy Minister for Air and Chairman of the Air Transport Board succeeded Mr. West. W.J. Matthews, Q.C. Director of Administration and Legal Services was appointed Chairman of the Air Transport Board and a new position was created - Assistant Deputy Minister - the appointee being Brigadier Steve Booth, Senior Canadian representative to ICAO.

HON. G.C. MARLER

One of the first duties performed by Mr. Marler in his new office, was the inspection of "d'Iberville", icebreaker and lead ship of "Operations Nors 1", the first Canadian Polar expedition to carry supplies and equipment to Resolute and Eureka in the far North. Hitherto it had been a U.S. operation.

While food, mail, machine parts and other supplies were being loaded on the "d'Iberville", the new Minister came aboard with Captain Caron who showed him around. The Captain also explained the myriad charts, radar and other navigational aids the icebreaker requires to make a voyage through ice.

Seeing the ship and loading operations, Mr. Marler admitted was much better than glancing at briefs on his desk.

Honourable George C. Marler, lawyer, city councillor, M.L.A. and now our new Minister of Transport, was born in Montreal in 1901 and has lived there all his life. He is bilingual and his family has lived in the Province of Quebec for over 150 years. He was educated at Selwyn House School, Bishop's College School

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Captain Caron with First Officer Mercier and Third Officer Vaillencourt greet the new Minister of Transport, G.C. Marler, as he boards the "d'Iberville"





Halifax Chronicle Herald

"GRANDMA ROSS" - 88 Still Active Clicker

It is quite probable that the Department of Transport has the oldest employee in Canada's Civil Service and one who is "still alive and clicking". Mrs. Margaret Ross, 88, has served over 57 years as a government telegraph operator at North East Margaree, N.S. She says she has no intention of retiring as long as they leave the key with her.

Still spry, sharp as a Morse signal, and with a twinkle in her eye that time has not dimmed, Mrs. Ross hopes to continue as telegraph operator "until I get too old to handle it". "That", she said, "will not be for some time".

Her home is a landmark in the beautiful country of Inverness county, a fisherman's paradise. Watching for the click of the key and the ring of the six Mutual company and government telephone lines which are connected with the Government's telegraph service at the Ross house, she does her own cooking and housekeeping as well as keeping an eye on two of her 36 grandchildren who sleep in the family homestead with "gammie" for company and also keep a watchful eye for visitors.

"Grandma Ross" is a veteran of a "telegraph" family. A son, Charlie, lives next to

her and is the Margaree lineman. A daughter, Edna, Mrs. Stanley C. Haley, Hartford, Conn., once was an operator with Western Union at North Sydney and during World War II was back to the Morse key for emergency duty.

Mrs. Ross's biggest thrill in telegraphy was receiving word of the World War I armistice which had been relayed from Sydney to Baddeck and from Baddeck to North East Margaree. Mr. and Mrs. Duncan Ross had five sons overseas in the war - Ben, Frank, Losford Murray, Guy and Duncan H. They all came back although some were wounded. Mr. Ross, who died some years ago, was also in uniform in World War I but was turned down for overseas service because of his age. Six of her eight sons and two daughters are living.

A pleasant holiday Grandma likes to recall was a "fling" in New York to visit two of her daughters and "do the town". It was her first visit to the big city and she did it up right by making the round trip by 'plane.

In the days before radio and when newspaper deliveries were hit-and-miss, the telegraph station was the centre of information for the district. There is not much telegraph business at North East Margaree during most of the year, but during the salmon season there is a pick-up as fishermen wire home to tell the folks about the big one they caught or the bigger one that got away. Mrs. Ross has never caught a salmon but she knows plenty about them and the men who whip the streams for the famous game fish.

In her spare time, Grandma Ross makes patchwork quilts and hooked rugs, and in her lifetime has completed more than 200. She delights in talking of her children, grandchildren and great grandchildren - "And there's lots of them to talk about." Her secret for a happy, vigorous life -- "hard work". She could have added "and a sense of humour".

PATTERSON MEDAL

Dr. John Patterson was Controller of Meteorological Services, Department of Transport, during the period 1929-46. At the time of his retirement a fund was established for the purpose of the periodic awarding of a medal to be known as the Patterson Medal for Distinguished Service to Meteorology to the resident of Canada deemed most worthy. This medal was made possible through contributions by colleagues within the Department and in scientific organization as well as by members of the staff of the Meteorological Division.

Plans are being made for the first award to be made early next year. The recipient may be chosen by those engaged in any field of meteorological endeavour including instrument design, weather observing, communications, administration, research, training, radiosonde technology, climatology, forecasting and public relations. In addition, any person who has made an outstanding contribution to Meteorology in Canada is eligible.

The award may be made at any time during the life of the recipient for distinguished service for a protracted period of time as well as for recent outstanding achievement.

Bulletins will shortly be distributed giving further details with regard to nominations for the award.



Cash for Ideas

Here are the names of the personnel in DOT who have won themselves a little cash by sending in their ideas for improving the service.

Where is your suggestion? Jot it down on a form SAB-1 and send it in to the Secretary, Suggestion Award Committee, Department of Transport, Ottawa. Forms SAB-1 can be requisitioned in the usual way.

JOHN T. HAIGH - Welland Canal won an award for his suggestion regarding the water level recorder at Lock 8, Welland Canal.

D. W. LAYCOCK - Pagwa, Telecommunications - made two suggestions which have been adopted and published in the Air Traffic Control Manual of Operation. 1. Radio operators repeat clearance to Air Traffic Controllers as a double check on text. 2. VFR position reports to be recorded and kept

P. K. CASEY - Liaison officer with ICAO (International Civil Aviation Organization). His suggestion regarded the elimination of unnecessary correspondence - such as covering letters for reports and forms - which speak for themselves.

EXECUTIVE CHANGES - Cont'd from page 1

(where he won the Lieutenant-Governor's Medal), the Royal Naval College of Canada, (1917-1919) and McGill University from which he graduated in 1922 with the degree of Bachelor of Civil Law. In 1948 he received the Honorary Degree of Doctor of the University from the University of Montreal.

Mr. Marler's hobbies are stamp collecting, photography, golf and gardening. He is a member of the Royal Philatelic Society of London, the American Philatelic So-

ciety, the Essay Proof Society and the Royal Horticultural Society. Mr. Marler has written a number of articles on Canadian Stamps and is the author of "Canadian Notes on the 1911-25 Issues" which was published by the American Philatelic Society. He is also editor and part author of the "Law of Real Property in Quebec."

Mr. Marler is a Complimentary Life Member of the Montreal Board of Trade and the Chambre de Com-

merce of Montreal. He is also a member of the Montreal Club, University Club of Montreal, the Montreal Reform Club, the Royal Montreal Golf Club, Cascade Golf and Tennis Club, the Garrison Club (Quebec) and the Reform Club (Quebec).

The new Minister of Transport was formerly an instructor of Navigation to the Montreal and Cartier Divisions of the Royal Canadian Naval Volunteer Reserve. He is married and has three daughters and one son.

W. J. MATTHEWS

Wilbert Jamieson Matthews, Q.C., is the newly appointed Chairman of Air Transport Board to succeed J.R. Baldwin, now Deputy Minister.

As Chairman of the Air Transport Board Mr. Matthews brings with him considerable experience in legal matters concerning Civil Aviation. He was responsible for the drafting of amendments to the Aeronautics Act in connection with Civil Aviation legislation.

The new ATB Chairman comes from a publicly minded family. His father, the late I.L. Matth-

ews, a native of Lanark County, was one of the early citizens of Port Arthur and was its Mayor for many years. W.J. Matthews himself was an alderman of Port Arthur before coming to Ottawa and was at one time Chairman of the Port Arthur Public Utilities Commission which then operated the Hydro, the street railways and the municipal telephone system.

Since coming to Ottawa, Mr. Matthews has lived in Rockcliffe Park and was for a number of years a councillor on the village council. In 1927 Mr. Matthews married Miss E.J. Stagg of Brock-

ville and they have three children.

He was born in Port Arthur in 1889, attended Woodstock College, McMaster University and University of Toronto and graduated from Osgoode Hall in 1924. He was called to the Bar of the Province of Ontario that year and practised law in Port Arthur and Toronto from 1924 to 1936.

Mr. Matthews joined the newly formed Department of Transport in 1936 as Assistant Counsel. He was appointed Counsel of the Department in 1939 and Director of Administration and Legal Services in 1949.

BRIG. C. S. BOOTH

Brigadier Charles Stephen Booth, C.B.E., E.D., of Montreal, Ottawa and Winnipeg, was appointed to the newly created position of Assistant Deputy Minister of Transport on August 17th. In announcing the selection for this important post, Honourable Mr. Marler said that the Department will benefit by the extensive legal and administrative experience gained by Mr. Booth in civilian life and with the armed services. In addition, said the Minister, "Brigadier Booth brings to his new position a most thorough knowledge of international aviation and aviation law."

During his five years overseas in World War II, where for the

latter years he was Deputy Adjutant General at Canadian Military Headquarters in London, Brigadier Booth was Member of Parliament for Winnipeg North. On his return to Canada, he was appointed secretary and legal adviser to the newly created Air Transport Board and in 1947 was appointed senior Canadian representative to ICAO.

Born in Malvern, Worcestershire, England in 1897, Brigadier Booth came to Canada in 1912 and continued his education at Winnipeg, first at St. John's College, then University of Manitoba and the Manitoba Law School, gaining his LL.B. in 1924. Mr. Booth practised law in Winnipeg for some 16 years, during which time he was president of the Young Men's Section of the Winni-

peg Board of Trade in 1930-31, and of the Winnipeg Better Business Bureau in 1934. He was president of the Winnipeg Rowing Club in 1932-33. Brigadier Booth 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, "Steve" Booth served overseas with the Western University Battalion, C.E.F. and with the Royal Air Force in North Russia. He is holder of the Order of St. Stanislaus (Second Class) for his exploits as a pilot with the RAF in this area.

The biography of Deputy Minister, J.R. Baldwin was covered in the '53 Christmas issue of "News on the DOT" when he was appointed Deputy Minister for Air Services.

Changes in Canals Staff

There have been a number of important changes in the staff of the Canals Branch. E.C. Shurly, Assistant Director, Engineering, and S. Hairsine, Electrical Engineer, have joined the Special Projects Branch of the Department at Montreal. This Branch has been engaged in planning and

designing the proposed St. Lawrence Seaway Project.

Robert J. Burnside, Assistant Superintending Engineer of the Welland Canal, has been appointed to succeed Mr. Mickleborough as Assistant Director, Administration and Operation at Head Office and Joseph N. Betournay, formerly of Montreal and recently Design-

ing Engineer at headquarters, has succeeded Mr. Shurly as Assistant Director, Engineering and Construction.

A.R. Whittier, Superintending Engineer of the Rideau Canal, has been appointed Engineer in Charge of Operation at headquarters to succeed E.C. Little,

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DOT REPORTERS GLEANINGS FROM GANDER

Glad Lester, our Admin. Asst., is used to doing things in duplicate, and so his wife, not to be outdone, presented him with twin boys. Others on the staff whose families have had recent additions, all boys, are Ken Lee, Ruddy Treidl and Al Parry.

Another Teletypist will soon leave Met. for ATC. This time it is Pat Hickey. In the Assistant ranks, John Porter has arrived from Change Islands and the Department of National Defence, and A.H. Baldwin is expected from Halifax in September. Forecasters being posted in September are - Bob Stark going to Edmonton, and Elmer Caborn coming from Moncton.

We regret that in our last report we omitted the fact that the star of the champion Met. hockey team was Des Wright, who in one game scored 8 goals.

Summer missed Gander this year with very damp and dull weather. With so much rain all the rivers are high, and the salmon fishing has been poor, although Austin Hollett's luck has been exceptional with over 30 catches.

Gander, "Cross-Roads of the World", now has an information officer, Miss Joan Morton. The Met. Office provides her with the temperatures at the European and American Terminals.

One of the largest Boy Scout Camps in Newfoundland was held at Gleneagles some 15 miles from Gander, in July. This camp obtained and found most useful the daily weather forecast from the Gander Weather Office.

Everyone is pleased to hear that Ed Cooper, who has been in the San for 18 months, is now on his feet and will soon be back at work.

The Met. ball team is battling for its life in a six-team group. The prospects appear bright if such oldsters as Day, McKay and Wright continue to steady the promising rookies Evenson, Gee, Lee, McKinnon, Moakler, Nikleva, Parry, Rissesco and Withers.

Bob Stark

WINNIPEG

Vic McMann has arrived in the vicinity to take over duties as Airways Inspector. Vic was formerly at Vancouver, in the Control Tower, and a very active member of the City of Vancouver RCAF Auxiliary Sqdn., flying Mustang aircraft in the course of duty.

Various VIP's have popped in and out of this region recently and your editor has been unable to keep track of them.

A notable exception, has been a visitor from The Pas, whom we had the pleasure of interviewing recently in one of the Airport's more plush host-eries, Alex Clarke, the squire of The Pas Airport.

from "Spotlight"
District News Sheet

REGINA

In the way of news, Regina Met. office is losing its OIC, Walt Fryers. The lure of the parkland country and a few gentle shoves from the D.O.T. are taking him to Cold Lake on the Alberta-Saskatchewan border. He will set up and head the Met. office, his forecasting interest will be changed from wheat farming and high level air to air gunnery and CF-100's.

Walt has been a long time favourite at the Regina Airport and he will be greatly missed, not only in the Met. office, but at the Regina Flying Club where he lectures and flies; and at the Regina Gliding and Soaring Club where he is secretary, flying instructor and one of the directors.

We wish him all the best on his new assignment at Cold Lake.

The Forecaster taking Walt's place for the time being is Arnie Giesbrecht from the Winnipeg R.C.A.F. office. Welcome to Regina, Arnie.

Among the new faces around Regina is a young lady in the Radio Range, Mrs. Ada Underdahl, who arrived from North Battleford to take up duties here.

She has the distinction of being the only feminine DOT employee at the Regina Airport.

Jack Murphy, Met. Assistant, received his private pilots wings at the Regina Flying Club, June 26.

from "Spotlight" District News Sheet

FREDERICTON N.B.



The Federal Civil Servants in Fredericton realized a new ambition in July when a Credit Union was formed in their behalf. What makes it interesting to the D.O.T. is that the entire spade-work of arousing interest, obtaining experienced speakers and circulating credit union literature and the formation of study groups which resulted in union, was the single-handed work of a member of the Department of Transport Telecommunications Branch: D.M. "Dave" Hutchings of Fredericton Radio Range staff.

Following the presentation of the Charter from the provincial government, Dave accepted a unanimous vote to become Secretary-Treasurer and General Manager of the "Fredericton Federal Civil Servants' Credit Union".

This picture shows representatives from the D.O.T., Customs and Postal, left to right, meeting with the manager and accountant of the Canadian Bank of Commerce, opening the new account. That's Dave in the hat.

C.A. Rigby, Radio Opr.

VANCOUVER— SANDSPIT DOT OFFICIAL GREETS PRINCE PHILIP



H.R.H. chats briefly with G. Fyfe, superintendent of a local logging firm who presented the Duke with a hand carved, slate totem. - L. to R. - Cmdr. W. Parker, RN; I. S. Macaskill, DOT airport maintenance foreman; H.R.H. the Duke of Edinburgh; G. Fyfe.

His Royal Highness, the Duke of Edinburgh, made a brief but impressive stop-over at the Sandspit airport when he exchanged the Canso aircraft, used to visit the huge Kitimat project in Northern B.C., for the more comfortable and luxurious "C5" used on his transcontinental flight.

On his arrival he was met by the airport maintenance foreman, I.S. Macaskill, and officials of a local logging camp who were on hand to make a presentation. After the introductions, the Duke was presented with a slate-rock totem. This hand-carved, jet black totem, was made by a group of Haida Indians of Skidigate, located a short distance from here.

A relatively large crowd turned out to see His Highness, many of them travelling a great distance by automobile and boat. As the Prince and presentation committee walked from the Canso to the C5 aircraft, some 100 yards away, the people began cheering and waving flags. The Duke returned their cheers with a bright smile and a friendly wave and again added a few hundred more friends to his already gigantic list.

Stopping under the wing of the huge C5 aircraft, His Royal Highness spoke again with those

W.R. (Reg.) Hamilton, (above), supervising forecaster at the Vancouver D.P.W.O. was at Sandspit to supply special forecasts for the Royal Flight. "Reg" did a very fine job and "arranged" for excellent weather during the event.



he had met. Soon it was time to leave. He shook hands and ascended the steps into the plane. Before stepping inside, he turned, smiled and waved goodbye. Members of his party followed and minutes later the Royal flight moved slowly off the ramp. As it did, the Duke was at the window waving a last farewell to his friends in Sandspit, who will long remember the visit of the casual, informal, friendly Duke of Edinburgh.

H.D. Cameron, D.C.A.S., was there for the occasion. Other members present from the District Office included D.J. Dewar, P. Ryan, A.H. Wilson, and E. Loos.

W.R. Hamilton, supervising forecaster of the Vancouver Forecast Office, was also at Sandspit to supply special route forecasts for the Royal flight.

D. Staryk, Radio Upr.



I.S. Macaskill chats with Prince and party. Seen in photo - Inspector F. Kelly (with dark glasses); His Royal Highness; Group Captain McNab; Rear Admiral Hibbard.

CLYDE RIVER N.W.T.

Our year started off with the arrival of the "C.D. Howe" on September 1, 1953, bringing with her such notables as R.A. McConnel, D. McIver, A. Goltz and G. Gely. These men were the new additions to the DOT staff. With V. Lundin, G. Wood and S. Steinhor, who were staying for a second year, the crew was at full strength of seven men. As members of the staff also, are four USAF personnel, who maintain a radio beacon and keep a twenty-four-hour radio watch on the airways frequency.

The fall at Clyde was a period of great activity. With us as temporary members of the happy family, were a crew from the Tower Construction Co. - a construction crew associated with the USAF and a number of tourists who just happened to get stranded and were very glad to see the lights of Clyde. The construction crew left by September 21, having completed their job on a new living quarters building, a hydrogen generator building, and the repairing of the USAF diesel shed. We felt sorry to see them go, and yet in a way glad so that we could take a breather and settle down to the peace and quiet of the North.

We had five ships in during the fall, including the "C.D. Howe" and the "d'Iberville". But our

navigation period closed with the departing of the last one, September 21, and we would not see another until the "Howe" comes steaming around the inlet on August 4 of this year. When that time comes, D. McIver, A. Goltz and myself will be leaving for a vacation in the south.

The days at this time of the year grow shorter and shorter and the time of twenty-four hours of night draws closer. Night advances over daylight on the fifteenth of November and the sun is not seen again for two and a half months. The phrase "twenty-four hours of darkness" is misleading to many people, as they come to believe that there is no light at all. This may be true at some of the satellite stations which are much further north. But at Clyde, from eleven A.M. to one P.M., the sky is very light. One could liken it to the period down south just before sunrise or just after sunset. One gets the impression that the sun is just over the horizon and that it will rise at any minute. But of course it doesn't and we are in the dark again.

Our first air drop was on December 19 by the RCAF - fresh meat, vegetables and fruit dropped from the sky to brighten our hearts and gladden our spirits around Christmas time. These are highly-prized commodities of food here in the North

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GETTING READY: Bill Munro under umbrella in charge of draw - Alex Watson cleans his ball



PRESENTATION OF C.P. EDWARDS TROPHY - C.P. Edwards, Peter Birkett, Alex Milne (winner)

D.O.T.R.A. in *Summe*

OTTAWA — GOLFERS

A golf tournament and a picnic were the highlights of D.O.T.R.A. activity during the past summer. The golf tournament was held at Chaudiere Golf Course, July 9. Alec Milne with a score of 74, took top honours and thereby winning the C.P. Edwards Trophy. Commander Edwards, former Deputy Minister of Department of Transport, made the presentation to Mr. Milne following the tournament.

Net winners in the field of 58 were Del Flynn with 67½ and John Hogg with a 70.

Other prize winners were: Gross: Charles Gagnon, Ron Smith, Don Burgess, Matt Munro, M. Archer, Vincent Taillon, Len Lugsden, L.M. Nesbitt, Norman Dobson, Alex Watson. Draw prize was won by John Legault.

Peter Birkett, Chairman of D.O.T.R.A. and Bill Munro, in charge of sports looked after arrangements at the tournament.

Harry Benham shot the course, also, but with a camera. His results you see on this page.

PICNIC

D.O.T.R.A. used the services of various branches of the department to provide an enjoyable picnic for about 700 employees and their families at the Fairmont Golf Club on July 29.

The Meteorological Services produced a first-class sunny day and the Telecommunications Division, under supervision of W.A. Caton, set up excellent public address system that helped keep the day's events running along at a good pace.

D.A. Wood, Training and Welfare, was M.C. for the day. It was like a small circus for the children, with pony rides, ferris wheels, aeroplane swings, hotdogs, ice cream, pop and movies.

For the adults there were races, tug-of-war, soft ball and dancing in the evening. Hunter Building won the tug-of-war, No. 3 Building the softball game.

Members of the picnic committee were: Peter Birkett, chairman; Bill Munro, sports programme; Rene Deschenes, social and refreshments; Nora Labine, Lorne Hall, Ian Barrowman, Bob Collingwood, Bert Samur, Bob Hocking, Bruce Lott, Gordon Sly and Bonnie McIntosh.

See also page 7 for pictures

TOP BRASS IMPATIENT TO GO:- M. Archer (N.H.B.), A. MacClements, F.T. Collins, Alex Watson, J-C. Lessard, A. Cumyn, W.J. Matthews, H.V. Anderson, A. Young



D. Burgess, Orville Harris, P. McArthur, R. Pennock, J. Legault, L. McElroy



P. Birkett, J. Hogue, C. La Rochelle, E. Wilkinson.



H.M. Garden, D. Grant, V. Taillon, N. Dobson. Getting ready.



S. Beckett, M.F. Munro, A. Milne, C. Gagnon. Under the trees.

W. Marshall, R.C. Guest, J. Clark, R. Bolduc. At 1st tee.



B. Nelson, A. Larabie, P.A. Taylor. Sitting on bank in front of clubhouse.



M. Archer, T.M. Bryson, H.B. McCarthy, L.R. Stratton. Last foursome.



J. Barrick, W.J. Manning, G.L. Smith, H.B. Kendrick. Late arrivals from "Aids".



H. Budden, E. Flynn, F. Latchmore, N. Paton.

F.J. Altinas, L.E. Lugsden, J.V. Steele, W. Chyohreen. In front of Clubhouse.





AT PICNIC GROUNDS, Left to Right in the foreground: Mariette Charbonneau, Rita Bayeur, Aurore Bayeur.

The second Annual Picnic of the Montreal District Air Services Club was held again at St. Jovite. This event is becoming a fixture - and a highly successful one too, especially for the kids.

Through the courtesy of Tom Wheeler, of Wheeler Airlines Limited, a beautiful spot on the shore of Lac Ouimet, near his famous Lac Ouimet Club, and the facilities of a large cottage were again available to the members and their families and guests.

Although we did not have our Summer that particular day, and a cool breeze blew off the lake, swimming was popular, and so was the punch. Picnic lunches were eaten under the trees and on the lawn, with the trimmings supplied by the Club. The smaller kiddies were supplied with fancy hats, balls and yo-yos.

Through the courtesy of Harry Wheeler, of Gray Rocks Inn, a tennis tournament was held in the afternoon. Riding horses were also available at the Gray Rocks Stables, and the golfers found a challenge worthy of their skill at the Gray Rocks Golf Course.

The sweeping lawn at Tom Wheeler's cottage, "L.A.W.", was ideal for the races for young and old, after which the crowd gathered on the shore to watch the swimming events. Boats and canoes were also at the disposal of the picnickers.

After supper, there was a distribution of an impressive collection of prizes. The winners of the sporting events, lucky holders of winning "attendance" tickets, and all the youngsters each got a prize.

J.L. Blondeau, DCAS, presented Tom Wheeler with a token of the appreciation of the Club, and delivered a few well-chosen words above the noise of the wind and the assembled small fry.

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PRESENTATION OF TROPHY: The Annual Deputy Minister's Trophy, contested for between the Hunter Building and No. 3 Building. H.V. Anderson, Director of Marine Services, presented the trophy to F.G. Nixon, Assistant Controller of Telecommunications on behalf of Air Services.



There were ponies at the picnic for the children to ride on. Little Donald Curry sits down to watch one. Mrs. Jackie LeClerc (Telecom.) St. John Ambulance Nursing Sister on duty. Children are Donald Curry (J.C. Curry, N.H.B.); Wayne Greene, (L.E. Greene, Office Services).



Little tots off for a pony ride: Helen Wood, Danielle Calladine, Bonnie Freeborn, Sharon Frost and friend. W. Calladine, Marine Services, (former director of DUTRA) holding horses. - AT NAIL DRIVING CONTEST.



A valuable contribution to the picnic was provided by Telecommunications personnel, in the special broadcasting equipment which they had set up. This combined with the announcer's skill helped the sport convener, Bill Munro, keep the events running very smoothly. The man at the mike, was Dennis Wood.

The equipment was selected and assembled in the office of the Chief Inspector of Telecommunications, W.A. Caton and the special cabinets for speakers were constructed in the Radio Test Room.

The photo shows the men from Telecommunications who set up the equipment for the picnic, W.A. Caton, V. Brister, C.D. Kenny, G. Ventura and the man at the mike, Dennis Wood.

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TUG-OF-WAR WINNERS - C. Tessier, J. Jean Venne, B. St. Louis, Y. Verner, F. Smith, S. Sheridan, F. Edwards, H. Budden, F. Gosselin, B. Gauthier, (names not in order) H.V. Anderson, DMS, in centre back.



"Goin' Fishin'"

with

- "Dick" Vaughan (Admin.)
- "Russ" Farrell (Airways)
- "Herb" Garland (Telecoms)
- "Nels" Nelson (Telecoms)



"Dick" and "Nels" leaving Shediac.

By Nels Nelson
Moncton, N.B.

March 1954 found four local disciples of Izaak Walton emerge from annual spring housecleaning bearing evidence of their respective ordeals. The principal characters involved, Dick Vaughan, Russ Farrell, Herb Garland and 'yours truly', had for some time been freely admitting the approach of old age in the form of: Dick with a very lame knee from polishing floors; Russ with a bad case of dishwater-hands from washing walls; Herb with a lame shoulder from wielding the paint brush; and myself with lumbago from indulging in all three duties.

As the days lengthened in April and the sun's rays danced on the ice surface of certain lakes, the victims of housecleaning met during lunch period, and in the course of discussing their respective ailments, one happened to mention "it will soon be time to go fishin'." First to be accomplished was setting things right with the respective "little women" who, at the first mention of a fishing trip, came up with their kind and loving remark "Dear, do you think you should go fishing and stay in a cold, damp, drafty camp with your lame knee, sore hands, lame shoulder, lumbago, etc.?" This threat was quickly neutralized as we responded with a very respectful "Yes, dear." This tight situation finally gave way before our civility around the respective homes, and making constant reference to the big trout that had been taken from the lake involved. Eventually we got the "green light" and set to work preparing for the event.



- " Herb "
- " Dick "
- and
- " Russ "

This year we chose Lake Archibald in Guysboro County, Nova Scotia. With Herb's car and Russ' trailer loaded with equipment, food and other essentials, we got off to an early start from Shediac, N.B., (Russ' home town) on May 15, our destination being the home of Johnny O'Brien at Goshen, N.S., where we arrived about six p.m. and for the remainder of the journey were joined by Johnny, Ralph Tabor and Henry Nichols. On May 16 equipment and dunnage were transferred from the



Embarking for Lake Archibald.

car and trailer to a five-ton truck, and augmented by two boats and an outboard motor. The next leg of our journey lay over an eighteen-mile stretch of old tote-road leading to one of Guysboro's early mining areas. A highlight on this occasion developed about ten miles in the bush where spring freshets had washed out a bridge. Little time was lost, however, what with Herb with an axe, Dick with a saw, and Russ and myself carrying logs while the other fellows placed them (no symptoms of lumbago, lame knee, sore hands or lame shoulder). The stream was conquered and we continued on to the end-of-the-road. At this point there still remained a mile of trail over which boats, outboard motor, fishing paraphernalia, food, etc. had to be transported on foot.



Dick takes over
from trucks.

Eventually we arrived at Lake Archibald, fatigued, but in high "spirits", for the most enjoyable leg of our journey still lay ahead in the one-mile trip by boat up the lake to the camp. Here, Johnny, Ralph and Henry left us and proceeded to Lake Mann about two miles further on. As the little outboard motor chugged along there was great speculation as to where the most likely fishing spots might be. Dick favoured what he called a "hemlock point" lying to starboard. Herb opined that the larger trout would probably be in "deep water" and he favoured the shore near a steep bluff. Russ offered the opinion that "trolling" might yield best results. I felt that location might be unimportant since the lake had promising overall features.



We arrive at the lake.



Deep meditation.



Water Transport takes over from Dick.

We arrived at the camp as twilight announced the close of day, and all set to work preparing for the night. There was supper to be cooked, wood to be cut, water to be carried and bunks to be arranged. Dick's knee began to bother him a little but he elected to prepare supper, and soon had the aroma of coffee, beans and spaghetti mingling with the scent of spruce and pine surrounding the area.



We arrive at camp.

With supper over, the dishes washed (Russ being excused because of those dishwater-hands), interest centred on the sleeping-bags and bunks. It was not long until the trials of the day gave way to sonorous renditions as Dick, Russ and Herb found peace in the arms of Morpheus. I lingered in cautious wakefulness while a field-mouse or squirrel completed a survey of our food supply.

May 17 - Herb was on deck as gray streaks in the east announced the advancing day, and in very short order had bacon and eggs sizzling in the pan and coffee bubbling in the pot. At this point Dick crawled from his sleeping-bag and leaped out into the crisp morning air. As he snapped through a few P.T. exercises he was heard to say "I'm in real good physical condition for a man of my age". What, no lame knee!

With breakfast over and the camp in order we formed two parties, Dick and Herb to one boat, and Russ and myself to the other, and with our respective craft afloat on the calm, glassy surface of Lake Archibald in the still of the early morning the "whirring" of fishing rods took over from the ambitious tattoo of "woody" woodpecker and "drummer" partridge on the near-by hillside. As we set about exploring the likely looking spots, our theories of the previous day began to pay-off in bounteous measure until at night-fall the day's catch numbered thirty-two speckled trout averaging about three-quarters of a pound each.

May 18, 19 and 20 contributed catches in equal measure with the grand total amounting to 140 speckled beauties.

At four p.m. on the 20th the return trip commenced with packing the boats, fish, equipment, etc. over the foot trail to our rendez-vous with the truck, then eighteen miles back to Johnny's house. A steady down-pour of rain over the complete distance contributed all features of "fisherman's luck." May 21 was given to removing the four-days' growth of beard, bathing and other restful recreation. This was followed on May 22 by the uneventful return trip from Goshen to Monton.



Admiring the catch. 140 trout averaging 2 Lb.

The "little women" were at the door of the respective homes to greet us with the annual query "Hi dear, how many trout did you bring me?" As we sat in the comfort of home and related the highlights of our trip, with trout "gurgling" in the frying-pan, it appeared to be an opportune occasion to make brief reference to going back to Lake Archibald again next year. "Why yes, of course, dear" my little woman avered "And tomorrow I want you to spade the garden for me." Oh! Oh!! that lumbago can strike so suddenly.

MONTREAL PICNIC - Continued from Page 7

Winners of the sporting events were as follows:

- Golf- Low Net, H. Batchelor
- Low Gross, Logue McDonald
- Tennis - Mrs. J.P. Fournier
- J. Bouchard
- Swimming Races -
- Mrs. Edith Petry
- Miss Louise Woodley
- Mr. L. McDonald

A full measure of credit for the success of the venture should go to its Chairman, Paul E. Labelle, ably assisted by Stan Hall, who looked after the cokes and other trimmings.

The day closed - quite late for some - with only one regret: that another year must roll around before the next Picnic.

OTTAWA PICNIC - Continued from page 7

It was an occasion for the new Minister of Transport G.C. Marler to meet DOTS. In photo are winners of wheel barrel race Mrs. Edwards and son, Brian; Mr. Marler; second in same race, Mr. and Mrs. Field; Peter Birkett (DOTRA president). In background, Major Dodds and F.T. Collins.

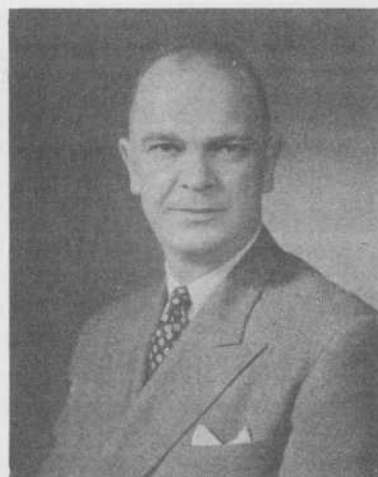




DR. T.G. HOW



H. J. WILLIAMSON



RAY W. GOODWIN

AIR SERVICE APPOINTMENTS

District Controllers move around

DR. T.G. HOW - VANCOUVER

Appointment of Dr. Thomas Gerald How, District Controller of Air Services, Department of Transport at Edmonton, Alta. to the position of District Controller of Air Services at Vancouver was announced August 5. Dr. How fills the vacancy caused by the resignation of Hugh Donald Cameron to enter commercial life. At the same time it was announced that Harold James Williamson, District Controller of Air Services for the Maritimes with headquarters at Moncton, was ap-

H. J. WILLIAMSON - EDMONTON

H.J. Williamson was born in Regina, Sask., in 1909, was educated at Saint John, N.B. and graduated from the University of New Brunswick in 1930 with a Bachelor of Science degree in electrical engineering. He joined the Radio Division of the De-

RAY W. GOODWIN - MONCTON

Ray W. Goodwin, District Superintendent, Air Regulations, Moncton, N.B., has been appointed District Controller to succeed H. J. Williamson. He came to the Department from Maritime Central Airways, in 1946, as Assistant Inspector, Air Regulations, Toronto.

The new District Controller at Moncton has been flying since he was 17, when he joined the Halifax Flying Club in 1931. By 1937 he was chief flying instructor with the Toronto Flying Club, receiving his Transport Pilot License - No. 69 - the same

pointed to succeed Dr. How in the Edmonton post.

Dr. How was born at Rouleau, Sask., in 1912. He is a graduate of University of British Columbia and of Purdue University, Lafayette, Indiana, and was on the staff of the latter university in 1938 when appointed to the Meteorological Division of the Department of Transport. He has been mainly associated with the Edmonton and Toronto offices of the Meteorological Service and in 1950 was appointed District Controller of Air Services with headquarters in Edmonton.

partment of Transport in 1937, first serving in Western Canada and later at Toronto as District Radio Engineer. In 1941 he was transferred to Edmonton and was appointed District Controller of Air Services, Moncton, in 1950. He attended the National Defence College course at Kingston, Ont. in 1949.

year.

When war broke out, the R.C.A.F. was a natural attraction for Mr. Goodwin. He was in it from the first year, for awhile in Canada, later on a tour of operations on daylight bombing overseas, and in 1945 in India as Officer Commanding R.C.A.F. Tactical Squadron. When he returned to Canada he was OC 164 Heavy Transport and 168 Atlantic Mail Squadron. He retired from the R.C.A.F. as Wing Commander.

Mr. Goodwin graduated from R.C.A.F. Staff College, Toronto. His military honors for distinguished service include Air Force Cross and King's Commendation.

New Section in Personnel

A new section has been set up in the Department under the Director of Personnel. It is known as the Organization and Research Section and has been established to advise on and deal with matters pertaining to job evaluation, classification, work standards and methods, and to conduct continuing research studies into these and related subjects. The section will also play an important part in the development of career planning projects.

The offices of the Organization and Research Section are located on the first floor of the Trafalgar Building, Ottawa. The staff now consists of four employees including the Section Head. The establishment for the section is being brought up to strength as the planning and allocation of work demands. It welcomes challenging problems and its

services are available to all branches of the department.

The head of the Organization and Research Section is Andrew "Mac" Atchison. He comes to the job well briefed for the work ahead, from the position as Organization and Classification Officer with the Civil Service Commission.

Mr. Atchison was educated in public and high schools in Saskatchewan, obtaining his senior matriculation in 1936. In June, 1950, he graduated from the University of Toronto with an M.A. (Honours) in Political Science and Economics.

When Mac graduated from high school the depression was at its worst and there wasn't very much for young men to look forward to for a career. The only solution was employment wherever available which in his case ranged from working as a

Continued on page 11

Clyde River... Continued from page 5



Group picture taken this spring showing. L-R, S/Sgt. Brown, G. Wood R/S, G. Gely cook, S. Steinhor R/S, A/IC J. Finsley, D. McIver OIC Radio, Back, L-R, R. McConnell R/S, A/2C B. Taylor, V.S. Lundin R/S OIC, A/2C J. Augrie, A. Goltz Radio Op.

that go into making the Christmas festivities resemble those which each man would have were he at home with his family and loved ones. The air drop was carried out just after twelve noon EDT and lanterns, which are used with Pibals, were fastened to each pack, so that those of us on the ice below would be able to see where each parachute fell. To aid the aircraft crew in making the drop, we had a circle 200 feet in diameter marked out with flare pots, and I can report that the target score was just about perfect and all but two of nineteen chutes fell within the circle. In just a week after this we had an air drop from the USAF. They dropped Xmas gifts to the personnel and a chaplain on board wished us all a Merry Xmas. All in all, the Christmas and New Year season was enjoyed by all, and it only seemed a matter of weeks until the end of January was upon us.

The first of February we had our first aircraft landing when the four USAF personnel were relieved. We use empty fuel-oil drums to mark out a landing

strip for the aircraft. The landing was carried out in thirty-five below weather, and we were a happy crew once we got back inside the warm buildings again. Besides the four USAF personnel going out, Constable Al Marshall of the RCMP went for a holiday, as well as Doug Moody, who had mushed 350 miles from Pond Inlet.

With new faces around the station, new interests develop, and time seemed to go by faster and pretty soon we were well into the month of March and time for another air drop. Another drop of fresh meat, oranges, grapefruit, apples and eggs! Did we live like kings for awhile! Also received were much-needed diesel and hydrogen generator parts, which was why the air drop was carried out in the first place.

Well, March and April slipped by and on May 4 we received another landing. This aircraft brought in a crew to fix the radio beacon and they remained at Clyde for three days. Al Marshall also came in after completing his holiday. On May 6, disaster came upon us when the rawinsonde building all the equipment was destroyed by fire. As a result, S. Steinhor and G. Wood departed on the USAF aircraft to take up new postings. R. McConnell left on annual leave and will return to Clyde in the fall to take up the responsibilities of OIC.

V.S. Lundin, OIC



Native servants Jaypoody and Sessegat loading drums on the dog sleds to mark out the runway.

NEW SECTION - Continued from page 10

stone-mason's and carpenter's helper to store clerk and bookkeeper. When he and his family moved east in 1940, he managed a grocery store. During the war, after being discharged from the army for medical reasons, he was employed as a gun inspector by the Inspection Board of the United Kingdom and Canada at Sorel, Que. He later returned to Peterborough where he was employed by the General Electric Co. until he started his University course in the summer of 1946.

Mac's sport interests in off duty hours are hockey, baseball and football. His hobbies are woodworking and carpentry. He is married and has recently built a new home in Riverview Park.

R. BELISLE

Robert "Bob" Belisle from Training and Welfare Section of the Department was selected as assistant to Mr. Atchison. He comes to the new job with a good background in personnel techniques, having been a educational instructor with the Department of Veterans Affairs and later Staff Training Officer with that Department as well as with DOT.

Bob Belisle comes from Montreal, was born and educated there. After graduating from Jacques Cartier Normal School in 1938, he taught in the Public Schools until 1940 and for a short period following his discharge from the armed forces. He followed his profession until 1946 when he joined

Veterans Affairs as an instructor at Queen Mary Veterans Hospital.

Mr. Belisle enlisted in the RCAF graduating as a pilot and had most of his experience patrolling the coastal waters of B.C. watching for Japanese submarines.

TWO AIR SERVICES PIONEERS

Throughout the Department, genuine sorrow was felt at the recent passing of two pioneers in their respective line of endeavour. They were next door neighbours in Ottawa and their deaths occurred within but a few days of each other. News on the DOT joins in paying tribute to the memory:-

J.A. WILSON, first Controller of Civil Aviation and Director of Air Services when he retired in 1945, was affectionately known throughout the aviation world as the "Daddy of Civil Aviation in Canada". During World War 1 he created Canada's Fleet Air Arm.

WALTER A. RUSH, Controller of Radio on his retirement in 1946, was associated with radio pioneering in Canada and the United Kingdom. He assisted in the construction and operation of Canada's first two wireless stations at Cape Ray and Cape Race, early in the century.

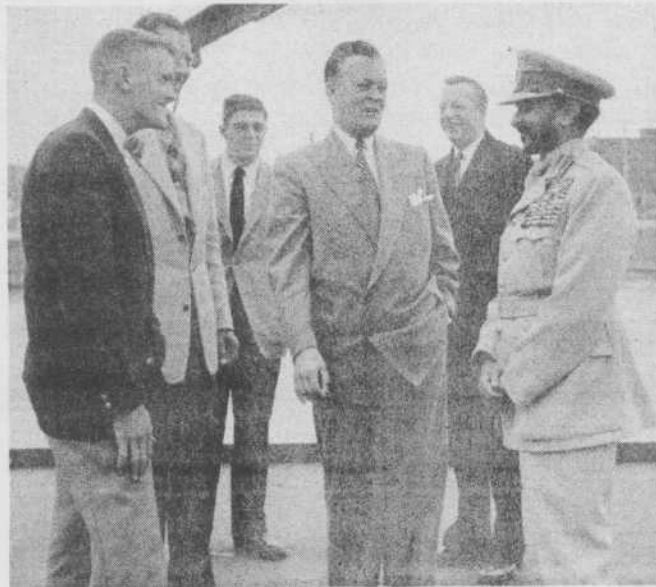
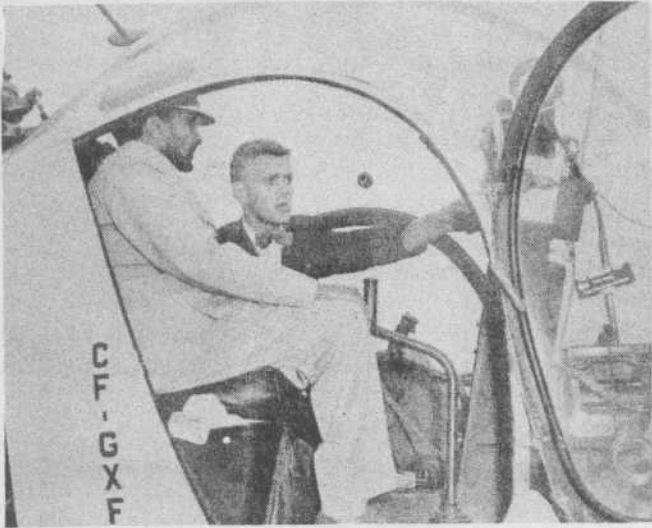
CANALS - Continued from page 10

who has retired on superannuation and is now living at Fonthill, Ontario. L.W. Clark of Ottawa has been appointed Superintending Engineer of the Rideau Canal.

Other changes at Canal headquarters are W.W. Gruber succeeding J.H. Betournay as Designing Engineer and D.A.H. Farmer replacing S. Hairsine as Electrical Engineer.

T.J. Ryan from Trent Canals has been appointed Superintending Engineer Welland Canals to replace J.H. Ramsay who has retired. C.S. Purser, Assistant Engineer at Trent replaces Mr. Ryan as Superintending Engineer.

DOT Men Greet H.I.M. Haile Selassie



The photos show the new tug "Welland" which was built to replace an old steam-driven tug mainly for towing various items of Welland Canal floating plant, such as the gatelifter and derrick scow.

Captain Bradley at the wheel, sailed tug from contractor's plant to Port Weller.



In June of this year, Canada was host to the Emperor of Ethiopia, H.I.M. Haile Selassie. According to his own statement, he enjoyed the trip down the St. Lawrence River aboard D.O.T.'s ice-breaker, C.G.S. "d' Iberville", most of all his Canadian experiences. Of particular interest to him and his party was the ship's helicopter. The Emperor took the view that aviation was of particular value to a country like Ethiopia and he made mention of two D.O.T. personnel who have been contributing to the development of his country's civil aviation and telecommunications - Stewart Graham and Philip Melanethon Eldridge.

The pictures show Emperor Haile Selassie in one of the ship's helicopters with Pilot Bill Glennie describing the operations of the "whirly-bird"; the official party headed by Hon. Jean Lesage, Minister of Northern Affairs and National Resources and the Emperor on the flight deck of the "d' Iberville", chatting with D.O.T. officials: Helicopter Pilot Bill Glennie, Helicopter Expert Jack Hunter, Newspaperman Dick Bacon, Mr. Lesage, Departmental Secretary and Executive Assistant Frank T. Collins, and the Emperor; members of the "d' Iberville's" personnel who joined in a sing-song to entertain the Imperial party.

Dalton P. McKeown, for 43 years in marine work with the Department of Transport and the former Department of Marine, was presented with a wrist watch by his associates in the office of Marine Superintendent on his retirement on superannuation. The presentation was made by Marine Superintendent Alex Watson in the presence of Mr. McKeown's associates and friends. Mrs. McKeown was presented with a bouquet of roses by Miss Florence Barrett.

Present also was Mr. and Mrs. McKeown's 12-year old daughter Wendy. Bill McKeown, age 20, is attending an Art School in Toronto.

In making the presentation, Mr. Watson referred to the faithful and efficient years which had been served by Mr. McKeown and said that he carried with him the best wishes of all the employees of the Department of Transport for future happiness.



OPERATIONS NORS 1.

August 12 was an historical and eventful day in the Eastern Arctic and for the Department of Transport, the day OPERATIONS 1 went into high gear at Resolute on Cornwallis Island, about 900 miles from the North Pole, 2000 miles from Quebec City. This was the day operations started in unloading the tons of supplies which had been carried to the northern seas in a convoy of five ships, to resupply the Joint Canadian-U.S. Weather stations. Into the lonely Bay, above the Arctic Circle, steamed the vessels, then the gradual buzz of activity that changed the stillness to a murmur, then loud noises. The hum of the helicopter, the whine of the oil pipes, the buzz of the landing craft and the clatter of the bulldozers, power cranes and trailer trucks heralded the beginning. The Eskimos loved the excitement of it.

For many months, the personnel of DOT under the direction of Alex Watson, Marine Superintendent, planned and made preparation for this great day. This was the first time Canada had undertaken the sea supply to the Arctic weather stations operated on Canadian soil jointly with the U.S., and it required a tremendous amount of organization and planning, as the supplies and equipment must last a year. The Assistant Marine Superintendent, Andrew MacClements, Montreal, was responsible for getting ships and ship's equipment ship shape.

(See next column)



Frank Collins scores a hit. The head table at the testimonial dinner to Hon. Lionel Chevrier which included among others (L. to R.) are: W.J. Matthews, J.-C. Lessard, Mr. Chevrier, Mr. Collins, J.R. Baldwin (Chairman) and Donald Gordon each take the joke in their own way. In the foreground is CNR's Bill Hobbs.

On October 18, more than 200 members of the Department and friends paid tribute to their former Minister, Hon. Lionel Chevrier, now President of the St. Lawrence Seaway Authority, at a testimonial dinner over which Deputy Minister J.R. Baldwin presided. Departmental Secretary Frank T. Collins, shown at the "mike" in the above picture, ably spoke on behalf of all members of the DOT when he said:-

"If the Department needed defending, he was our champion and his concern for the individual welfare of his staff was proven time and time again. He had great pride in his Department, and we in turn took great pride in his administrative achievements, in his parliamentary prowess and in his popularity with the public. But best of all we esteemed him because he became our friend. It is on that score we miss him most, and perhaps that is the best tribute I can pay to him."

In responding, Mr. Chevrier proudly referred to the calibre and quality of the men he had been able to bring with him into the Seaway Authority. He was hopeful that the 27-foot canals would be built before four years and said "if we do, then I think we have done an excellent job for Canada." The men named by Mr. Chevrier as having joined him in the Seaway Authority included Charles Gavisic, former Deputy Minister of National Revenue (Taxation) "in whom I have the greatest confidence", Carl W. West, former Deputy Minister of Transport, "whose engineering ability all of us know"; and Gordon Murphy of the National Harbours Board, "who is so well known in the City of Montreal and whose experience with the port of the great City is of tremendous benefit to us."

Reference to the past services of Carl W. West who had gone to the Seaway Authority, W.J. Matthews now Chairman of the Air Transport Board, and Lucien Lamoureux who had retired to enter private legal practice, was made by J.R. Baldwin, Transport's new Deputy Minister.

This Polar expedition consisted of five ships: the two icebreakers, the "d'Iberville", commodore of the convoy, the "N.B. McLean"; the "C.D. Howe", Arctic Supply Ship; the freighter "Gander Bay" and the oil tanker M.V. "Maruba". The Commodore of Operations Nors 1 was Captain C.A. Caron, master of the "d'Iberville". Captain P.M. Fournier, master of the "C.D. Howe", was second in command.

The "d'Iberville" sailed from Quebec City on July 31, convoying the "Gander Bay" and "Maruba". Off the entrance of Hudson Strait, the convoy was reinforced by the "N.B. McLean" and on reaching Resolute Bay on Cornwallis Island, the convoy was met by the "C.D. Howe". She sailed previously to patrol and give advance reports on ice conditions in the Bay.

At Resolute all personnel took an active part. Stevedores, carried up north for this special job, ship crew, two hundred men in all worked in shifts in the twenty-four hours in the daylight of the land of the midnight sun. Speed was essential to complete the operation before ice floes drifted in and prevented the completion of work. The ships had to anchor out some distance from land and all landing craft including those known as LCM, Landing Craft Medium, which carry about 30 tons, were used to carry the supplies from ship to shore and unloaded on gravelled jetty. Captain H. Wood was in charge of this operation. Manifests and allotments of cargo were under the direction of E.P. Flynn, of the Marine Superintendent's office. H.H. Budden of the same office was in charge of stevedoring personnel, victuals and sleeping accommodation. Captain B. Burdock, of Halifax was in control of ship to shore operations.

Telecommunications also played a very important role in the actual operation. They handled reports and maintained ship to shore and "walky-talky" operations. The Meteorological Service also was on a twenty-four hour basis, as any change in weather or wind direction could be disastrous if no warning given. The whole operation was a combination of many DOT services. In addition, one outside the department was the Hydrographic Service, which Service sounded the Bay for a safe anchorage for the ships, since these seas are not yet charted.

It took less than six days to complete the whole operation, to unload 5000 tons of cargo and pipe in 500,000 gallons of oil. When the primary mission at Resolute was completed, the "d'Iberville" made a dash for Eureka, to challenge the choked channels. Cracking and crunching ice, she arrived there August 20, where she unloaded 300 tons of supplies, in 30 hours of continuous work. This was the first time a Canadian ship had navigated so far north. Meanwhile, the "C.D. Howe" sailed to Craig Harbour and other settlements to complete her annual supply mission. After delivering supplies at Padloping, the "N.B. McLean" escorted the "Gander Bay" and "Maruba" to open and safe waters then proceeded on her patrol duty in the Hudson Straits.

CHANGES IN PERSONNEL BRANCH

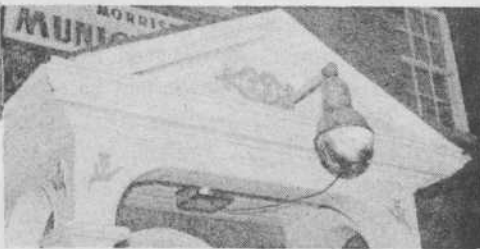
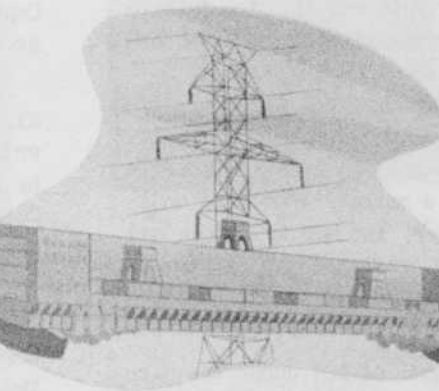
With the resignation of J.F. Maxwell, to go to National Health and Welfare, several changes have occurred in the Personnel Branch of DOT: W.A. MacPherson is now a Personnel Officer in Charge of Air Services Personnel, W.J. Murphy succeeds Mr. MacPherson in charge of Civil Aviation, and B.V. Lott from Training and Welfare replaces Mr. Murphy in charge of Telecommunication personnel.

Dennis Wood has been promoted to Supervisor of Training and Welfare, succeeding B.V. Lott.



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St. Lawrence Seaway



"MR. SEAWAY" HONOURED
Hon. Lionel Chevrier with wife and daughter Lucienne, surrounded by friends in motorboat presented by the citizens of Cornwall in recognition of his services.

THE GREEN LIGHT - This light which was switched on when word came through that the last legal barrier to the seaway project had been removed, will remain burning until the waters from the seaway flow over it.

A green light is shining from the top of the town hall at Morrisburg. It will glow until covered by the waters of the St. Lawrence Seaway. Reeve G.E. Beaver switched it on as symbolic of "go ahead" signal for the \$600,000,000 seaway project.

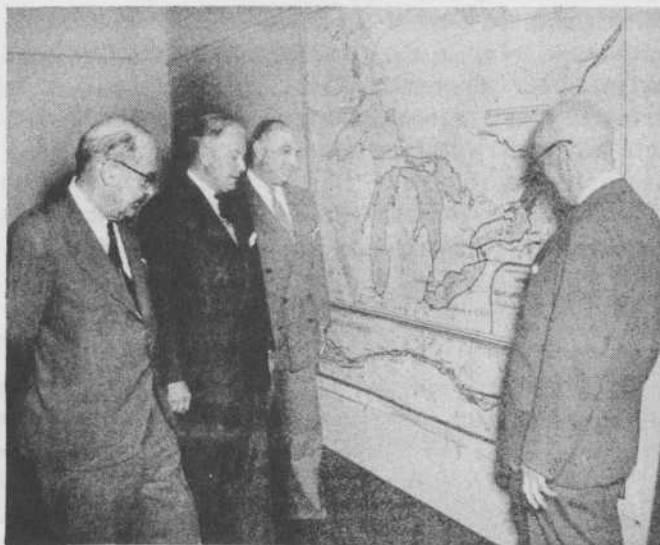
August 10 was an historic occasion for Canada and the United States. After many years of planning and across-the-border discussions, the first dynamite charge was exploded and the first sod was turned at ceremonies on the American side of the border at Messina, N.Y., and on the Canadian side at Maple Grove near Cornwall, Ontario, to start the construction on the joint power develop-

TURNING OF THE SOD - Prime Minister St. Laurent, New York State Governor Thomas E. Dewey and Ontario Premier Leslie Frost turn the first sod for the power development of the ST. LAWRENCE SEAWAY.

ment in the International Rapids Section of the St. Lawrence River. Governor Dewey from the State of New York, the Prime Minister of Canada and the Premier of Ontario officiated at the ceremonies. The hydro development is calculated to be the second largest in North America.

The Department of Transport has a special interest in the project, not only because the St. Lawrence Seaway Authority reports to Parliament through the Minister of Transport, but also because its President is the former Minister of Transport Lionel Chevrier. Mr. Chevrier had devoted much effort over the years in successfully establishing the importance of the project in the overall development of Canada.

In recognition of Mr. Chevrier's work for the Seaway Project a citizen's committee at Cornwall, honoured him at a banquet on the evening of the sod-turning ceremony. They gave him the title of "Mr. Seaway" and on behalf of the citizens, Mayor A. Horovitz presented him with a launch equipped with outboard motor. Along with the gift went a scroll inscribed with the signatures of Cornwall's leading citizens irrespective of language, politics or creed. Prime Minister St. Laurent delivered the main speech of the evening in which he praised the qualities that earned for Mr. Chevrier the title of "Mr. Seaway". He said "This is his great contribution to Canada, and becomes a permanent monument to his name".



MEMBERS OF THE ST. LAWRENCE SEAWAY AUTHORITY - Hon. Lionel Chevrier, Carl W. West and Charles Gavsic, E.A.C. Henry, Head of Special Projects Branch at the right - surveying a chart of the Seaway.

(GAZETTE PHOTO)