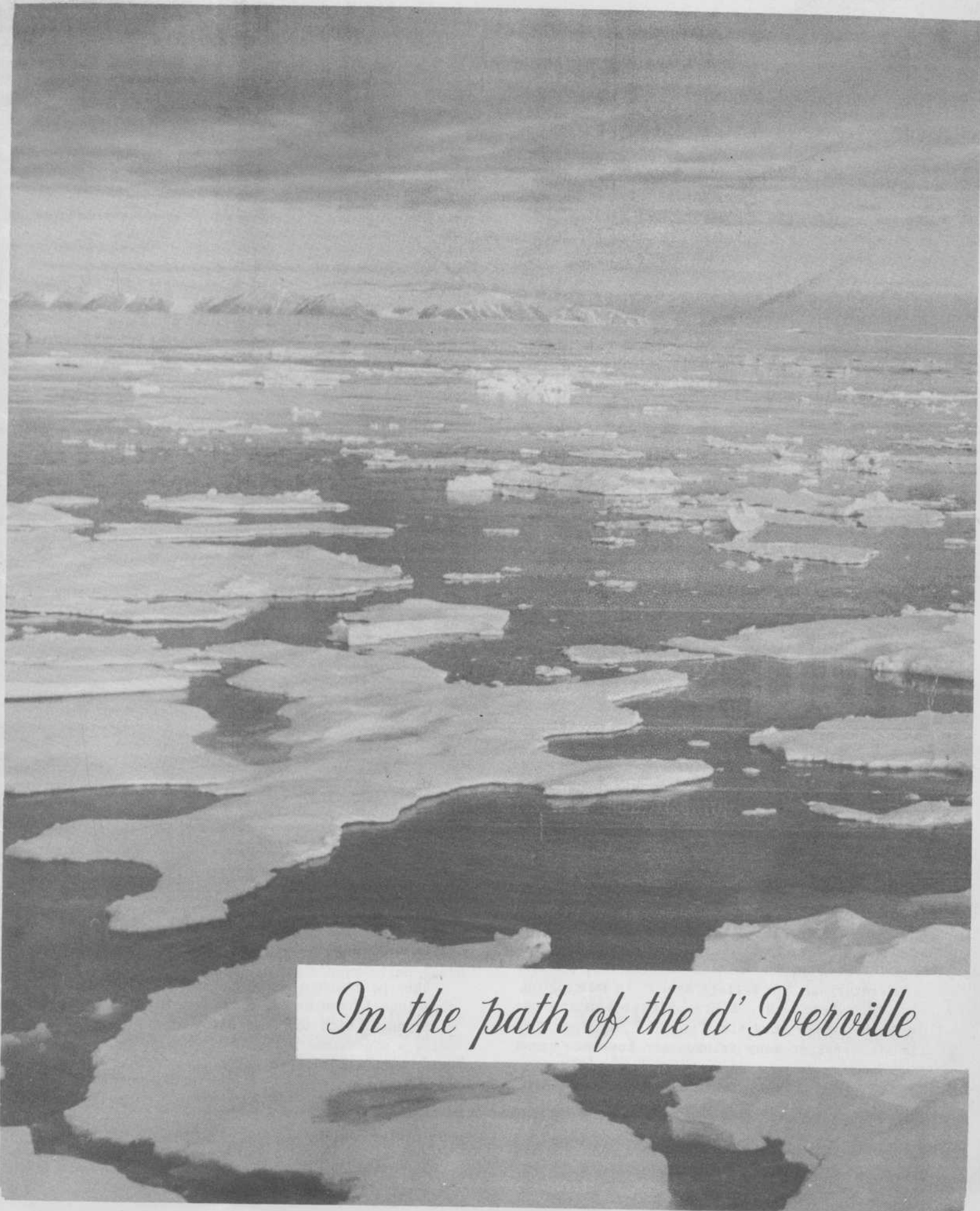


# *NEWS* on the DOT

VOLUME 4 NO. 3

DEPARTMENT OF TRANSPORT STAFF PUBLICATION

AUGUST, 1953



*In the path of the d' Iverville*

## Writes Prize-Winning Novel



The picture here shows a lightkeeper's wife who is also an author. Mrs. Morrill Richardson holds a mat which she hooked for her young grandson, and which depicts the Bon Portage Lighthouse where she and her husband make their home.

In March of this year Mrs. Richardson was awarded the \$1000 Ryerson Press All Canada prize for fiction and her new novel "Desired Haven"

appeared on the market in April. The story is laid in her own locale, southwestern Nova Scotia and yes! there's a lighthouse in it.

Mrs. Richardson, descended from generations of Bluenoses, was born on a small island off the tip of Nova Scotia. She spent her first fifteen years in Clark's Harbour, and after 1917 when her father became principal of Alexandria School in Halifax she attended Halifax Academy and took a year at Dalhousie University before teaching. In 1926 she married Morrill Richardson, and after three years in Massachusetts returned with her husband to keep the light on Bon Portage Island. Here they raised their three children.

Mrs. Richardson's account of their life at this lightstation under the Saint John Marine Agency of DOT was written in another book called "We Keep a Light". This was published in 1945 and also won an award, the Governor General's Award for Creative Non-Fiction. She went to Toronto to receive the award from Viscount Alexander at a banquet in the Royal York Hotel, quite a contrast to island lighthouse-keeping.

She had planned on going to Toronto in June of this year to attend the Canadian Authors Association where she was to give a little talk, but illness prevented her from attending. Had she gone to Toronto she would have met there another DOT member, Paul Kuhring, well known for his short stories printed under the name of L. Paul, who is President of the Association. In the Department Mr. Kuhring is Assistant Chief Engineer of the St. Lawrence River Channel, Montreal.

In the course of time since the publication of "We Keep a Light" there have been many changes at the lighthouse. The Department has installed a radio-telephone so that the family are not cut off in times of sickness or trouble. The beacon and the dwelling now have electricity (generated by Onan engines) and the old handhorn has been replaced by an automatic fog-alarm. The Richardson's only son died in 1947. The older daughter is married on the mainland nearby; the younger is Secretary at the Welfare Agency in Barrington, also near home. Mr. & Mrs. Richardson and the assistant keeper live alone on the island but during fine weather many friends and tourists cross the three miles of open water to see the lighthouse of which Mrs. Richardson wrote.

People tend to believe that living on an island means plenty--perhaps too much spare time. This is not true on Bon Portage, but Evelyn Richardson is snatching every possible moment to work on her next book, a sequel to DESIRED HAVEN.

## Harbour Heroism

Under the above title the Saint John, N.B. Telegraph Journal of May 6 paid editorial tribute to Murray Burley, Department of Transport employee.

MANY courageous rescues have been made in Saint John harbor down through the years - but surely not many in which tragedy was averted more narrowly than when Mr. Murray Burley brought six-year-old Gerald Ouellet back from the brink of death.

It was the kind of accident that brings a chill of apprehensiveness to the hearts of parents who read about it. And it was the kind of heroism that brings too a warm glow of admiration to everyone, and a feeling of pride to think that there are fellow citizens who possess the bravery to dive into the icy current after a drowning child, the presence of mind to locate him under the waves by the sun glinting on his hair, the resourcefulness to get the limp form back to shore quickly, and the skill to resuscitate the boy by a few minutes of artificial respiration.

The incident furnished another illustration of the value of this training, which Mr. Burley received while serving overseas with the infantry during the Second World War. Significantly, the same man had taken part in saving a twelve-year-old girl bather from death at a park beach last summer.

It was a lesson also to all parents of the ever-present danger of children playing near the water - a hazard of which all fathers and mothers are aware, but which is difficult to avoid unless youngsters are kept under constant surveillance. It was typically childlike for the six-year-old to want to play in a fishing dory tied up at a wharf, and then to overreach himself in trying to get an oar back from the water and to tumble in; and it was no less typically childlike for the small boy, going to bed after the rescue, to ask his father to tie him to a tree from now on.

As for the unassuming rescuer himself, who lost his wallet and damaged his watch in the dramatic exploit, it is to be trusted that he will receive full recognition for his heroism. Whatever honor he receives will have been well earned.

While six-year-old Gerald Ouellet was playing in a fishing dory with a boyhood companion, Blaine Lasky, age 5, he lost his grip on an oar and trying to retrieve it, tumbled into the water. His companion, frightened, shouted that Gerald had fallen from the small boat. Almost simultaneously Bill Dunn, a radio operator on C.G.S. "Dollard" at the Marine Docks noticed the small figure struggling in the water and gave the alarm.



Murray Burley who is employed as a buoy maintenance man at the dock tore off his jacket as he ran to the beach and plunged into the harbour, his feet still encased in his heavy work shoes. Gerald was unconscious and close to death when Burley reached him after swimming 30 feet through the dangerous water of the harbour at West Saint John.

When he reached the shore's edge with his unconscious burden he was helped by Douglas Taylor, a carpenter with the Department at the docks who, being a non-swimmer, was unable to aid in the deep water. Burley applied artificial respiration and in a few minutes brought Gerald around.

Dr. Stephen Clark called to the scene to help revive the young victim was high in his praise of Burley. "As fine a thing as I've seen", he said. "There wasn't much for me to do, he'd done a first-class job."

## Jimmy Armstrong - Inventor



A new miniature revolving type beacon for use in the training programme of the Royal Canadian Flying Clubs and other organizations in fields not operated by DOT, has been designed and constructed by a member of the DOT, Jimmy R. Armstrong, Electrical Technician, Air Services at Toronto.

Ever since the Department inaugurated its pilot training subsidy scheme, the Royal Canadian Flying Club Association as well as other organizations have been active in the Toronto District teaching young civilians to fly, also for the past couple of years they have been giving refresher courses to many former RCAF pilots. In order that night instruction be provided on fields other than those operated by the Department of Transport, it was thought that a suitable miniature beacon at low cost could best be used to make up for the shortage in larger revolving beacons.

Using his basement as a workshop and in his spare time at home, with a supply of various sizes of tubing, brass, aluminum and fibre, weatherproof boxes, motors, gear reducers, Mr. Armstrong worked on a rotating beacon of his own design which could use the new PAR 56 lamp holder presently being used for HI Intensity Approach Lighting. Not having a metal lathe he did all the turning on his woodworking lathe. A self-aligning bearing was purchased by Mr. Armstrong to carry the main shaft and the water shed on the shaft was bought at the "dime" store. It was formerly an aluminum mixing bowl. Water hose and clamps were used for connections between motor and gear box and main shaft. The motor is a 1/20 H.P. and gear reducer has a ratio of 300/1. A 60 watt lamp is supplied in the assembly for heat in cold weather.

Jimmy Armstrong came to the Department from the Ford Motor Company, Detroit. He had previously been with the Bell Telephone Company where he was an inspector-installer. He served in World War II with the Engineers, Divisional Signal Company and had spent a few years in business as a partner in an electrical contracting firm. While with the Department he has been stationed at Nakina then Port Arthur, Hamilton and Toronto.

## Cash for Ideas

The other day, your roving editor realized that there had been considerable talk in recent weeks about a new idea called a Suggestion Award Plan.

No one appeared too sure as to what it did or what it was going to do, and how it affected the average Civil Servant. After some enquiry, we found that there was such a Plan, that it was already in effect, but that the posters and booklets concerning it, which were being prepared by the Suggestion Award Board of the Public Service, were not quite ready for distribution.

One thing we found out, however, was that a Departmental Committee at Ottawa was already act-

ive in handling suggestions, and the Chairman was none other than J. Roy Baxter, Chief of Personnel. We therefore called on him at his office in the Hunter Building, where we received a most genial greeting.

As soon as we mentioned the object of our visit, we found Mr. Baxter to be particularly enthusiastic about this venture because, as he explained to us, a similar programme was pioneered in this Department and he was highly pleased to see it grow into Government-wide policy; with that he sat us down and we started firing questions.

Naturally we wanted to find out what the awards were, and what we had to do to get them. He said that there were awards both in cash and in kind -- such as, cigarette lighters - billfolds - pen-pencil sets, etc. -- and that every employee would be eligible who comes up with an acceptable idea to improve efficiency and working conditions in the Civil Service.

This scheme is in no way restricted to a particular unit or area, but is open to employees of all Government Departments and Agencies anywhere in Canada.

Next, we asked Mr. Baxter how things were set up in this Department to cope with our suggestions. Mr. Baxter said that there was a Departmental Committee, appointed by the Deputy Minister, composed of himself and the following members:

Major R. Dodds - Controller of Civil Aviation - representing Air Services.

A.R. Whittier - Superintending Engineer - Rideau Canal - representing Canal Services.

Norman Wilson - Assistant Director - Marine Services.

M.E. Kenny - Supervisor of Office Services - representing the Administration Branch.

J.R. Belisle - Personnel Training and Welfare Section - Secretary.

In addition, four Sub-Committees are now in operation, one in each of the Branches - Air, Canal, Marine, and Administration.

The idea is to have all suggestions funnelled to the appropriate Sub-Committee for investigation and assessment, the recommendations of the

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## Photographer Wins Trophy

Wilf Doucette who has photographically covered many of the Department of Transport's activities, including the Arctic trip of the C.G.S. "C.D. Howe", the air re-supply missions to the Arctic joint weather stations and the operations of the Weather Ships at Station "P" in mid-Pacific and, who is now aboard the C.G.S. "d'Iberville", has been signally honoured. He has been awarded the Graflex Inc. Trophy for the best Publicity Photograph entered in the 6th. National Print Show of the Commercial and Press Photographers Association of Canada. Judging took place at Toronto on Saturday, April 11. The winning picture was entitled "A Good Scout" and shows a close-up of a typical Scout. With the trophy goes the Association's certificate.



# Across Canada with D.O.T. Reporters

## OTTAWA



MEMBERS OF DOTRA "ROYAL" BALL COMMITTEE—Front Row—Marguerite McCloskey, Alma Hazel, Peter Birkett (standing) Nora Labine, Burf McLean. Back Row—Ian Barrowman, Bill Calladine, Bob Collingwood, Bert Saumer and Jack Wyatt. Absent from photo—Herb Joyce, Roly Charbonneau, A. Johnny Ruffo and Rene Deschenes.

A Coronation usually comes but once in a lifetime so DOTRA decided to celebrate it with that 'ONCE IN A LIFE TIME CORONATION BALL'. Dancing to the smooth rhythm of Al Jelnick's orchestra, chatting with friends, varied refreshments, and coronation favors made for a happy gay ball for DOT personnel and friends in the pleasant atmosphere of the Assembly Hall in Lansdowne Park, on the eve of the Coronation.

Among the guests of honor were Air Marshall A.T. Cowley, Director of Air Services, and Mrs. Cowley; C.W. West, Director of Canal Services and Mrs. West. Also present were DOT personnel from Montreal and Prescott.

After the ball was over many were the words of praise and congratulations to the hard working committee who had made plans for such a successful evening. Peter Birkett from Canals was the chairman of the dance committee with Norah Labine as secretary. Other members of the committee were: Marguerite McCloskey, Alma Hazel, Peter Birkett, Nora Labine, Burf McLean, Ian Barrowman, Bill Calladine, Bob Collingwood, Bert Saumer, Jack Wyatt, Herb Joyce, Roly Charbonneau, A. Johnny Ruffo and Rene Deschenes.



H.V. Anderson, Director of Marine Services, presents C.P. Edwards Trophy to Jack Cole, Air Regulations.

The Department of Transport's Fourth Annual Golf Tournament is now but a matter for the records, but long will it be remembered by the fifty odd golfers within the department who participated, as one of the best golf tournaments ever held.

Not only were they impressed by the beautiful greens of the Lachute Golf and Country Club where the competition for the Lt. Commander C.P. Edwards Trophy took place, but the delicious dinner so excellently served in the evening left everyone looking anxiously forward to next year's tournament.

The competition was indeed very keen, with the winner not being decided upon till all score cards had been turned in. The proud holder of the coveted trophy for this year is Jack Cole of the Air Regulations Section of Air Services. Jack grossed an 81 to just edge out Alex Milne of Steamship Inspections by a stroke. Jack birdied the first and tenth holes and pared nine others to take all the honors. Alex birdied the first and pared eight others to come a very close second. L. Virr of the National Harbours Board was close on the heels of Mr. Milne with a gross 83.

The individual prizes for the low net in each foursome were won by R.M. Smith, C.A. O'Brien, C.F. Ferland, H. Mills, E. Stimpson, W.J. Manning, J. Levin, C. Harris, D. Burgess, and G. Parsons.

The trophy was presented to Jack Cole by Mr. H.V. Anderson on behalf of Commander Edwards who was unable to attend. The low net prizes were presented to the winners by Mr. C.A. O'Brien. An interlude of story telling followed the dinner, and like all good things the day passed much too quickly. The Department's Fourth Annual Golf Tournament came to an end when the wearied but happy golfers made their long journey home.

A. Johnny Ruffo



## MONTREAL

On completion of a course on Government Organization and Administration given by the Civil Service Commission, our Montreal reporter writes:

"It has been quite an experience to learn of the magnitude of the task and the tremendous responsibility which rests upon those who are responsible for our efficiency and welfare.

Unlike a private concern, whose business is its own affair, the efficiency of the Civil Service as a whole, and of each Department, is a matter of public interest, and the work of any one of us is subject to public scrutiny.

The Civil Service Commission and the Administrative and Personnel Officers in each Department are not only responsible for the selection of the

personnel and the running of one of the biggest "Businesses" in the country, but they are faced with the unique fact that the efficiency of the Service is not dependent on the "profit motive". This is the all-important spur in industry and commerce, and to substitute for it the "service motive" and to make of this an equally strong influence is a tremendous challenge indeed.

These impressions are only personal views, but they bear on the welfare of every one of us and may be thought-provoking."

**FROM THE TOWER**

Roy Brooker, popular Area Controller from the Montreal Centre, left June 7th for two weeks temporary duty at Air Traffic Control Headquarters, Ottawa. He returned to Montreal for a short time before taking over his new position in July on the Area Control Staff of Headquarters at Ottawa. We know that Roy takes a lot of experience and good judgment into his new job and that Centre affairs will benefit accordingly. The Montreal Centre wishes him "Good Luck" and "CAVU" weather through the intricacies and problems of administration.

In the past year the Montreal Centre has licensed three new Area Controllers in record time and with exceptionally high marks. These three, "Moe" Aube, "Art" Johnson, and "Max" Butler are all Montreal Tower alumni and worked hard to make the grade in four months. Art is still trying to figure out how he lost four marks to only get 96 in his Area Control examination.

C.K. Skelton

**WINNIPEG**

Our DOT Curling Wind-Up in the form of a banquet and dance was held in the Grill Room of the Marlborough Hotel on April 16th. Guests numbered approximately 175. A beautiful trophy donated by H.D. Cameron was presented by the DCAS to the winning rink. Worthy of this title are: D.M. Silverberg, Skip; I.L. Hainstock 3rd; G. Shurvell 2nd; Bernice Pearce, Lead. Honourable Mention goes to a certain rink skipped by Al. Groombridge for being so noble in defeat.

Well-earned praise goes to the members of the Curling Committee and the DOTRA Committee who combined their efforts to achieve this success. They include: D. Silverberg, L. Hainstock, F. Whimster, J. Carey, M. Richardson, A. Groombridge, A. Foster, J. Rauscher, M. Cranston, L. Munro, A. Miron.

Needless to say, this social affair was a tremendous success (judging by the weary looks the morning . . .), with everyone looking forward to our next get-together.

Bernice Willas



**GREETINGS FROM GOOSE**

Jim Gray, who had been O.I.C. here for over 5 years, departed for brighter horizons and the C.A.E. in March; for the occasion, a farewell dance and party was held at our center of social activity: "The Squirrel Club." The club presented him with a cocktail set and the fellows in radio chipped in for a set of Hudson Bay blankets, and for the humorous touch, a pair of Goose Bay panties for Mrs. Gray. - their son Ric who had been working with Met, since completion of his studies at the AV/M Robert Leckie School here, also said farewell this month, to answer (as an American citizen) his army call-up. All the best to all of you.

While waiting for a permanent O.I.C. Ken Melvin came up from Montreal, to fill the position for a couple of months; and now H.M. Murphy is filling the O.I.C.'s shoes. - Hope we operators don't prove to be too hard on you fellows. (and vice-versa).

The RCAF's brand new bowling alleys got into full swing early this year and the DOT was well represented with 3 teams (Met. - Radio - and the Squirrel Club) the Squirrel Club team (Made up of Met. Radio and Civil-Av.) won the League Championships but were edged out in the play-offs. They also took the high-team single as well as the high three. Ed Fisher, on temporary duty for a year, from Moncton took the high league average for the year with 214. (For you Montreal fellows- we play 5 pins). Nice going Ed: what with some-

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The "defeated" team showing L. to R.: H.D. Cameron (DCAS), Al Groombridge, Skip; Goldie Lanin, Joe Stachowicz, W. Ingram.



A portion of the gathering showing the head table immediately in front of the fire place. Seated at this table were the winning team and escorts, Mr. & Mrs. H.D. Cameron and Mr. & Mrs. D.P. Glen. The latter was our jovial M.C.

← The winners: L. to R. H.D. Cameron making the presentation of the trophy which he graciously donated; D.M. Silverberg, Skip; G. Shurvell; I.L. Hainstock, Bernice Pearce.

Photos-courtesy Nels Harvey



Personalities connected with the "d'Iberville": Captain J.Cuthbert and Captain C.A. Caron are shown alone and with Alex Watson, A.S. Kirk, Andrew MacClement and Matthews; little Marie Chevrier at the wheel while her father and Captain Caron look on; and Chief Engineer Peter McMorran shows his engine-room to De



"Bell" helicopters form part of the ship's complement.



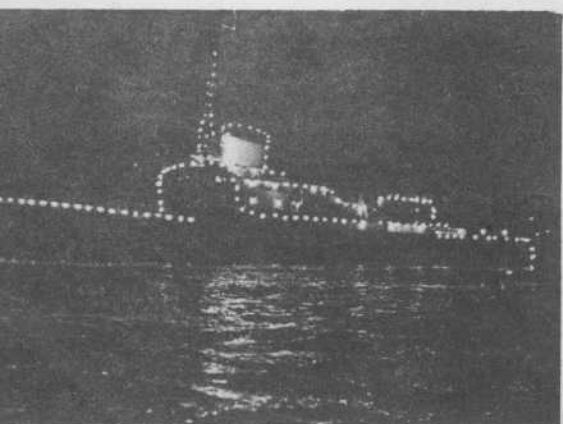
Jack Charleson and Bill Glennie



Helicopters snugly tucked into ship's hangar, a unique feature.



Thomas Aneroluk and Simonee



While overseas on her shake-down cruise: The "d'Iberville" noses into Surrey docks, London, while Deputy Minister Lessard muffles up for bad weather. Below the "d'Iberville" lighted up for the Spithead naval review.

# C.G.S. D'IBERVILLE

With the temperature hovering around the 90 degree town Montreal, the latest addition to the Department fleet of vessels, the icebreaker C.G.S. "d'Iberville" away quietly from that port on July 15 on her maiden Arctic waters. This called for newspaper headings and com "Twelve Cool Arctic Weeks Wait d'Iberville Crew", "Sails on Cool Arctic Tour", "Arctic Bound, the d'Iberville Montreal", and "What stenographer, lawyer, shopkeeper on St. James Street, working under the oppressive heat would not voluntarily sacrifice three weeks pay to go aboard such a comfortable vessel".

Scheduled to travel some 12,000 miles on her trip the "d'Iberville" is expected to take the Canadian waters which have not been previously travelled by a el. On her northward trip, the "d'Iberville" is del boxes to some 55 outports in Labrador for the genera August, then will travel to the 78th parallel of lat what will be the most northerly R.C.M.P. post ever This will be at Cape Herschel, half way up the east c mere Island and within 750 miles from the north pole. can only be reached by an icebreaker of the strength the "d'Iberville".





and with Alex Watson, A.S. Kirk, Andrew MacClements, J-C. Lessard and engineer Peter McMorran shows his engine-room to Deputy Minister Lessard.

The "d'Iberville" at Laurier Pier, Montreal, and Wolfe Cove Terminal, Quebec. During public hours, some 20,000 people visited the ship.

# G.S. D'IBERVILLE

With the temperature hovering around the 90 degree mark in downtown Montreal, the latest addition to the Department of Transport's fleet of vessels, the icebreaker C.G.S. "d'Iberville", slipped quietly from that port on July 15 on her maiden voyage to the Arctic. This called for newspaper headings and comments such as: "Cool Arctic Weeks Wait d'Iberville Crew", "New Icebreaker on Cool Arctic Tour", "Arctic Bound, the d'Iberville Quits Montreal", and "What stenographer, lawyer, shopkeeper or newspaperman on James Street, working under the oppressive heat of the summer, would voluntarily sacrifice three weeks pay to go to the Arctic, and such a comfortable vessel".

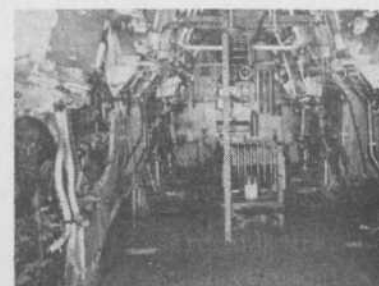
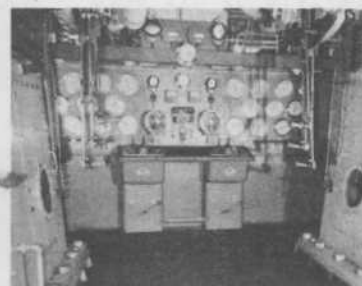
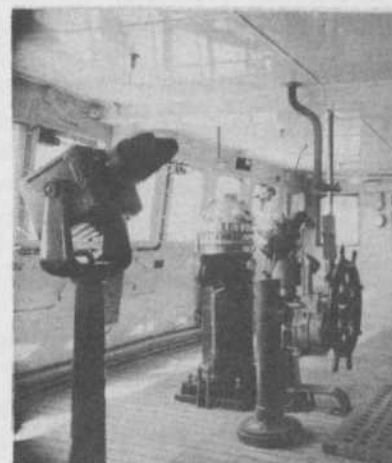
Scheduled to travel some 12,000 miles on her trip to the Arctic, "d'Iberville" is expected to take the Canadian flag through waters which have not been previously travelled by a Canadian vessel. On her northward trip, the "d'Iberville" is delivering ballot boxes to some 55 outposts in Labrador for the general election in October, then will travel to the 78th parallel of latitude to open a post which will be the most northerly R.C.M.P. post ever established. The post will be at Cape Herschel, half way up the east coast of Ellesmere Island and within 750 miles from the north pole. These waters can only be reached by an icebreaker of the strength and power of "d'Iberville".

Capt. C.A. Caron, veteran Arctic navigator of the Department, is master of the "d'Iberville" and with him are many experienced officers and crew members, who have served with him on the "N.B. McLean", and other departmental ships. Peter McMorran, formerly of the C.G.S. "Saurel" is the Chief Engineer. Jack Charleson, aviation inspector, is aboard the "d'Iberville" for the first part of the trip and the regular 'copter pilots are Bill Glennie and Sandor Ross.

The "d'Iberville" had, of necessity, to be given a very severe testing before she could be sent into the Arctic for her assignment work. As a result, a shake-down cruise across the Atlantic and back was organized, and this coincided with the Coronation Naval Review at Spithead. The "d'Iberville" was given the honour of representing the Canadian Merchant Marine and the Canadian Government fleet of ice vessels at this important function.

Deputy Minister J-C. Lessard and Mrs. Lessard, sponsor of the vessel, took part in the official ceremonies at the Spithead Review and at London prior to this function. Also aboard at the Review was Andrew MacClements, Assistant Marine Superintendent of the Department, and F.T. Collins, Departmental Secretary and Executive Assistant. Honourable Lionel Chevrier, Minister of Transport, accompanied

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# LIGHTHOUSES ALONG THE ST. LAWRENCE



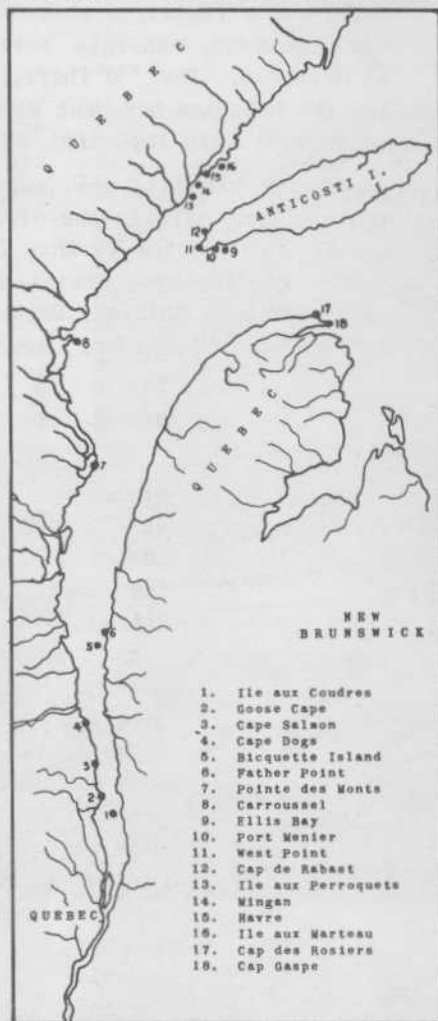
Cap des Rosiers lighthouse

Mr. Calladine of Marine Services was aboard the lighthouse tender C.G.S. "Chesterfield" last year as the ship sailed from Quebec on supply trip to the major lightstations of the St. Lawrence North Shore and Anticosti Island. (The first part of this article appeared in our last issue, and closed with the "Chesterfield" dropping anchor off West Point Lighthouse, at the western extremity of Anticosti Island.)

Anticosti, 130 miles in length, 30 miles wide and lying in the Gulf of St. Lawrence approximately 40 miles off the Gaspé coast, was discovered by Jacques Cartier in 1534 and named by him Ile de l'Assomption in commemoration of the day of its discovery, the Feast of the Assumption. However, it has kept under a modified form the name given it by the Indians, NATICOSTEK - place where bears are hunted - though some contend the name is of Spanish origin, Ante - before, and Costa - coast. In bygone days the uncharted reef-infested shores of the low-lying island took terrible toll of shipping in the Gulf. Gruesome experiences of privation and lingering death were common among crews sometimes obliged to spend months on this inhospitable land before help arrived, and stories are told of shipwrecked sailors, without boats in which to escape the cursed place, forced to the extremes of cannibalism.

Though fierce storms still lash the island, a chain of lighthouses equipped with fog signals and radio beacons has now removed all danger to navigation from the reefs.

It is recorded that in 1690 Sir William Phipps with a fleet of war ships bound from Boston to attack Quebec saw his expedition end in disaster when at the mouth of the St. Lawrence a violent storm dispersed his fleet, one of his frigates being blown on the reef and wrecked off West Point where the "Chesterfield" had now arrived. The Point is marked by a 112 foot circular stone tower erected in 1858 which from its height throws a light sometimes seen 16 miles at sea. Fire in 1950 destroyed the living quarters, and new dwellings for the lightkeeper and his assistant were recently completed both equipped with electricity, built-in baths and modern kitchens, a strange contrast indeed at this



remote spot, the scene of such frightful sufferings in earlier days. Supplies are brought ashore by cart and horse driven out into the shallow shore waters where everything is transferred from the surf boat, requiring repeated trips back and forth. As over 150 barrels of oil were delivered to say nothing of coal and food supplies (including 17 cases of soft drinks), the horse had a busy day of it and was probably thankful to see the "Chesterfield" leave.

Proceeding along the north side of the island, Cap de Rabast came in sight within a few hours. Rabast is also linked with history having been so named by Jacques Cartier in 1535 because beyond the land began to fall away - se rabastre.

Whereas the Anticosti lights from West Point along the south shore, including South West Point, Bagot Bluff and Heath Point have been in service for periods approaching a century or longer, the stations on the north side, Cap de Rabast, Carleton Point and Table Head were established only in 1919.

With the exception of West Point where there is access to Port Menier by road over a distance of some twelve miles, these stations are among the most isolated in the Quebec Marine Agency particularly during the winter freeze up when mail is delivered periodically by plane. Cap de Rabast, though not the most isolated station, is approximately 35 miles by boat from the nearest settlements, Port Menier around on the south side of the island and Havre St. Pierre on the mainland to the north. Rock and boulders prevent landing supplies directly on shore and barrels of oil are therefore tossed overboard from the surf boat and carefully manoeuvred with pike poles in the hands of crew members standing in the water over their knees. Brought to reaching distance, the barrels are then cautiously rolled up on the shore to the oil storage sheds. Coal, provisions and other supplies are carried from the small boats on two-man litters. To be concluded



At West Point light, inspection party is transported through shallow water by horse and cart.



## New Airport Lighting

Every airport in Canada has a distinct and individual layout, easily recognizable from the air, but even more individualistic in appearance is the pattern of lights which greets pilot and passengers alike, as a night plane comes in at one of the major airports for a landing. To the passenger, it is a pretty pattern of lights which spells arrival at his or her destination. To the pilot, the most modern airport lighting system not only identifies the airport, but in time of poor visibility guides him to a safer landing, than had hitherto been possible.

Vancouver International Airport is the first Canadian airport to be equipped by the Department of Transport, with the new High Intensity lighting system, which sets a new standard for airport lighting in this country. The approach lighting is visible 100 miles distant, on a clear night. When weather or atmospheric conditions limit visibility to one-eighth of a mile (660 feet) the lights are visible from a distance of 1080 feet in the daytime and 2240 feet at night.

This new lighting system is particularly designed to meet the needs of night landing of jet planes, and marks but one of the latest developments in Canadian airport construction to keep abreast of the advance in aircraft developments. Inauguration of the new high intensity lighting system at International Airport of Vancouver coincided with the completion of its new 8600 foot runway.

In officiating at the inauguration ceremony, Honourable Ralph Campney, who formerly as Chairman of the National Harbours Board was closely associated with the Department, called on the control tower to "turn on the runway lights to officially open the new runway." He referred to the runway as the "first step to the servicing of jet airliners to and from Vancouver."

Both runway and approach lighting circuits are operated from the control tower and can be adjusted through five stages of brilliancy to suit existing weather conditions. In cases of pilots coming in under adverse weather conditions by means of Instrument Landing System (I.L.S.) or Ground Controlled Approach (G.C.A.) the High Intensity lighting system provides a means for them to change from instrument to contact flight and make a visual approach in landing.

Not only is the new Airport lighting visible through fog, ground mist, and other adverse atmospheric conditions, but a set pattern of bars prevents it being mistaken for a street lighting system, and more closely identifies it for the benefit of the pilots making the landing. The runway lights and approach lights themselves are clear, the threshold of the runway is indicated by green lights and the pre-threshold is in red lights.

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## Arctic Shangri-Lah

Here I am writing from the Shangri-Lah of Baffin Island, Clyde River. My predecessors also called it Air-Drop Valley, why they called it that, I'm not too sure because I haven't seen very much of anything dropping this year. We have some snow here and a couple of diesel engines which don't seem to want to run the way the book says they are supposed to. But outside of that, there is not too much happening around these parts. We have the odd ship come in the spring, and occasionally a plane lands bringing back one of our men from medical treatment on the outside.

The DOT personnel here consists of the following: Sidney Steinhor R/S, Gerry Wood R/S, Vic Lundin R/S, Johnny Rogo OIC Radio, Glen Haggerty Radio Op., and Mike Morgan (also known as Forty Watt Morgan) OIC. The three Americans are as follows: A/IC Roy Cash, A/2C Doug Xiques, and A/2C Pete Lamberty. We are very happy to say that we are in possession of the best cook on Baffin Island, in the person of Frank Bongard.

Incidentally in the previous paragraph we remarked that there was very little excitement here, but we neglected to mention that we did have a building burn down, but it was only the main living quarters. For the interest of the readers of the DOT News, the fire in the main living quarters, was first discovered at approximately 5 PM on Feb. 14th, when the lights in the radio building adjoining went out. The living quarters consisted of four bedrooms, bath and living-room, also a small radio store room. The living-room contained the library, radio-phonograph and recreational equipment.

The fire had made good progress when discovered and all fire extinguishers on the station were brought into use. At the time of the fire the wind was blowing from the west, thus blowing the smoke and flames away from the radio building. Attempts were made to get into the burning building, but smoke prevented this, and extinguishers were used from outside the living-room windows. When the men were unable to put out the fire, they began tearing down the connecting passageway between the main living quarters and the radio building. Snow drifts piled up against this passageway made this difficult and very little progress had been made when the wind shifted to the south threatening the radio building. Attempts to wreck the passageway were abandoned, and the men began removing the equipment out of the radio office, and anything which could possibly be saved.

After most of the equipment had been removed, the wind again shifted to the west permitting the men to recommence tearing down the passageway. This was finally accomplished.

The three Americans worked very hard with the DOT men, and at one period of their efforts, ammunition began exploding in the burning building making their task more hazardous. At approximately seven o'clock the roof caved in, and about four or five the next morning danger of flying sparks to the adjoining radio building was passed. The men were completely exhausted and the Clyde River brigade of fire fighters trooped single file to the Hudson Bay Co. to enjoy, (half heartedly) a

Continued on page 12

C.G.S. D'IBERVILLE continued from page 6-7



Magistrate Noseworthy, landed by helicopter with ballot box at outpost of Cutthroat, talks with Joe Millik and other Eskimos. (Inset) The "d'Iberville's" 'copter landing Magistrate Noseworthy at l'Anse au Loup.



by his family proceeded overseas on the "d'Iberville" but he unfortunately was unable to stay for the Spithead Review.

Capt. James Cuthbert, master of one of the Department's weather ships in the Pacific, the C.G.S. "St. Catharines" acted as Staff Captain of the "d'Iberville" for her overseas trip and for the ceremonials at London, Spithead and later at Le Havre, France. Also aboard the vessel on her visit to U.K. and French ports were two Eskimos, chosen to represent their people in Canada's part at the Coronation ceremonies. They were Thomas Aneroluk from Coppermine in the Western Arctic and Simonee from Frobisher Bay, Baffin Island.

On her maiden trip to the north, the "d'Iberville" is carrying more than 20 government officials, and approximately 100 tons of general freight, including prefabricated buildings for setting up the new R.C.M.P. post at Cape Herschel, and for additions to the main Canadian-U.S. Arctic Weather station at Resolute on Dorset Island. In view of the fact that the vessel will not be able to re-fuel again during her 12,000 mile assignment, she left Montreal with some 2,400 tons of fuel oil in her tanks. In addition, some 200 tons of diesel oil were placed aboard for operating the ship facilities.

Adding considerably to the usefulness of the "d'Iberville" are the two "Bell" helicopters aboard. These helicopters are being used extensively for delivering ballot boxes at the many outposts on the coast of Labrador. Further north the helicopters will be used extensively to enable ship officers to obtain a long distant view while searching for navigation leads in ice fields. The helicopters will also be used for carrying officials to shore establishments, carrying out technical and scientific surveys and undertaking aerial photography.

## Travelling Photographic Display

Readers of "News on the DOT" who are interested in Amateur photography may also be interested in learning that the R.A. Camera Club is engaged in producing a travelling Salon which, it is to be hoped, will be available early in November. Comprising some 18 to 24 mounted photographs, representing the work of R.A. Camera Club members in Ottawa, the Salon is available to any photographic group or club within the Dominion of Canada upon application to the programme director. This will be free of all charges other than shipping the Salon back to Ottawa or to the next group.

The exhibition of travelling Salons in club rooms invariably provides an interesting evening for the club members, and honorary secretaries of clubs interested in receiving the R.A. Salon or in exchanging one of their own are cordially invited to write to H. Benham, Programme Director, R.A. Camera Club at 243 Lisgar St., Ottawa, or care of "News on the DOT", as early as possible so that arrangements can be made for delivery early in the fall.

The helicopter flight deck has been built at the aft end of the ship and a helicopter hangar has been built into the deckhouse superstructure, providing a unique appearance to the ship, and greatly facilitating the protection of the aircraft. Some 7,000 gallons of high test gasoline for use of the helicopters is stored in special safety tanks under the flight deck.

When in far Arctic waters, the "d'Iberville" will rendezvous with the C.G.S. "C.D. Howe" and take aboard from that vessel the officials of the Eastern Arctic Patrol, consisting of members of the Department of Resources and Development, National Health and Welfare, and Mines and Technical Surveys.

Named after Pierre LeMoyne, Sieur d'Iberville, who saw considerable action in Canadian Arctic waters in the early days of Canada, the new icebreaker is a combination ship which carries passengers and cargo as well as medical care and hospital assistance to any point in the Eastern Arctic which can be reached by water. The "d'Iberville" is unique in many ways. It is the sturdiest built icebreaker known to exist, has two helicopters aboard and has a built-in hangar. It is fitted with all the latest safety equipment.

Quarters aboard ship have been planned to provide a maximum amount of comfort for officers, crew and officials who will have to make the ship their home for months on end. A comfortable lounge and dining saloon, mess rooms, special rest rooms, writing rooms and library have been provided for passengers, officers and crew. A further measure of comfort for the crew includes a laundry and drying room. A canteen has been installed for the sale of various necessities. Quarters have also been made available for accommodation of a number of Eskimos. A modern hospital has been provided to include a sick-bay, x-ray room, a dispensary, an operating theatre and bathroom arrangements.

GREETINGS FROM GOOSE continued from page 5

where around 190 players in the league. The DOT ladies also had two teams in the women's league and one of their teams "The Strikes" came out the winners in that league. Congrats folks and we did have a lot of fun.

The fast ball league is again tearing up the diamond at Little Maple Leaf Stadium. The DOT team looks pretty sharp in those new uniforms. Our old standby, the Squirrel Club cashed in with \$200, towards our league entrance fee, umpires and uniforms. Many thanks also to the Civilian Club for their \$75 contribution. Good luck fellows and from all reports you've got a pretty hot team.

With the leave program running smoothly, lots of arrivals and departures these days. The arrivals looking healthy and exuberant after spending a session in civilization tackling fresh steaks, milk and all those other appetizing edibles. Ernie Funston, who recently completed 7 years as a Radio Operator at Goose, off to the U.K. and the coronation with his wife. We'll be looking forward to seeing your color transparencies Ernie. John Brown and the missus out on vacation and enjoying the homecoming of their son, a sergeant in the famous 22nd, recently returned from Korea and honored with a mentioned in dispatches oak leaf.

Operation "musclebound" going strong in the spring with many of the would-be gardeners really shovelling and working to get their loads of earth. Glad to get those sandstorms, snow and cold weather out of our system. Others were busy getting their boats painted up and their fishing tackle in shape.

Harold Davis's (Met.) new daughter, missed the coronation spoon by a little over 4 hours. Congratulations are in order. Better get those cigars before the Americans decide to close the canteen on us, Harold.

A big morale booster these days, is the Montreal Gazette coming in by RCAF and being delivered on time by Syd Snook's young fellow Billy. Outside news is only available fifty percent of the time by Radio, due to signal conditions, and then it's only in small portions. So that a newspaper, often received the day it's issued and at the most 3 days late is a great help. Here's hoping your subscription list grows, Billy, along with your petty cash.

J. Victor Valiquet

## WELLAND SHIP CANAL



A scale replica of a typical lock on the Welland Ship Canal, built by the Staff, is shown with Donald Lauder of plant maintenance staff looking on. The ship is a typical upper lake ore carrier appropriately named "Queen Elizabeth II" as the float was entered in the St. Catharines Coronation Day Parade. The float was also entered in the Thorold Community Parade in the morning and the Port Dalhousie Parade in the evening, being the object of much interest at each appearance.

J. H. Ramsay

## GLEANINGS FROM GANDER

Two Met bowling teams did well in the winter season with Forecasters finishing at the top of the men's league with 50 points, and the Meteos No. 3 making the first division in the mixed league. Individual awards went to Al Evenson with the second highest triple of the year, 781, in the men's league, and to Mel Day with the ladies' second highest triple, 634, in the mixed league. The only casualty was in the final game when Cliff Crozier, aiming for a strike, struck his hand on the score stand to receive a compound fracture of a finger.

The Vital Statistics Department records the marriage of our Steno. Angela Chafe to Met. Assistant Harold Kinden, and the birth of a second son to Sam White.

Postings for Meteorologists have just been announced: Paul Denison to the CAO, Montreal in July; Bob Stark to Montreal in August; Bob Cake to Montreal in September; Norm Powe to Moncton in January; and Gordie McKay to Winnipeg in May, 1954.

Ed Cooper reports from the West Coast Sanatorium that he should be back home soon as he is taking 900 pills a month. The Office staff send Ed fruit, candy, and reading material each month.

For several years now, the wives of Gander Forecasters have met fortnightly to roll bandages for the Sir Frederick Banting Memorial Hospital. The girls take it in turn to provide refreshments. As well as the work done, the latest gossip is exchanged.

Bob Stark

## THE PAS

One of the largest dances of Northern Manitoba was held June 30th in The Pas Airport hangar. Over 500 people attended, despite a heavy thunderstorm, and net proceeds were around \$200. This money is to be used for recreational equipment.

Advertising in newspapers, on the radio and by placard spread the news for over 100 miles north and south and, to the accompaniment of peals of thunder, The Pas Rhythm Pals provided excellent modern and old time music for the crowd.

A committee, under the chairmanship of Alex Clark, Maintenance Foreman, did a hundred percent job in making this dance a big success. Many thanks go to the R.C.A.F. for the use of their public address system.

Les Martin

NEW AIRPORT LIGHTING continued from page 9

As the aircraft comes in for a landing, the pilot first sees 20 short bars in clear lights. At 1,000 feet from the runway he sees a long bar of 27 lights, warning him of the nearness of the end of the runway. Next to be seen are 7 short bars of clear light and at 200 feet, a longer bar of 15 red lights. At 100 feet from the end of the runway are two bars in red lights and at the boundary of the runway itself are green coloured lights outlining in "L" shape bars, the threshold of the landing area.

The High Intensity approach system, as installed at Vancouver, was authorized after a study of ICAO approved systems had been co-ordinated by J. R. Robertson, Superintendent of Airways. Plans and specifications for the high intensity installations were prepared by the Electrical Engineers Section under supervision of J.P. Wilson.



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## MANNING PROMOTED



Promotion of Walter J. Manning, District Marine Agent at Quebec, to the position of Chief of Aids to Navigation of the Department of Transport's Marine Services at Ottawa, has been announced. Mr. Manning fills the vacancy caused by the promotion of Norman Wilson to the newly created position of Assistant Director of Marine Services.

CASH FOR IDEAS continued from page 3

Sub-Committees being passed to the Departmental Committee and the Deputy Minister for approval.

By then, we had decided to come to the heart of the matter and ask the Chief of Personnel -- How Much? -- He said there is really no limit to the amount of the award: Departmental Committees, however, cannot grant awards beyond \$50. If they feel that a suggestion warrants a higher reward, they must go to the Suggestion Award Board of the Public Service for approval.

An important feature of the Plan is that the employee making a suggestion may remain anonymous or not, as he or she sees fit.

To end our interview, we asked Mr. Baxter whether he had any special message. He said that he hoped all employees would take a real interest in this Plan -- both for the benefit of themselves and of the Department, and that he felt sure that many of us have had, at one time or another, a pet project, a bright idea, or a favourite theory, and now was the time to bring them forward. He further said that if the posters and leaflets describing the Plan are not available at the time you read this interview, they will be in the near future.

So here's our Suggestion -- let's have lots of suggestions!!!

## TELEVISION APPRECIATED

Through the kindness of G.C.W. Browne, Controller of Telecommunications and the cooperation of the Training and Welfare Section of Personnel, two television sets were provided for DOT personnel to see the coronation ceremonies. They were available for two days, on the day of the coronation and for a repeat programme the following day.

## DCAS CHANGES



With the recent retirement due to ill-health of G.A. Thompson, District Controller of Air Services of the Department of Transport at Vancouver, B.C., the position was filled by the appointment of Hugh Donald Cameron, age 35, who was holding a similar position at Winnipeg, Manitoba. By the appointment Mr. Cameron returns to his old "stamping grounds", being a graduate of the University of British Columbia with honour mathematics, and having been stationed at the different meteorological posts in British Columbia during the war.

Mr. Thompson, whose retirement is greatly regretted by his associates, has been identified with the development of Civil Aviation in Canada since 1919 on his return from overseas services in World War I. He joined the Department of Transport in 1948 as District Controller, coming from Pacific Air Lines where he was Superintendent of their B.C. district. Mr. Thompson was born at Neemuch, India in 1894.

ARCTIC SHANGRI-LAH Continued from page 9

swell breakfast of ham and eggs. The personal belongings and arctic gear of Vic Lundin, Frank Bonga, Glen Haggerty and Johnny Rogo, were completely lost, except for the clothes they had been wearing at that time.

An R.C.A.F. emergency plane arrived here March 4, bringing in much needed bedding and clothing for the above four men. Temporary sleeping quarters have been arranged in the American barracks, until more suitable living quarters can be built. Contributions of clothing, co-operation in fighting the fire, and full efforts in normal operations on being resumed, by three Americans here, were greatly appreciated by all concerned.

Our roving reporter for the Clyde River Tropical Tribune sums up his report as follows: quote, On Feb. 14 last, our station was the centre of a special phenomena seldom recorded in these parts - an isolated heat wave. It was centered in the living quarters adjoining the kitchen and radio room. So great was the excitement that the antics of the weather men, dashing around to observe it invoked the time worn comment of some Eskimo wag "Ikki too nonnee" which being literally translated means "where the L is the fire". The wit was more accurate than intended as shortly afterward all that was left standing of the living quarters was the bathtub, and it was teetering dangerously, but the never say die spirit of the DOT shineth through all adversity.

Another Clyde River resident Sydney Steinhor when queried on the disaster spoke the following "Luckily the ration shed and kitchen were saved along with the radio room. It can now be reliably reported that there is no truth in the rumour that the food is so bad here that even the flames wouldn't touch it".

Says Vic Lundin R/S of the catastrophe "Too bad about the house, I'll sure miss the bathtub, now there are twelve of us and we'll have to draw lots to see who's going to use the OIC's tub next, and nobody wants to be first because whoever's first has to use the blowtorch to thaw out the pipes. Bathtubs are sure convenient things to have around".

Radio Op. Junior Haggerty quotes "The transmitter (AT3) weighing 630 lbs survived the shock of being tossed out the window, a tribute to the makers of the bailing wire by which it was held together".

Jerry Wood R/S reports, "I guess for many years to come, the Eskies will continue to whisper in awed tones of seeing the white man hurrying, actually hurrying in broad daylight, a phenomena equalled only by Haley's Comet or a seven horse parley".

OIC Mike Morgan says, "When they were passing the radios and equipment out the office window to us, WHO, put the can of spam in my hand?"

Operations are now back to normal and grateful acknowledgement is extended to the Head Office and the R.C.A.F. for their prompt action regarding our needs, at a most trying time. Sincere thanks and appreciation is also extended to Len Brown, Manager of the H.B.C. for the many courtesies he extended us during and after the fire. In closing, I would like to say that the three Americans posted here, helped us wonderfully during and after the fire.

Mike Morgan



Kirk, Andrew MacClements, J-C. Lessard and his engine-room to Deputy Minister Lessard.

The "d'Iberville" at Laurier Pier, Montreal, and Boire's Cove Terminal, Quebec. During public hours, some 20,000 people visited the ship.

# IBERVILLE

ing around the 90 degree mark in down-  
tion to the Department of Transport's  
eaker C.G.S. "d'Iberville", slipped  
n July 15 on her maiden voyage to Arc-  
ewspaper headings and comments such as:  
it d'Iberville Crew", "New Icebreaker  
"Arctic Bound, the d'Iberville Quits  
her, lawyer, shopkeeper or newspaperman  
nder the oppressive heat of the summer,  
e three weeks pay to go to the Arctic,  
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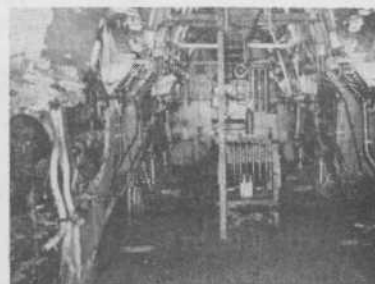
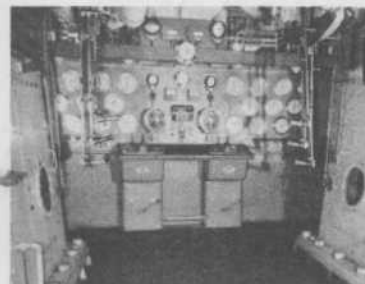
2,000 miles on her trip to the Arctic,  
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eviously travelled by a Canadian vess-  
he "d'Iberville" is delivering ballot  
Labrador for the general election in  
the 78th parallel of latitude to open  
erly R.C.M.P. post ever established.  
half way up the east coast of Elles-  
les from the north pole. These waters  
ebreaker of the strength and power of

Capt. C.A. Caron, veteran Arctic navigator of the Department, is master of the "d'Iberville" and with him are many experienced officers and crew members, who have served with him on the "N.B. McLean", and other departmental ships. Peter McMorrin, formerly of the C.G.S. "Saurel" is the Chief Engineer. Jack Charleson, aviation inspector, is aboard the "d'Iberville" for the first part of the trip and the regular 'copter pilots are Bill Glennie and Sandy Ross.

The "d'Iberville" had, of necessity, to be given a very severe testing before she could be sent into the Arctic for her assignment work. As a result, a shake-down cruise across the Atlantic and back was organized, and this coincided with the Coronation Naval Review at Spithead. The "d'Iberville" was given the honour of representing the Canadian Merchant Marine and the Canadian Government fleet of vessels at this important function.

Deputy Minister J-C. Lessard and Mrs. Lessard, sponsor of the vessel, took part in the official ceremonies at the Spithead Review and at London prior to this function. Also aboard at the Review was Andrew MacClements, Assistant Marine Superintendent of the Department, and F.T. Collins, Departmental Secretary and Executive Assistant. Honourable Lionel Chevrier, Minister of Transport, accompanied

Continued on page 10





Personalities connected with the "d'Iberville"; Captain J.Cuthbert and Captain C.A. Caron are shown alone and with Alex Watson, A.S. W.J. Matthews; little Marie Chevrier at the wheel while her father and Captain Caron look on; and Chief Engineer Peter McMorran shown



Two "Bell" helicopters form part of the ship's complement.

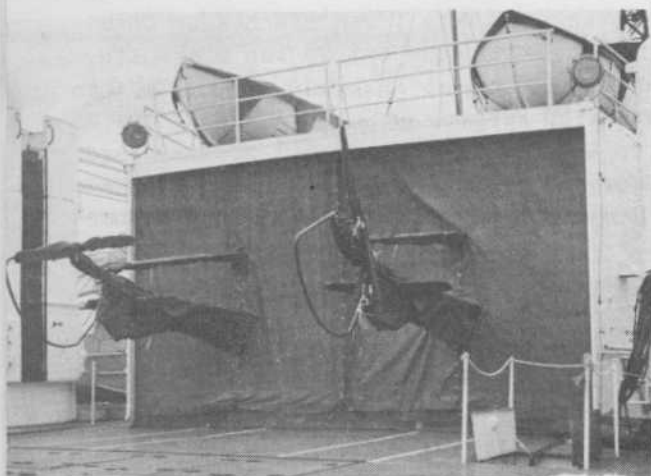


Jack Charleson and Bill Glennie

## C.G.S. D'

With the temperature hovering around town Montreal, the latest addition to the fleet of vessels, the icebreaker, sails away quietly from that port of call for Arctic waters. This called for a "Twelve Cool Arctic Weeks Wa Sails on Cool Arctic Tour", "Montreal", and "What stenographer on St. James Street, working up would not voluntarily sacrifice aboard such a comfortable ves-

Scheduled to travel some 10,000 miles, the "d'Iberville" is expected to visit waters which have not been previously explored. On her northward trip, the ship will stop at boxes to some 55 outports in August, then will travel to what will be the most northern point. This will be at Cape Herschel, where the icebreaker can only be reached by an icebreaker like the "d'Iberville".



'Copters snugly tucked into ship's hangar, a unique feature.



Thomas Aneroluk and Simonee



While overseas on her shake-down cruise: The "d'Iberville" noses into Surrey docks, London, while Deputy Minister Lessard muffs up for bad weather. Below the "d'Iberville" lighted up for the Spithead naval review.

