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PAGE TWO

The Murray Canal connects Lake Ontario to the Bay of Quinte while the Trent-Severn system connects the Bay of Quinte to Georgian Bay and allows boaters to enjoy some of the finest scenery and facilities anywhere in the world.

Steeped in history our canals date back to the early 1800's. The only exception is the Canso which was opened in 1956 primarily for commercial traffic as part of the highway link between Cape Breton Island and the Nova Scotia mainland. The oldest canal is Ste. Anne's built in 1816.

Canals were Canada's first "Trans-Canada highway." They spawned pioneer communities along their routes, particularly the flourishing lumber trade of the 1800's.

However, the impact of railroads and better highways caused canal traffic to fall off. But it is picking up again. Pleasure boating has taken Canadians back to the canals in anything from dinghies to large yachts.

The canals division, headed by J. N. Ballinger, P.Eng., is pretty much a self-sufficient operation. To maintain the water routes it has a variety of equipment: tugs, workboats, scows, dredging equipment and a specially-designed weedcutter to keep the canals clear of fouled propellers.

It controls aids to navigation, and its engineers design and supervise the building of new locks and installations. In connection with its three field offices at Peterborough, Ottawa and Montreal, the division operates shops within each of these regions where lock gates and other equipment are built.

Each field office is headed by a superintending engineer. The Peterborough office, which looks after the Trent and Murray canals, comes under Don Farmer, P. Eng., Ottawa (he recently replaced Dave Bennett, P. Eng., who is now at headquarters). Controlling the Rideau and Nova Scotia canals, is the responsibility of Larry Clark, P. Eng.; while Montreal, handling the Quebec canals, has Joseph Morin, P. Eng., as its officer-in-charge.

The biggest project in the history of the canals division got underway in 1962—A 10 year, \$12,000,000 program of modernizing the Trent canal system to meet all requirements of the foreseeable future.

The phenomenal increase in pleasure boating over the past few years is responsible for this major undertaking. In 1954, for instance, total craft locked through the Trent system numbered 23,165. By 1962 this figure had skyrocketed to 94,400.

This summer a start will be made on the biggest item of the program—construction of locks to replace the marine railways at Swift Rapids and Big Chute on the Severn

River near Georgian Bay. This will take about two years to complete and will cost \$3 million.

Other improvements that will be tackled during the 10 years: some locks will be electrified; some will be replaced; dams will be restored; several bridges will be either replaced or rebuilt; and new watch houses will be built at 15 lock stations.

All this, it is expected, will boost operations to new levels of importance for the many communities which are vitally concerned with the boating trade and its by-product—the tourist industry.

COVER

The new Carillon Lock on the Ottawa River is now open to navigation. The lock, with its guillotine-like gate, has a lift of 65 feet. It is the highest of any conventional type lock in Canada and was designed by Shawinigan Engineering Company Ltd. for D.O.T.

SHAWINIGAN ENGINEERING PHOTO

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News on the DOT

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Although only one article in this issue tells about a new lock, there are, in fact, two open to traffic this year. The locks don't connect new places or provide new water routes, but they do improve existing facilities to such a degree that in one case "locking time" has been cut to one-twelfth what it was. This is at Carillon Lock where the new lock has cut locking time from six hours to 30 minutes by replacing the seven old locks. At Fenelon Falls two 12-foot lifts have been combined into one 24-footer so the new lock can be raised or lowered in 11 minutes compared to 35 minutes it took to operate the twin locks.

These improvements for commercial and pleasure traffic—like all locks and canals in Eastern Canada—are the administrative offspring of D.O.T.'s canals division. Staffed by 480 headquarters and field personnel, this division spends just short of \$4,500,000 annually on operation, maintenance and construction of inland water routes.

D.O.T. canals consist of several routes. Five are in the St. Lawrence River Basin, and two on the Atlantic Coast:

St. Peter's Canal completes the natural severance of Cape Breton Island into two parts by linking the Bras d'Or Lakes to the Atlantic Ocean;

Canso Canal allows shipping to pass through the Strait of Canso eastward to industrial Cape Breton and Sydney and southwest to mainland Nova Scotia and Halifax.

The Richelieu Canals—St. Ours and Chambly—join U.S. waterways to link Montreal to Lake Champlain and New York City;

The Ottawa Canal system takes traffic from Montreal to Kingston through the St. Annes, Carillon and Rideau Canals by way of Ottawa;



Memo: D.O.T. employees
From: Deputy Minister
Re: Water Safety

I would like to say a word to everyone in the department about water safety. This subject was brought to mind by a review of the excellent and extensive program of water safety for small boats carried out by our marine services.

Exceptionally fine facilities for outdoor activities are available in Canada - particularly for water sports. Perhaps it is because of this wealth of lakes, rivers, and ocean beaches that there are so many accidents.

May I caution you to make sure that your children learn how to swim. Always know the waters in which you and your family swim so that danger can be avoided. Understand and follow the primary rules of water and small boat safety. If you don't have a copy of the departmental booklet Safety Afloat, write and ask our Information Services for one.

Enjoy the fine summer days to the maximum, but do it safely.

J. R. Baldwin

Memo à: Aux employés du ministère des Transports
Provenance: Sous-ministre
Objet: La sécurité sur l'eau

Je veux dire un mot à chaque employé du Ministère au sujet de la sécurité sur l'eau. Mon attention a été attirée sur ce sujet par l'examen de l'excellent et vaste programme que nos services de la marine ont mis en oeuvre afin d'assurer la sécurité nautique.

Le Canada offre des conditions exceptionnellement favorables à la pratique des sports de plein air, surtout des sports nautiques. C'est peut-être à cause de la surabondance de lacs, de rivières, de flouves et de côtes maritimes dont est doté notre pays qu'il se produit tant d'accidents.

Je vous recommande de faire apprendre la natation à vos enfants. Ne vous baignez, vous-même et les membres de votre famille, que dans des eaux que vous connaissez, afin de ne pas vous exposer au danger. Renseignez-vous sur les règles élémentaires de la sécurité dans l'eau et à bord des petites embarcations et observez ces règles. Si vous ne possédez pas la brochure intitulée "La Sécurité sur l'Eau", écrivez aux Services d'information du Ministère pour en obtenir un exemplaire.

Profitez pleinement de la belle saison, mais faites-le en toute sécurité!

J. R. Baldwin



Canada In The Jet Age

Air Services has recently taken a ten-year look ahead to its job in Canadian civil aviation.

Anything but Orwellian, the peek into the country's flying future is a concise and comprehensive 49-page report tabled in the House of Commons on May 30 by the Minister.

Called "Canada in the Jet Age", the report lays out objectives and guidelines — but not directives — for D.O.T.'s air services on the basis of projected growth. The study, begun in 1960, updates one made in 1956 on Canada's air needs. The department regards these long range planning studies as a continuing process.

The study forecast "market" conditions between 1962 and 1972.

By 1972, the report anticipates:

- registered aircraft to double from 1961's 5,429;
- 50 per cent more landings and takeoffs;

Model of the new air traffic control building for Toronto International (Malton). The three-legged tower will be solitary structure in centre of runway system, away from terminal and other buildings.



- traffic on some sections of the airway system to more than double; scheduled movements to rise from 1961's 420,000 to 660,000;
- general aviation aircraft, to fly more than double the total hours flown in 1961 — about 2,215,000 hours;
- the turbo-prop will have lost some ground to the pure jet, but "significant numbers" of turbo-props of the "Viscount" class will probably continue to operate;
- economics will probably still rule out a substantial increase in vertical takeoff and landing aircraft other than helicopters.
- the advent of supersonic transport with speeds of better than twice the speed of sound;
- despite booming traffic forecasts and other factors, present concepts of airport design and air traffic control need not be materially affected;
- today's instrument landing system — with refinements — will continue to be the prime landing aid in Canada, and will, in stages, permit manual, semi-automatic and finally fully automatic landing at progressively lower ceiling and visibility minima. Ultimately zero zero weather conditions will be conquered.

Those are some of the things which will be going on in the "market". The overall cost to D.O.T., however, won't have to be nearly as greatly expanded. True, annual operating costs are expected to nearly double — from \$75,000,000 to \$132,000,000 — but annual capital expenditures will probably decline from the present level of

\$73,000,000 to \$37,000,000 and combined with an increase in revenue from \$19,000,000 to \$43,000,000 will mean a drop in the annual net cost of some \$3,000,000.

The report points out these expenditures are forecasts rather than commitments which are, of course, contingent upon general government financial and budgetary decisions.

To provide the airports, runways, air traffic control, telecommunications, and meteorological services of the 1970's, air services staff is expected to grow to 14,000 — about equal to all D.O.T. employees today. Present air services staff totals 9,450.

Research and development personnel and costs will quadruple by 1972. Annual cost of research in operations, telecommunications and meteorology will rise to \$5,800,000 from \$1,300,000. Personnel in these fields will go from 89 to 330.

About half of this money will be used for meteorological research, and a significant part of the overall program will be carried

Extensive soil investigation is undertaken before construction so that pavements can be designed to last at least 10 years without reconstruction.



out by universities through grants, and by private firms under contract with the department.

Studies will be made of air turbulence, air pollution, oceanography, stratospheric circulation, weather hazards to aircraft numerical weather prediction (weather forecasting with the help of electronic data processing) and many other projects.

At least 65 studies will probe radio and electronic questions to develop systems peculiar to Canada's needs: very high frequency radio-telephony, radar improvements involving bright display, high speed data transmission, all weather landing systems, satellite communications systems, airborne radar and infra-red systems for ice reconnaissance are but a few.

Operational problems in air services will be closely scrutinized; forecasts of future passenger traffic on Atlantic flights will be made. Other matters will be looked into such as — are present terminals large enough, and will health, immigration and customs check points be able to handle the volume if large numbers of huge aircraft debark their passengers at the same time?

Operational research has already looked into the engineering aspects of moving sidewalks, airport design and aircraft delays, stabilization in aircraft manoeuvring areas, and air cargo developments.

A problem inherent to jets — noise — will continue to be studied. Noise abatement techniques will not change much in the 1960's, and though the introduction of supersonic aircraft could compound the problem, current research into more sophisticated noise control techniques could well result in noise levels lower than those now experienced.

they are doing a land office business

by
Yvonne McWilliam

A farmer with a penchant for small bills and an American who complained about D.O.T. to the Queen are just a few of the eccentrics our real estate division has come across in buying \$57,500,000 worth of property over the past decade.

Set up during the Second World War, the division was created to help bring a bold conception—the British Commonwealth Air Training Plan—to fruition. It was the agency used to buy land for the air bases which trained many of the Commonwealths' best pilots.

Since then it has broadened its unique role as the only real estate division in the government service set up solely for the purpose of acquiring and appraising property. It has been involved in every conceivable kind of transaction—from acquiring lands for airports, radio and radar stations, harbors, canals and railways, to purchasing easements for power lines, buried cables and tree clearing to securing rights of way for drainage ditches, sewer and water lines. Most of the \$50-odd million dollars mentioned above was spent on behalf of Transport and the Department of National Defence, whose sole agents we are, but several negotiations were carried out at the request of other government agencies including Northern Affairs, Agriculture, Justice, External Affairs and the Atomic Energy Commission.

The division's fieldmen have travelled from one coast of Canada to the other, from the isolated parts of Hudson's Bay to the outposts of Newfoundland, and through the Yukon and Northwest Territories. They have purchased piggeries and slaughterhouses along with countless homes, vacant lots, farms and forests.

Expropriation is often necessary. The department's agents apply no pressure or high-handed methods but occasionally they run into problems in settling with owners.

Some—like the case of the 77-year-old farmer near Winnipeg—defy the business acumen of a Rothschild and the patience of a patriarch.

The Solomon-like problem confronting our men was what makes a "big pile" of money—a wheelbarrow full of \$1 bills or a wallet full of \$1,000 bills?

This "equation" stood in the way of an atomic reactor as our real estate division was acting for the Atomic Energy Commission.

Solving it was not easy. The old man had operated the farm for some 45 years—and it looked like he planned to run it for 45 more when he pointed a shotgun at crews surveying a temporary access road.

It's not hard to see just where he took his stand.

Today the road takes a big S curve around the spot where the farmer stood with his shotgun!

Despite the change he was able to make in the temporary road, the old man could not thwart the government's ultimate plan for his property.

Bulldozers and scrapers arrived to level the land; tractors and power shovels dug a sewage lagoon, a water pumping station was installed and a 60-inch sewer pipe laid.

And through it all, the farmer tended his land and animals.

Smack on the spot where Atomic Energy wanted to locate its reactor stood his single-room cabin, replete with a fine set of deer antlers nailed above the door. His log stable was nearby and—like the cabin—was much the same as originally built by the farmer after he paddled up the river right after the First World War.

To acquire the property, D.O.T. had taken the usual steps. The expropriation was executed and a written offer made. No sir, said the farmer, only cash would do.

A cheque was drawn and converted into cash and offered. He looked at the bills on the desk in the local RCMP office and said it wasn't a big enough pile. He wanted a bigger pile!

Back to the bank they went to get smaller bills. These made a much bigger pile, but not big enough to suit the old man.

"All this", says Real Estate Manager William Whitman, "made the matter most difficult to deal with. We could have gone to court had we a definite demand to take there. But under the circumstances we didn't want to and besides it's difficult to talk to a judge in terms of 'the pile isn't big enough'. And the farmer wouldn't say how big a pile he wanted."

Time went on—the equipment kept on readying the 80 acres for the reactor site and the old man kept on with his farming and "other chores". When the Hydro crew put down survey stakes for a power line in front of his cabin, he pulled them out.

Atomic Energy was impatient to start work on construction of its reactor. Our real estate people tried again.

As the construction deadline approached another cheque was issued for an amount which was considered fair and reasonable. It was converted into the smallest denominations possible, a few hundred dollars extra were added and much to everyone's surprise, it was the right-sized pile!

The old homesteader pocketed the cash and moved on down the river.

However, not all cases wind up with everyone being satisfied.

There was the American citizen who owned a farm on this side of the border—property which was needed for airport expansion.

D.O.T. appraisers valued his land along with that of neighbors. Without exception his neighbors accepted the offers as fair compensation for leaving their homes and crops and setting up elsewhere. But, the man from the States rejected an offer of 40,000 odd dollars, claiming his property was worth twice that amount. So the case went to court.

The court heard independent surveyors value the land at \$32,500 and ruled that this was what he should get. At this point his obstinacy had cost him more than \$7,500 but apparently this wasn't enough. He appealed the ruling and upped his claim to \$112,000.

The \$32,500 evaluation was upheld and, additionally the plaintiff was assessed court costs and legal fees amounting to nearly \$15,000. If this man came out of the whole deal with \$10,000—less than a quarter of what he was originally offered—he was lucky.

The case is officially closed but even now, a year after the last legal pronouncements, this man is busily engaged in passing out handbills at a border crossing point to discourage tourists from holidaying in an anti-American country. He even wrote to the Queen claiming discrimination against Americans.

Fortunately, this disgruntled man is an exception. Few transactions ever reach such extremes.

Our land agents bend over backwards to give consideration to all monetary features of any property. To the current day's market values, dollars are added for forced sale, moving and relocating, disturbance etc. Often the allowed price is higher than what the owner would get by selling privately—a point amply proved by the case above.

The government, though, can't buy view nor sentiment and for this reason, the most difficult people to deal with are the ordinary householders. They see things in their property which have no value for others—their years of hard work, their families' attachments in the neighborhood and its people.

The most reasonable people to deal with are the speculators. They know the value of property and are ready to accept a figure which offers them a fair profit.

One of the largest single transactions the division has carried out involved the purchase of some 500 acres of land from 175 property owners—mostly land speculators. This land was needed for the new 12-30 runway at Montreal International Airport, and cost the department about five and a half million dollars because of its industrial potential.

The man who has headed the real estate division as general manager for the past year is William F. Whitman. (He succeeded Alphonse Ledoux who held the position for fifteen years.) Mr. Whitman has had a great deal of experience in this field. For several years he worked as an inspector and cost estimator for construction firms in his home town of Saskatoon, Saskatchewan and prior to joining D.O.T. in 1949, spent two years with the Central Mortgage and Housing's property management section.

The division's 83-member staff includes assistant general manager W. J. Killeen, 11 accredited agents and appraisers, six licensed land surveyors, nine survey crews and three each of regional managers and assistant managers. The regional offices are located at Montreal, Toronto and Edmonton with sub-offices at Moncton and Vancouver.

The aircraft which made history with the first dawn to dusk flight from Montreal to Vancouver is being retired from the D.O.T. airfleet.

The CF-CCT, a Lockheed 12A, made its record-breaking flight on July 30, 1937.

In service continuously from that year—and believed to hold the record for the longest operational period of any aircraft in Canada—the sturdy Lockheed is quitting for lack of spare parts, not lack of spunk!

On her day of glory the CF-CCT left Montreal at 4.20 a.m. and arrived at Sea Island Airport, Vancouver, at 6:29 p.m., with 14 hours, five minutes of flying time. Refueling stops were made at Gilles, Ont.; Sioux Lookout, Ont.; Winnipeg, Man.; Regina, Sask.; and Lethbridge, Alta.

On board the Lockheed to mark the event were the Hon. C. D. Howe, minister of transport; Commander C. P. Edwards, deputy minister of transport, (air); and H. Symington, K.C., first president of TCA. Pilots were J. H. Tudhope, who died in 1957, and J. D. Hunter, now superintendent of flight operations. Lew Parmenter was flight engineer.

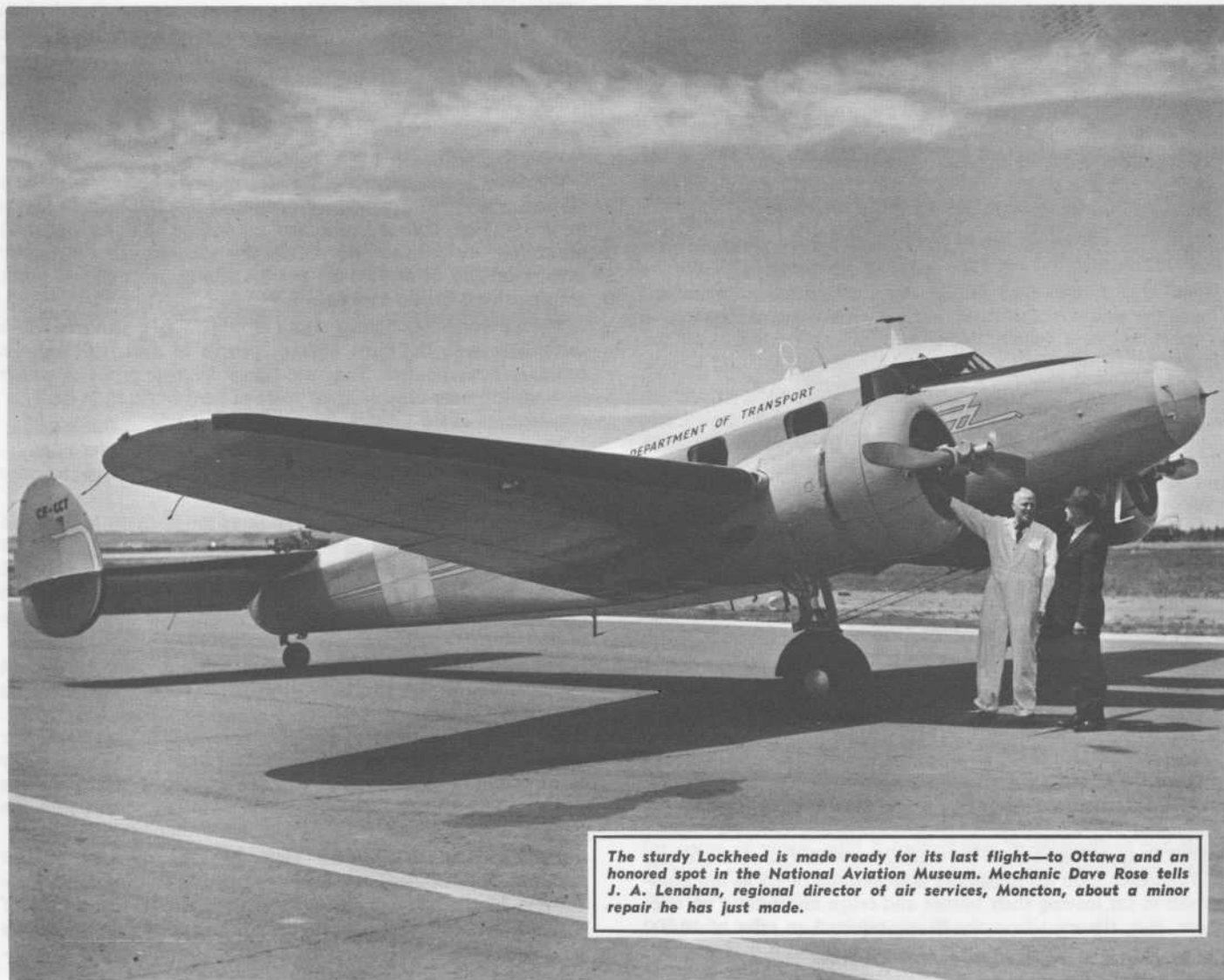
Jack Hunter's D.O.T. career has been closely linked with that of the CF-CCT. He was in the RCAF at the time the Montreal/Vancouver flight was planned and was asked to join the department for the express purpose of co-piloting the craft to Vancouver with "Tuddy".

Following the dawn to dusk flight, the aircraft was assigned to airways duty in

the Edmonton Region—as was Pilot Hunter. He flew it throughout the next fifteen years to carry out the initial calibrations for Canada's first cross-country radio ranges, to develop the North-West staging route to Alaska during war years and to fly the Mackenzie River route to Norman Wells in the early forties.

In 1952 Jack Hunter was transferred to Ottawa and four years later, the CF-CCT was transferred to Moncton Region. And it is from there that it will soon make its last flight to Ottawa, and an honored spot in the National Aviation Museum which, incidentally, is only a stone's throw away from Mr. Hunter's office at Ottawa Airport.

Historic Aircraft Calls It A Day



The sturdy Lockheed is made ready for its last flight—to Ottawa and an honored spot in the National Aviation Museum. Mechanic Dave Rose tells J. A. Lenahan, regional director of air services, Moncton, about a minor repair he has just made.

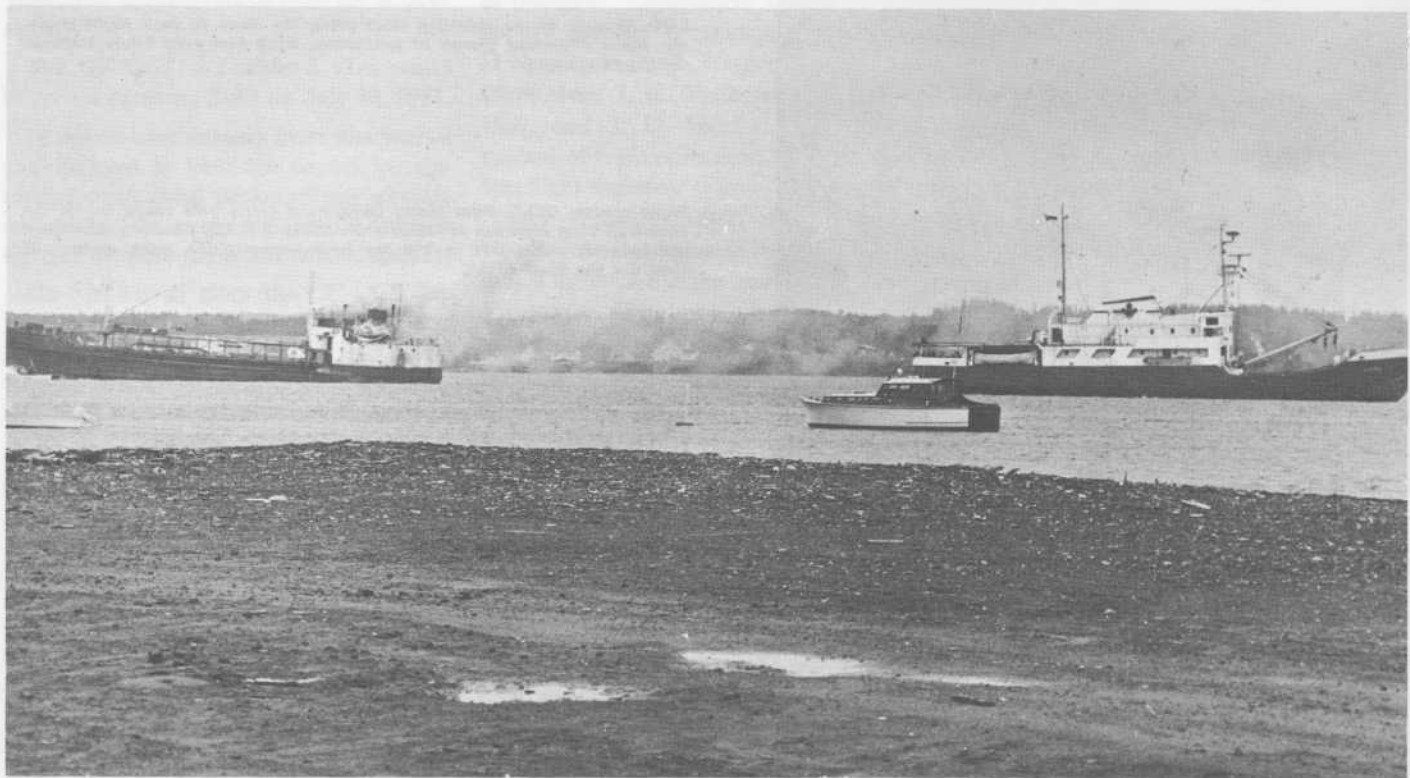


Left: At each of the refueling stops along the dawn to dusk flight route, Mr. Howe addressed groups of spectators. With him were Pilots Tudhope (left) and Hunter.

Right centre: D.O.T. Pilot Harry Deyarmond (left) gets ready to fly the Lockheed from Moncton to Ottawa. He shows R.D.A.S. Lenahan that there are only six hours left in the log book—exactly the right amount of time for the final flight.

Below: Honored guests aboard the historic Montreal/Vancouver flight on July 30, 1937, were, left to right: H. Symington, K.C., president of TCA; the Hon. C. D. Howe, minister of transport; and Commander C. P. Edwards, deputy minister of transport (air).





CCGS *Tupper* tows blazing tanker *Seekonk* from Charlottetown harbor. Here the tanker is just beginning to turn as the *Tupper* moves slowly. The tide kept the *Seekonk* headed upstream while at anchor off the Railway Wharf. The burning ship's chain was cut with an acetylene torch as it was not

safe to attempt to let it go from aboard the ship. The small craft in the foreground is anchored and belongs to the Charlottetown Yacht Club. When this picture was taken the tanker was burning much more fiercely than it appears. The wind was carrying smoke away from the camera.

Blazing Tanker Towed From Harbor

On Saturday, June 8 most newspapers in Canada carried the following item by Canadian Press:

CHARLOTTETOWN—An order to evacuate the immediate vicinity of the harbor here ended Friday afternoon after the blazing oil tanker *Seekonk* was towed to nearby Governor's Island and grounded.

The burning tanker which threatened to blow up at the city's waterfront earlier in the day was towed from Charlottetown harbor by the CCGS *Tupper*.

The 1,200-ton Irving Steamships Limited tanker caught fire Friday morning while docked at a railway wharf to take on a cargo of gasoline and oil destined for Stephenville, Nfld.

What the papers did not mention was the heroic action of six D.O.T. employees who risked their very lives and may well have saved all Charlottetown from blowing up.

Here's what happened.

On June 7 at about 10 o'clock in the morning there was an explosion in the *Seekonk's* galley. The tanker was tied up at the government wharf (the Railway wharf as it is known locally).

The ship caught fire and the fire department was called out.

Since the tanker was loading gasoline and the fire brigade was unable to extinguish the fire, the fire marshal ordered the ship out of the harbor.

The crew cut her adrift and she went out with tide and wind till, at a few cables' length, she came to a halt in mid-channel, right opposite the D.O.T. wharf.

As she was blazing fiercely by now, the last men still aboard dropped anchor and abandoned ship.

Meanwhile the department's marine agent at Charlottetown, E. K. MacNutt, had anticipated that action would have to be taken and when the chief of police asked him if a D.O.T. vessel could tow the burning *Seekonk* out of the harbor, the CCGS *Tupper* was already standing by for immediate assistance.

Towing the tanker out, however, could not be done until someone had lifted the anchor and fastened the tow lines.

The *Tupper's* motor launch made its way out to the blazing vessel to see if the anchor chain could be slipped. The launch was in charge of 2nd Officer Glover with

J. A. MacLean, seaman, John R. Lund, Joseph Miller and Lloyd Dunn, oiler, aboard. Second Officer Glover and Oiler Dunn boarded the tanker but found the anchor chain could not be released.

In the meantime Earl Robertson, D.O.T. maintenance supervisor, got a local pilot to take him out to the *Seekonk* with an acetylene burning torch. Displaying great courage he cut through the chain while the *Tupper's* crewmen fastened the tow line. The tanker's skipper Captain D. M. V. Pryce and some of his men reboarded to lend assistance to the D.O.T. crew.

It took an hour or so to ready the tanker and all the while it was in danger of exploding. At approximately 12.30 p.m. the *Tupper* and her fiery tow passed through the narrow harbor entrance towards open water.

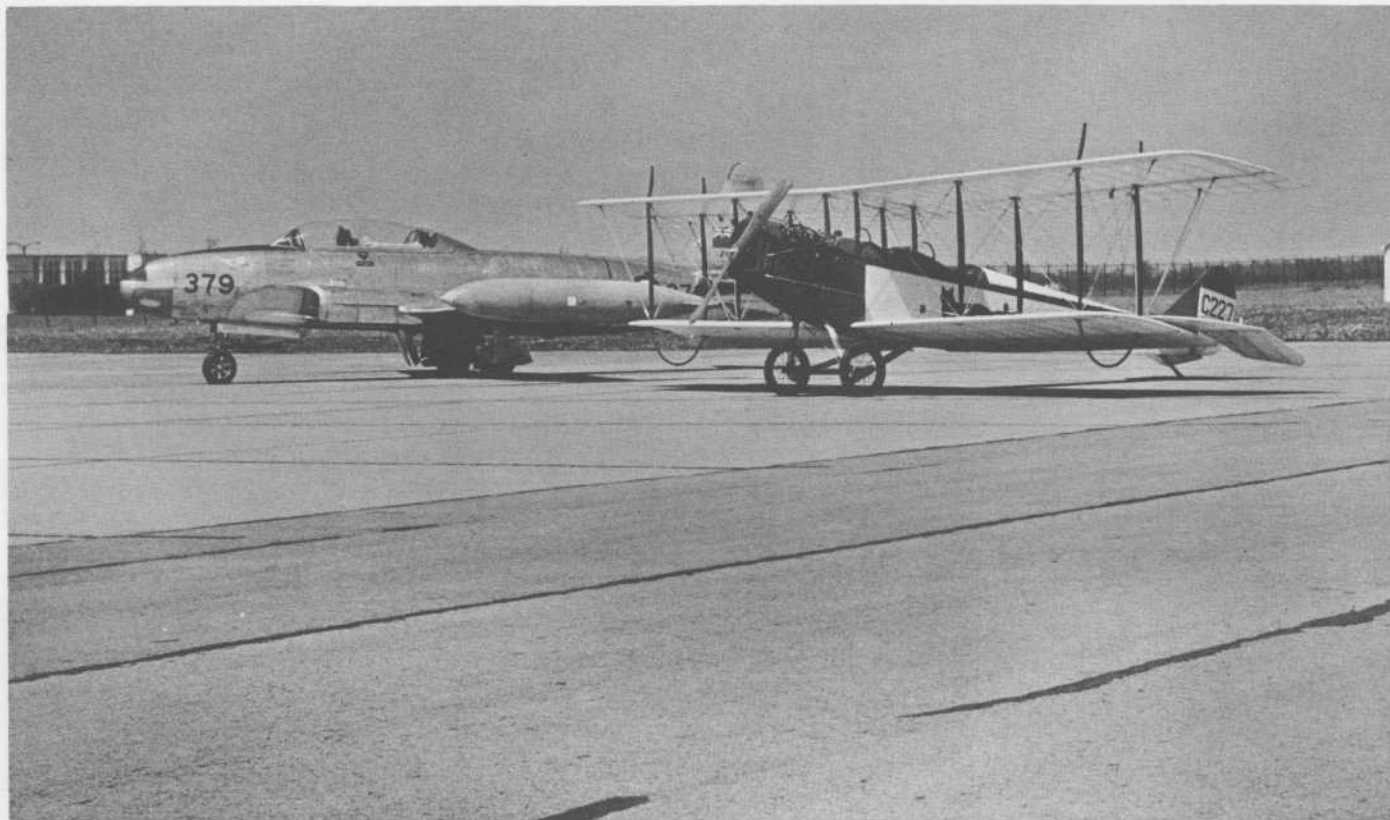
Capt. R. J. Turbide of the *Tupper* released the tanker to ground itself on a reef near Governor's Island in Hillsborough Bay. There an explosion could not harm anyone.

While the *Tupper* stood by at a safe distance, the *Seekonk* burned itself out.

A line is taken from
the Tupper



Preparing to put
the line on the Seekonk



THE OLD AND THE NEW—Completely refurbished by the staff of the National Aviation Museum, a JN4 Canuck provides startling contrast to the sleek lines of an RCAF T33 Silver-star.

Aviation Museum Planes Reflect Flying History

● by David Polowin

*Information Officer,
Dept. of Northern Affairs and National Resources*

Travellers coming or going at Ottawa Airport are sure to be somewhat startled or have their memories jogged by the sight of two ancient aircraft on view in the display area of the air terminal building. The planes, part of a growing collection of aircraft belonging to the National Aviation Museum, are a far cry from the sleek commercial airliners seen on the runways or the fighter aircraft of nearby RCAF Station Uplands.

The two planes, a JN 4 Canuck and a DH 60 Cirrus Moth, although several years old, look like they just came out of a factory. Clear numbers and insignia are painted on fresh canvas, and wood is highly polished. They are two of a collection of aircraft that present an interesting portion of the history of aviation, and a section that has special interest for Canadians.

Only two planes are on view at the Ottawa air terminal building, but the museum's collection numbers seven in all. In addition to the Canuck and the Cirrus Moth, there is also a W-34 Junkers monoplane, a Nieuport 17 and Fairchild FC2-W2 from the days of World War One, a DH 82c Tiger Moth and, familiar to all who served with the RCAF during the last war, the sturdy and venerable Harvard. The museum also owns a replica of the famed Silver Dart.

The oldest plane in the collection, apart from the Silver Dart, is the museum's most recent acquisition, the Nieuport 17. Often referred to as the Nieuport Scout, this plane was one of the most outstanding aircraft of World War One. It was used by the French, English and Russian Air Forces and, as well, was copied by the German Air Force and known as the Siemens-Schuckert D-1.

An exceedingly small plane, the Nieuport Scout is only 18 feet, 11 inches in length, with a wing span of 26 feet 10 inches. Powered by a 110 horsepower engine it has a top speed of 107 miles an hour. The Nieuport belonging to the museum was recently displayed at RCAF Station Rockcliffe on Air Force Day, and was presented in the markings of the aircraft in which Colonel Billy Bishop, Canada's leading fighter pilot in the First World War, won his Victoria Cross.

Next in years is the JN4 Canuck. Completely refurbished by the museum staff, the Canuck is a modified version of the American Curtiss Jenny, and was built by Canadian Aeroplanes Limited from 1917 to 1918. The Toronto aircraft plant produced close to 3,000 of the Canucks, of which 1,300 were delivered as complete aircraft.

The JN4 Canuck was primarily used for military training in Canada during the First World War. The craft belonging to the museum was located on a farm near Rochester, New York, by Curator Ken Molson. It had been used for pleasure flying during the twenties, but with the advent of depression days, was stored in a barn. There it stayed until word of its resting place reached Molson.

The DH60 Cirrus Moth in the collection was presented by C. F. Burke of Maritime Central Airways. The Cirrus Moth, forerunner of the more familiar Tiger Moth, is representative of the light planes used in Canada during the late twenties. It was designed by Geoffrey De Havilland, and was first flown in 1925. The first Cirrus Moth arrived in Canada in the summer of 1927 and was placed in service with the Ontario Provincial Air Service. Economical to operate, suitable for private owners and flying clubs, the DH60 became the mainstay of the Canadian flying club movement of that time.

The successful marketing of the Cirrus Moth in Canada led to the formation of the De Havilland Aircraft Company of Canada, and the opening of a small plant in Toronto. The aircraft

belonging to the museum was originally purchased in 1928 by International Airways of Canada. Later it was acquired by Canadian Airways, who sold it to the first of several private owners. The plane, completely refurbished by long-service employees of the De Havilland Company, was also on view in Ottawa on Air Force Day.

The third vintage aircraft that visitors saw at Rockcliffe was the W-34 Junkers. The lone survivor of a large fleet once operated by Canadian Airways Limited, the Junkers was donated to the museum by Mrs. James A. Richardson of Winnipeg, wife of Canadian Airways founder.

The Junkers is representative of the development of all-metal aircraft. The use of corrugated aluminum in its construction gave the low-wing monoplane an appearance that was almost unique, shared only by aircraft produced by the Ford Motor Company. "CF-ATF" saw service from Quebec to British Columbia and, along with fellow Junkers, flew countless thousands of miles over the rugged terrain of northern Canada.

Much has been said and written about Canada's bush pilots and their planes. In the museum's collection of aircraft is a Fairchild FC2-W2, pioneer plane of Canada's north and fore-runner of the plane called by many "bushplanes".

The original idea for the Fairchild monoplane was conceived by Ken Saunders, one of the early Canadian bush pilots. Its design and manufacture was carried out in the United States, and the first of the family, the FC2, was brought to Canada in 1927. The high-wing monoplane was powered with an air-cooled engine, featured a heated cabin and an undercarriage readily interchangeable from wheels to skis or floats. Rugged and adaptable, it opened up a new era in flying in the north, and led the way for prospecting and surveying previously inaccessible areas. The FC2-W2 appeared the following year, a slightly larger and more powerful version of the original. Features introduced by the FC2-W2 Fairchild have been retained on almost all successful bush aircraft.

The museum's Fairchild was donated by Virgil Kaufman, president of Aero Service Corporation of Philadelphia.

The approaching days of World War Two saw the rapid development of planes in all parts of the world. One of these developments is represented in the museum by the DH 82c Tiger Moth. This aircraft was the final development of the Moth family, and was a far cry from the first plane to carry the 'Moth' title. The "c" version was developed in Canada by the Canadian company specifically to suit Canadian requirements. It was adopted as a standard elementary trainer by both the Royal Air Force and the Royal Canadian Air Force. Produced in quantity at Toronto during the early years of World War Two, it carried the lion's share of elementary training in the British Commonwealth Air Training Plan.

The second representative of World War Two training aircraft is the venerable Harvard. Designed by North American Aviation Incorporated of California, the Harvard rightfully earned its place as one of the world's great training aircraft. It was the standard service training aircraft of the British Commonwealth Air Training Plan in Canada, and was also adopted by air forces of many other countries. It was produced in quantity in Canada—more aircraft of this type have been built in Canada than any other.

The planes in the aviation museum's collection represent many firsts and records in flying history. The JN4 was flown on the first Canadian air mail flight from Montreal to Toronto in 1918, and the first flight over the Canadian Rockies in 1919. Lady Bailey, well-known English aviatrix, made an 18,000 mile solo flight from England to South Africa and back in 1928, flying a DH60 Cirrus Moth. On October 1st, 1928, the first air service between Montreal and New York was flown by Canadian Colonial Airways in a Fairchild FC2-W2.

All seven planes played an important part in the history and development of aviation, and in the development of Canada.



The most recent of the museum's acquisitions—the Nieuport 17—is the oldest plane in the collection. Here it is seen in the markings of the aircraft in which Colonel Billy Bishop won his Victoria Cross.



The De Havilland DH60 Cirrus Moth was the forerunner of the familiar Tiger Moth. Powered by an 85 h.p. engine, it had a top speed of 85 m.p.h., range of 430 miles and ceiling of 17,300 feet.



The CF-ATF, a W-34 Junkers, is one of the largest aircraft owned by the museum. The lone survivor of a large fleet once operated by Canadian Airways Ltd., it has seen service from Quebec to British Columbia.

80-year-old lock replaced

by Keith Oglesbey,
Resident Engineer,
Fenelon Lock Project

Eighteen thousand cubic yards of limestone had to be drilled, blasted or excavated before work could begin on the navigation lock at Fenelon Falls.

That was nearly two years ago. Today, the 24-foot lift is "locking" pleasure boats through as smoothly as the tumblers of a Chase Manhattan safe.

The three quarter of a million dollar project was built in two stages. The first involved blasting the channel and constructing the upper entrance walls between November, 1961 and June, 1962. Work stopped until the summer navigation season was over, then construction of the lock itself got under way and was completed in time for this year's influx of Canadian and American boaters.

Fenelon Falls, in the heart of the picturesque Kawartha Lakes region, has been a lock site since 1883. Its two original locks were built of natural limestone blocks cut in the district—blocks weighing approximately two tons each.

The new structure retained the existing lower entrance walls but in order to do so they had to be undercut by 12" and strengthened with reinforced concrete underpinning.

In all, 8,700 cubic yards of concrete, containing 105 tons of reinforced steel, were poured into the lock. Its walls are 35 feet high, with a maximum width of 15 feet. The overall size is standardized to other locks in the area at a length 142 feet between gates and 33 feet wide.

A boat landing 255 feet long is located on the south side of the channel at the upper entrance to the lock. The island between the Otonabee River and the canal will be a park when all construction has finished.

The Fenelon Falls lock features electro-mechanically operated steel mitre gates, the first in the Trent system. The water level can be lowered or raised in 11 minutes—24 minutes less than it took to operate the old twin locks.

Complete operation of the lock—gates, valves and lights—will be controlled from the handsome new control building on the south side. The two-storey building was designed to give the operator a full view of the lock and its entrances at all times.

Although the new structure is open to navigation, work is still going on. The swing bridge over old Lock 34 is to be replaced by a four-lane fixed bridge providing boats with a 22-foot clearance. The Ontario Department of Highways plans to build this bridge at an early date.

When all the work is finished at Fenelon Falls lock, many hazards will have been removed and much pleasure added to the trip through the Trent Canal and Kawartha Lakes.



Construction of the lock itself got underway in October, 1962. This picture was taken in April only three months before it was filled with water and locking through boats of many shapes and sizes.



Three members of the canals division viewing the progress of construction from the rear lockgate last May. Left to right: Dave Bennett, superintending engineer, Trent Canal (Mr. Bennett was transferred to headquarters this month); Herman Granx, headquarters engineer; and Keith Oglesbey, the author.



Appointed Montreal Airport Manager

Joseph Emile Goulet (Pete) was appointed Manager of Montreal International Airport (Dorval) in May to succeed the late Leigh Capreol.

Born at St.-Ephrem, Beauce, P.Q. on July 10, 1918, he received his education at Berthierville, P.Q. After working as a clerk in a Levis, P.Q. hotel for a year he joined the Anglo-Canadian Pulp and Paper Company at Forestville, P.Q., in September, 1939.

From May, 1940 to October, 1945, Mr. Goulet served as a pilot in the R.C.A.F., including a year and a half overseas. At the time of his discharge he was Commanding Officer of 131 Rotary Air cadet Squadron at Quebec City.

In October, 1945, Mr. Goulet went to work for the Department of Veterans Affairs at Quebec and in July, 1947, joined the Department of Transport as airport manager at Ancienne Lorette, the airport serving Quebec City.

In 1958 he served as acting airport manager at Frobisher Bay for a few months and was then made assistant airport manager at Montreal International Airport (Dorval) in December of that year.

Mr. Goulet is married and has two teenage children.

He was a member and director of the R.C.A.F. Association at Quebec City from 1946 to 1960 and second-in-command of No. 2352 Auxiliary Squadron, Quebec City, from 1949-58. A holder of the Canadian Decoration, Mr. Goulet was also regional supervisor for the R.C.A.F. Ground Observer Corps at Quebec from 1952-58. He was vice-president of the Quebec Flying Club from 1949-1955 and still holds a valid Commercial Pilot's Licence. As well, he is a Justice of the Peace for the Province of Quebec.

The Wages of Sin in Hobbema, Alberta

Some people may say nothing much ever happens in Hobbema, Alta. (population 122), but one day not so very long ago something did.

Main Street was bombed with sacks of flour from an airplane that flew so low residents thought it would hit the telephone poles. Later that afternoon the same plane dropped five more "flour bombs" on a gravel pit.

Things like that annoy the Department of Transport.

The RCMP frowns upon it, too.

However, the incident ended like a true morality play: the plane crashed.

Hobbema lies 53 miles south of Edmonton on the Calgary Trail—Highway 2 that is. It consists of about 20 buildings, all on the west side of Main Street, which runs right alongside Highway 2, separated from it by a ditch.

On the east side of the highway are four grain elevators and the CPR station.

That unforgettable afternoon Robert Earl Morrell, 25, of Hobbema, and Allan Johnston, 36, who's from nearby Ponoka, rented a small plane at the Ponoka Flying Club, landed at Hobbema, went into Morrell's General Store, filled seven paper bags with 1½ pounds of flour each, took off again, flew up and down Main Street twice, both times dropping one of the bags rich smack in front of Morrell's, then flew

on to a gravel pit southeast of Hobbema and "buzzed" it five times, dropping a bag of flour each time.

On the fifth pass the plane, now barely 45 feet high, hit a boom on a dragline, ripped off its left wing and crashed in the bushes south of the pit.

Johnston, who was the passenger and who had dropped the "bombs", crawled out on his own, but Morrell, the pilot, hung strapped in his safety belt until a workman in the gravel pit helped him out of the upside-down machine.

"Morrell and I compete in flour bombing contests," Johnston later told the RCMP.

There were witnesses to both "bombings" and a Department of Transport specialist testified at the trial that, after the crash, he found the throttle wide open and the flaps adjusted for normal flight, indicated the pilot had no intentions of landing.

Magistrate J. H. Galbraith at Ponoka found Morrell guilty of flying lower than 1,000 feet over settled area and of flying less than 500 feet over unsettled area. He fined Morrell a total of \$400 plus costs of \$54.30.

Johnston was convicted of dropping articles from aircraft in flight and fined \$300 plus \$19.70 in costs.

How to Create an Original Idea

To most people who have studied the subject of creative thinking, or problem-solving, it seems apparent that the creative process occurs in four stages:

The Preparatory State consists of two parts. In a sense, your entire life, experience, education are the first part of this preparation. The second part consists of your immediate efforts, conscious and concentrated, to bring the problem into focus and to resolve it with whatever information you possess.

The Incubation Stage occurs when you withdraw from the problem temporarily. Psychologists are not sure what happens during this period. Some say that the subconscious goes to work on the problem. Others say that it provides the mind with an interval of freedom from tensions and fixations, so that it can be seen with new freshness.

The Illumination Stage is the moment everyone yearns for, when, in a flash of understanding, all the parts of the puzzle slip magically together.

The Verification Stage comes when you apply your skills and experience to make solid your flash of insight, and to trim and polish it for final submission.

Helen Rowan, (THINK) IBM,
Nov.-Dec., 1962

d.o.t. suggestion award winners

take pen in hand

"No idea is so antiquated that it was not once modern. No idea so modern that it will not some day be antiquated. To seize the flying thought before it escapes us is our only touch with reality."

These words were said many years ago, but we thought they were apropos. How often does an idea concerning your work or office surroundings enter your mind only to be pushed aside by more important things—and ultimately to be forgotten?

No matter how trivial, it might be advisable to "seize the flying thought", take pen in hand and write it down on a suggestion award form. Naturally, the secretary of the suggestion award plan doesn't want to be deluged with nonsensical ideas, but simplicity doesn't necessarily imply nonsense.

Take for example the case of the headquarters employee who liked a cup of coffee several times a day, but didn't like to stand in a crowded cafeteria three times a day to get it.

Issac Ginsberg, a telecommunications engineer, thought that if coffee machines were installed in No. 3 building the congestion in the cafeteria would be reduced and many people would be saved time. Simple? Yes, but how many people have said to themselves "I wish we had a coffee machine here—it would save so much time", but never bothered to pursue the matter further. Mr. Ginsberg did and he not only got the coffee machine but a bathroom scale and a pen and pencil set as his \$15 award-in-kind.

Countless number of our people do commit their ideas to paper. Following are details about most recent award-winning ones:

Radio Operator James Martin of Kingston, Ontario, added yet another mark to his suggestion award certificate and some money to his bank account with the acceptance of his idea that the booklet "Safety Afloat" should mention the use of radio equipment and related procedures.

This is the eighteenth of his suggestions to be adopted. Mr. Martin is indeed an "idea man"—seems like he has got it down to a science.

W. F. Stoba, an airport electrical serviceman at Terrace, B.C., suggested that Lubriplate lubricant be used on high intensity runway light units rather than the more expensive type which was being used. He selected the popular camp stove as his award.

Benjamin Dalton, a principal clerk with the marine branch at St. John's, Newfoundland, received an electric alarm clock valued at \$10 for his recent suggestion. He recommended that the practise of individually completing personnel form 159 be discontinued. In its place he offered a draft for a form that would list all relief lightkeepers.

Radio Operator James Whiteside of Bull Harbour, B.C., received two awards totalling \$35 for general improvements to D.O.T.'s radio service.

He suggested that radio operators at coast stations notify lighthouse keepers of details of any search which takes place in their area. This conceivably could help save lives or property as well as decrease search operation expenses.

His second suggestion was that instructions be included in the manual of operations to show the charges involved when ships' messages require special handling.

Mr. Whiteside selected a travel alarm clock, a book, a briefcase and a writing case as awards-in-kind.

An electric alarm clock was presented to John C. Aspinall after a suggestion he made was adopted by the department. An air traffic controller at Montreal, he put forth the idea that electrowriter switches in the ATC centre there be relocated to eliminate the possibility of controllers being distracted from the radar screen.

A \$20 award was granted to H. H. Snelgrove of Moncton Region for suggesting that the words "please broadcast notice to mariners that . . ." be deleted from telegrams sent to D.O.T. radio stations by district marine agents.

Mr. Snelgrove, a radio operator at Halifax, pointed out that this would result in substantial savings. He chose a camera and two bathroom scales as awards.

S. C. Larade, a Sydney, N.S., airport firefighter, can now "play with fire" as a result of the adoption of his suggestion. He chose a camp stove as an award.

Mr. Larade suggested that automatic high temperature cut-out be installed in buildings containing electronic equipment requiring ventilating systems. Although it is departmental policy to have such installations, his submission resulted in revisions being made to older sites so a minor award was allowed.

A cash award of \$50 was made to Robert A. E. Mason for pointing out that it is unnecessary to file the original license requisition form 41-2054 after Data action has been taken since a copy is already on file. Destroying the original has resulted in considerable man-hours saved so Mr. Mason, a clerk with headquarters office services, was granted a percentage of these savings.

No novice at the art of making profitable suggestions, Charles A. Bambrick received his sixth cash award in April. A technical officer with headquarters telecommunications, he recommended that the output or balance circuit of the spectrum scanner EA-PAN2 be revised to allow more stable control settings. Stations with this equipment have been advised to make such revisions and Mr. Bambrick received a \$30 award.

A camp stove was selected by Radio Operator W. A. Hartlin of Toronto for his suggestion that operating units be made aware of D.O.T. stores mailing and shipping addresses to save time.

A new form has been devised as a result of a suggestion made by Miss Margaret Pollock of telecommunications and electronics, Ottawa. She felt a copy of revisions to aircraft registrations should be placed on the appropriate radio license file to eliminate having to obtain hundreds of files annually to enter the information. Granted a \$25 award, Miss Pollock chose an overnight case and a travel iron.

Pierre G. Guinness, a radio operator at Vancouver, is not a traffic policeman but he is interested in directing people to their destination. He pointed out that since the opening of a new wing and two new entrances to the Vancouver Airport terminal building a certain amount of confusion resulted in finding the various offices. Appropriate direction signs have been posted resulting in a better service to the general public and aviation interests who use the building. Mr. Guinness can now photograph sunny Vancouver with the Ansco cadet camera he selected as his reward.

Radio Operator Kenneth B. Norman of Tofino Airport had a good idea when he suggested that the first aid kit there be relocated to a spot readily available at all times. It had previously been in the manager's office, which is locked on weekends, holidays and evenings. Now it is in the radio office and available 24 hours a day, seven days a week. Mr. Norman chose a camp stove as his award.

John Maughan, a radio technician with headquarters telecommunications, suggested the number of copies of "Selected List of Publications Received in Library" be reduced to one copy for each library and that both sides of each sheet be used to reduce the amount of paper used. The second part of his suggestion has been adopted and he received a travel alarm clock.

A \$25 award was made to Lloyd Johnson for suggesting that the inlets and outlets of the residue sump at Edmonton rawinsode station be rearranged to prevent clogging. Mr. Johnson, a meteorological technician at the station, chose a power driver and a heating pad as his awards.

A headquarters employee, Principal Clerk Clinton McEvoy of administration, suggested that records be informed when a motor vehicle has been taken off departmental inventory enabling them

to dispose of files. He received a \$10 award-in-kind and chose a place setting of flatware.

Mrs. Emily Downie, a clerk with air services stores at Winnipeg, recommended that the miscellaneous file for accounts payable maintained in the stores depot be set up alphabetically. She chose a radar light as her award.

Paul A. Tremblay, meteorological communicator at Montreal International Airport, asked that desk type telephone sets be replaced by hanging hand set types in closed panels. As a result the possibility of knocking the telephone off the desk has been eliminated and the general appearance of the teletype office improved. Mr. Tremblay selected a set of copper pictures as his award.

L. E. Wragg, an administrative officer at headquarters, has been using a check system of jobs that need doing in his daily work. He finds it so successful that he jotted the idea down and passed it along to the suggestion award secretary so other D.O.T. employees could benefit from it.

Each day Mr. Wragg lists in order of importance things to do the following day and the next day follows the schedule. As he pointed out, a simple idea like this may help personnel to better plan and organize their daily work and get things done. He received a \$10 award-in-kind and selected car safety belts.

Rudolph H. Blanchette, an accountant at Winnipeg, came up with an idea which netted him a cash award of \$100, "minus" income tax, of course.

Mr. Blanchette suggested that Department of Public Printing and Stationery units be advised to destroy multilith masters when it is known they will not be required again. A circular letter was issued requesting that more positive instructions concerning disposal should be made to save time and eliminate waste of material.

Maintenance Foreman Stewart Jackson of Penticton, B.C. airport, recommended that the Daily Air Traffic Record be revised by numbering the horizontal lines. Since this will be an advantage in the preparation of daily statistics required by various agents, the suggestion was adopted and Mr. Jackson granted a \$15 cash award.

Radio Operator Thomas F. Parkin of the Bull Harbour, B.C., marine radio station suggested that information messages originated by the Rescue Co-ordination Centre at Vancouver and sent over circuit 1709 to D.O.T. marine radio stations for broadcasting be issued with a reference number and with address section indicating the stations they have been sent to.

Before his idea was adopted the only identification was "that message about the Lillian we sent up the day before yesterday."

Mr. Parkin chose a barometer airguide as his "just reward".

retirements



WALTER A. THORNTON, Executive Assistant, railways, retired on May 31 after 40 years of service, including two one-year extensions.

It was in July, 1922, that Mr. Thornton joined the Civil Service as an account clerk with the audit branch of the old Department of Railways and Canals. In 1927 he was sent to The Pas, Manitoba, as auditor on the construction of the Hudson Bay railway terminals at Churchill.

Mr. Thornton was transferred in 1932 to the newly-formed Comptroller of the Treasury Branch of the Department of Finance and a year later returned to Ottawa, where he remained until the time of his retirement. His career, however, did not remain stationary.

He took on duties of Railway Auditor in 1940, three years later he was transferred in the same capacity from Treasury to the Department of Transport with the formation of the railways and financial branch. In 1949 it was decided to change Mr. Thornton's title to executive assistant, railways as it was recognized that "railway auditor" didn't really describe his varied duties with the CNR.

At the time of Mr. Thornton's retirement Deputy Minister J. R. Baldwin presented him with several gifts on behalf of his many friends and colleagues and expressed appreciation for the fine job he had done throughout his years of service.



EDITH KEATING—After 50 years of service, Miss Edith Keating, secretary to the supervising examiner of masters and mates at Halifax, retired on May 17.

She completed her education at local Halifax schools, and then accepted a position with the late Captain F. N. Malcolm, who was examiner at that time. A year later she received her permanent appointment from the Minister of Marine and Fisheries, Ottawa.

During her many years of service Miss Keating worked under five other examiners (all deceased) and at the time of her retirement was secretary to Captain H. D. Mackay.

Well known in many ports of the world, Miss Keating keeps in touch with officers and men of the merchant service who passed through the office during her long service.



JAMES E. KITCHIN,—an old-timer in radio, slightly junior to Guglielmo Marconi, retired as regional superintendent of radio regulations at Vancouver on March 22.

All members of the regional radio regulations office, and several members from field offices and other section of the department gathered to honor him. He received gifts—including a stereophonic record player and best wishes from all.

Others paying tribute to Mr. Kitchin's many years of service and to his contributions to the growth of communications in B.C. were amateur radio clubs, representatives from the radio service of several provincial government departments, the radio industry, dealers, the B.C. Telephone Company and the municipality of Greater Vancouver.

DOT's INTERESTING



Dorval, Que.—It's a small world and at the new Montreal Airport hotel 17 airlines co-operated to bring in flagstone and paving stones from around the world to be placed in front of the fireplace in the foyer. Travellers will be able to literally stand on their own country in front of the fire.

Trans-Canada Air Lines presented a stone from Tower Hill, near the Tower of London, representing their overseas services, which began between Montreal and London in 1943. Guests at the pre-opening reception included TCA's Beefeater, who guarded the airline's stone, and D.O.T.'s J. E. (Pete) Goulet, manager of Montreal International Airport (Dorval).

Moncton—Maurice E. Louch has been appointed regional controller of civil aviation for the Atlantic provinces.

Mr. Louch learned to fly in 1938 and served as flying instructor with the RCAF from 1940 until 1942. From there he went to the Flying Instructor School to train potential RCAF flying instructors until 1943.

In August, 1944, he assumed command of No. 436 Squadron of RCAF in the South East Asia Command, India and Burma and took a tour of duty with transport command.

After his discharge as Flt. Lt. in 1945, he managed the London Flying Club for five years, going to Toronto to join the department as a civil aviation inspector. There he worked as a licensing inspector and check pilot for the next five years.

In 1955 he was transferred to headquarters and in 1958 was appointed regional superintendent of air regulations. He held this position at the time of his new appointment.

Ottawa—An item entitled "An Eye For Safety" in a recent issue of the RCAF publication *FLIGHT COMMENT* commended two D.O.T. employees, Toronto Region's L. W. Neddon and D. Davidson, for their alertness. It is reprinted here:

During takeoff in a CF101B, the pilot experienced moderate vibration similar to nosewheel shimmying. However, nothing serious was indicated and the takeoff and climbout were continued as planned.

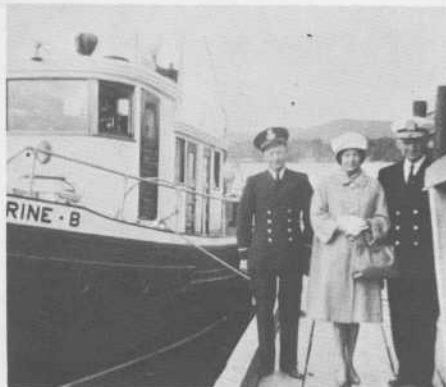
In the meantime, two D.O.T. workmen, who were near the runway during takeoff roll observed a piece fly off the aircraft tire and immediately reported it. The pilot was then contacted by RT and advised that he probably had a tire failure and that it would be prudent to return and land while it was still daylight.

Mindful of the hazard, the pilot was able to review his emergency procedures for landing with a blown tire and use extra caution on landing. The aircraft was landed with little directional control problem and only a minimum of braking was required.

Since this highly commendable action by the two DOT workmen had given the pilot forewarning, he was able to land his aircraft without even blowing a tire which had all of its tread missing. The pilot is also commended for the professional manner in which he handled the situation.

This again points out how all personnel can assist in preventing accidents. If you observe something that doesn't appear just right on an aircraft about to take off, report it—it might save someone's life.

Prince Rupert, B.C.—It is not too often that D.O.T. has the opportunity of transporting rear admirals in C.C.G. vessels and certainly not in one as small as the CCGS "Katherine B.". However, on the occasion of the inaugural trip of the Alaska Ferry, Rear Admiral Bakutis, U.S.N., along with his wife and a staff officer, arrived at Prince Rupert's Digby Island Airport by U.S. naval aircraft. The party was transported across the sound aboard the "Katherine B.". The vessel's master Captain O. Giske, is pictured below (right) with Rear Admiral and Mrs. Bakutis.



Quebec City—More than 2,000 visitors trooped through the displays and went aboard three big Canadian Coast Guard ships when the department's first "Coast Guard Day" was held June 22 at Quebec Marine Agency.

Open to public visit were CCGS "d'Iberville", CCGS "N. B. McLean" and CCGS "C. D. Howe". Apart from these ships, a number of other Coast Guard vessels were tied up along Queen's Wharf, including the buoy vessel "Chesterfield" and the northern supply vessels "Raven", "Eider" and "Puffin". In late afternoon the icebreaker CCGS "Montcalm" arrived at the base.

At 4 p.m. there was an official inspection of the three largest ships by Jean-Charles Cantin, M.P., Parliamentary Secretary to Transport Minister McIlraith, accompanied by Deputy Minister John Baldwin, Jean Berger, M.P., Captain Eric Brand, director of marine operations, Captain George Gaudreau, district marine agent, and Commodore C. A. Caron, former master of CCGS "d'Iberville". Mr. Cantin also inspected the cadets and band of Quebec city's Champlain Corps of Sea Cadets.

Getting Positive Ideas From Negative Thinkers

The "Yes" man afflicts some companies; the "No" man afflicts almost all. A master of negative criticism, the "No" man's immediate response to a new idea is that there must be something wrong with it. Asking a group of such men to sit in judgment of a new idea is like asking a group of women to judge a beauty contest. Yet these congenial nay-sayers can contribute creatively to an idea if you approach them in the right way. To wit:

- (1) Start with yourself—with the attitude that a new idea is good until proven bad;
- (2) Present your ideas with the understanding that something new is going to be done in any case—the question is merely when and how;
- (3) Always ask for pros and cons, in that order: "Tell me what you like about this plan and what you don't like";
- (4) When someone insists that an idea won't work, press him hard for constructive suggestions;
- (5) Don't go overboard. Not all new ideas are good ideas and it's just possible that a negative reaction is justified.

Charles A. Cerami,
Nation's Business, Nov., 1962



TORONTO—A banquet on May 3 highlighted by the presentation of the Glen Trophy climaxed the season for the Toronto air service bowling league. The winning team, the JetStars, was captained by Odile Godin. Members, as seen above, were: Joan Nightingale, Lou Marsh, Captain Odile Godin, B. Banks and Edna Hillman.

OTTAWA—The 1962-63 bowling season marked the formation of a new league at headquarters. Office Services set up a league of 10 teams, with Bob Weatherall as President and Georges Beauregard, secretary.

At the league's first annual banquet, held on May 4, a trophy was presented to the winning "A" division team. Captain Fred Miller accepted the trophy of teammate Germaine Prud'homme, Mona and Paul Potvin and Carroll Duquette.

Awards were presented to individual winners as well. Carol Beauregard won the ladies' high single, with Bob Weatherall and Jack Regan tied for the men's high singles. Germaine Prud'homme topped the ladies for high average, while Vianney Beauchamp took the honors on the male side. Terry Little and John Potvin were high cross winners.

SAULT STE. MARIE—This airport's radio team come out of the 1962-63 bowling season as champions of the six-team league. They received trophies at the annual banquet at the city armouries on May 4. The winning team, left to right below, are: Don Cracknell, George Colbett, Bill Shackleton, Margaret Laurier, Pat McMenemy and Rene Levasseur. Other teams in the league represented: airport maintenance, airport engineering, airport electrical, TCA and Shell Oil.



cross-country bowling news

MONCTON—The D.O.T. Candlepin Bowling league of Moncton wound up the season on May 4 in a flourish of high scores among the ladies.

Lois Cameron (CIVAVN) bowled the high single, while Maryalee Lutes (Accounts) took the high three. Edna Kennedy (transcribing unit), one of the highest lady bowlers in the province, was the high average winner.

But, the men didn't go begging for

trophies. Rene Langis (radio aids) was the high average winner, Ed Leger (personnel) the high single title holder and Jean Paul Pelletier (CIVAVN) the high three artist.

Captain Eric Le Blanc (construction) and team copped the league championship and Gerry Dryden's (stores) team won the round robin.

After the league finished its schedule, a ladies team was selected to compete in

Moncton's civil service bowling tourney May 16-18. And the girls—Jenny Hedgecoe, Cleta Steeves, Karen Barton, Ruth Poirier, Mabel Manderson and Lois Cameron—walked off with the Murphy Trophy.

In the photo below, left to right, are: Jenny Hedgecoe, Cleta Steeves, Karen Barton, Ruth Poirier, and Mabel Manderson.

