

Shutdown of Project Magnet
mirrors the shutdown of Project Blue Book

Dec 17, 69. Secretary of the Air Force Robert C. Seamans Jr. announced the termination of Blue Book in a memo to Air Force Chief of Staff General John D. Ryan.

"the continuation of Project Blue Book cannot be justified either on the grounds of National Security or in the interest of science."

By August 10, 1953, Smith had produced a refined and final report on Project Magnet. He again noted that the characteristics of the objects seemed to rule out conventional methods of propulsion and that their behavior was beyond the capability of known earthly technology. Smith went on to stress that there was

no scientific basis to believe they were optical illusions. He came to the following conclusion:

It appears then, that we are faced with a substantial probability of the real existence of extra-terrestrial vehicles, regardless of whether or not they fit into our scheme of things. Such vehicles of necessity must use technology considerably in advance of what we have . . .⁴

There appears to have been no immediate official reaction to Smith's Project Magnet report, either from his own Department of Transport or from Solandt at the Canadian Defence Research Board; the report was neither endorsed nor rejected. Evidence that it was indeed submitted to the DRB is contained in a memorandum dated September 15, 1969, which stated that those wishing to see a copy of the Magnet final report would have to make an appointment with Dr. Peter Millman of the Canadian National Research Council. How Millman obtained a copy and his involvement in the whole affair will be explored later. For now, suffice to say that Millman had been recruited by Solandt to assist in the study of the UFOs.

Although Solandt remained silent on Smith's report, he must have felt there was merit in what Smith was doing, for on November 12, 1953, the following telegram was issued to the world news services:

In a few weeks an observatory which, it is hoped, will elucidate the mystery of the flying saucers, will begin its work at Shirley's Bay, about twelve miles from Ottawa . . . directed by Mr. Wilbert Smith . . . Smith has made the following statement: "The odds are sixty to a hundred that they [flying saucers] are extra-terrestrial vehicles."⁵

*Palmis
Campagna*

Solandt, through the DRB, had provided Smith with the building he was going to use for his research station. The leak of this news about the station violated Solandt's request for secrecy. Smith had talked to the press and to Keyhoe again about work which was to have remained quiet. At the time, when asked, Solandt denied any knowledge of the existence of the research station.

As a scientist, Smith was hoping to obtain hard data which would provide some insight into the mode of operation and propulsion of the saucers. He stocked his research station with equipment from another project which had been discontinued, as well as some instruments made up in his laboratory or borrowed from the University of Toronto. His plan was to measure for anomalous electrical, magnetic, or radioactive disturbances which might indicate the presence of an alien vehicle. But first, because of the contents of the press release, he was compelled to write a memorandum to his department's controller of telecommunications, explaining how the press had found out.

Smith wrote in his memo that with the exception of a few highly significant sightings which remained classified, the security classification in the United States had been downgraded considerably. He pointed out that his own theoretical work on the subject had been discussed openly in scientific circles and that the exchange with other scientists had been beneficial. Finally, he noted that the press had learned of the existence of his work through a book called *Flying Saucers from Outer Space* by Major Keyhoe, with whom he had discussed his research plans.

Smith added in his memo that he had been inundated by the press since the publication of Keyhoe's book, and felt it best to answer questions with the facts, to avoid any wild speculation. He told reporters that the project was using reclaimed equipment, with no significant amount of funding. He ended his memo by stating his belief that the public was aware of the high

probability that the saucers were alien in origin and that a concerted effort was required to exploit their technology. Smith was allowed to continue his work.

On April 27, 1954, the controller of telecommunications was sent another memorandum, this time from C.M. Brant, the superintendent of radio regulations. He had reviewed the work of Project Magnet in light of increasing workloads and staff shortages in the radio regulations subdivision. He wrote that the only analysis undertaken had been by Wilbert Smith and not by the Defence Research Board. As a result, "the Department has become involved in publicity related to 'flying saucers'"⁶ — a fact about which Brant clearly seemed upset. In fact, other memos on file speak of the embarrassment that the publicity surrounding Smith's work was causing the Department of Transport. Brant was not interested in publicity and felt the DRB should take on the responsibility of studying UFOs. He therefore recommended the discontinuation of Project Magnet.

On June 10, Smith replied to Brant:

I am satisfied that there is a sufficient probability for the real existence of some Unidentified Flying Objects as Alien Vehicles, to warrant carrying on with the investigations and if possible, expanding them to include a more intensive study of the physics of the problem.⁷

Smith told Brant he would continue the work regardless, on his own, but outlined several possibilities for re-establishing the project elsewhere in his Department as he agreed it did not properly fall under the purview of the telecommunications division. Brant wrote on the memo that he was not in agreement with Smith's statement concerning the real existence of the saucers and sent the annotated memo to the controller of telecommunications asking for advice.

The controller, Mr. G.C.W. Browne, replied on June 25. He said the Assistant Minister of Transport had raised the matter with Solandt, who was of the opinion that no particular facts had come forward which warranted turning the study of UFOs into a special government project. Solandt said he had checked with his sources in the United Kingdom and in the United States and found that no special work was ongoing. No mention was made of the group under Bush. And what about the significant and highly classified sightings Smith had talked about? What about Project Blue Book, and what about Smith's own memo of 1950 and what Bremner knew?

Solandt further added that he and his personnel, given what they knew of what was happening in Washington, did not feel the need to add any more top-level individuals to the investigations and research as Smith had wanted. Solandt's statement was carefully worded, implying that top-level scientists were already involved, namely Vannevar Bush. It was agreed that Smith should be told to continue on his own if he so desired, with no official backing. While there was no objection to allowing Smith to continue using equipment not required elsewhere, the Department should, especially in the event of publicity, take the position that "there was no official Departmental sponsorship of Smith's activities."⁸ Brant advised Smith accordingly on June 28.

Interestingly, at no time did Solandt dismiss Smith's conclusions. He could not if he too was aware of the information from Sarbacher and the involvement of Bush. All Solandt indicated was that no further work was necessary in Canada. Perhaps he was upset by the fact that Smith had gone to the media once too often, and was now trying to distance himself from him. Smith was now a liability. It is unfortunate that there is no record of what Solandt thought of Smith's conclusions or if he was even asked by the Assistant Minister.

THE UFO FILES

In June 1991 Solandt told this author that there was no hard evidence of the existence of flying saucers but that Smith was allowed to continue his work because the DRB was keeping an open mind. This work, Solandt added, included the construction of a device which, when activated, gave the appearance of levitating. On closer scrutiny, the levitation was apparently due to measurement error, according to Solandt.

On August 8, 1954, at 3:01 p.m., Smith's equipment registered an anomalous disturbance. Unfortunately the sky was cloudy, and no visual observation of what was causing the reaction to the equipment could be made. News of the event was made public on August 9.

On August 10, obviously unhappy with the renewed publicity, Brant told Smith in writing to close down the research station in Shirley's Bay and return all the borrowed equipment.

News of the registration of an anomalous disturbance on Smith's equipment should have provoked renewed interest. Instead the Department appeared more concerned with public image and publicity. Presumably, as long as nothing was discovered, it was all right to allow Smith to continue with the work. But with possible tangible evidence at hand, the preferred course of action was to close Smith down.

Had the Department of Transport initiated a cover-up? Based on the material made available to me, it does not seem likely that Brant was trying to conceal anything. Brant's memos come across as being written by a man who quite simply did not believe in the existence of flying saucers and therefore genuinely felt that any publicity on the subject would be an embarrassment. Other correspondence on file indicates the same feeling.

For their part, the media were not all that kind to Wilbert Smith and his work. *Time* magazine, for example, spoke of Smith and his flying "crockery." Perhaps if the skies had not been

THE NEW SCIENCE

cloudy that day, and if a few good photographs had been taken, the results might have changed Brant's mind and impressed the media — but such was not the case. Under the circumstances, Brant just did not want anything more to do with flying saucers.

Smith continued working on the project in his spare time, and in 1955 he reported to a House of Commons Special Committee on Broadcasting that there were no results from his UFO measurements.

Machine 'Records Saucer'

OTTAWA — (CP) — Is Canada, the first country in the world to record a flying saucer with instruments?

That question is being debated here today after the transport department's flying saucer sighting station reported that it had detected an unexplained object in the atmosphere over Ottawa Sunday.

Wilbert R. Smith, engineer in charge of the broadcast and measurement section of the transport department, said the saucer station's gravimeter was tripped at 3:01 p.m.

The gravimeter is designed to detect and record gamma rays, magnetic fluctuations, radio noises and gravity and mass changes in the atmosphere.

A round, white object with a Y-marking on its surface was seen floating over southern New Brunswick at dusk Monday night.

The object was seen as far away as St. Martins, 35 miles distant. It changed from white to orange and then to bright red as the sun set.

Vancouver Province

10 Aug. '54

TRANSMITTAL SLIP

DATE

15 3/54

TO:

Mr. H. B. Smith

FROM:

Supt. District Second Storey

☐ Note and File☐ Note and Return☐ Please Speak☐ Please Answer☐ For Your Approval☐ Take Appropriate Action☐ As Requested☐ For Information☐ For Your Comments☐ For Signature☐ Prepare Reply For My Signature

COMMENTS:

For information
attention

C.A.F.A. 1327

BM PAGE OF 100-4-52 (M-9137)

H.Q. 4554-A-1327

Notes:

A copy of the actual minutes of this, the sixth meeting (not a draft such as attached), and dated 22 Feb. 1954, is contained in file DRBS 3800-10-1 Vol. 1, in the Public Archives.

Al Bray

PROJECT SECOND STOREY

DRAFT MINUTES

In his opening remarks the Chairman stated that one of the prime objects of keeping the Committee in being was to keep abreast of developments in connection with unidentified flying objects. In this connection, particularly at this meeting it was intended to review the work now under way at the Department of Transport as well as to follow up the various items outlined for action at the last meeting.

On learning that the RCAF had no progress to report on the request that Capt. Ruppelt of the USAF be brought to Canada for discussions with this Committee, the Chairman stated that unless greater cooperation was received from the members it would appear senseless to continue discussions. The RCAF representative was again asked to look into this matter and make a really serious attempt to obtain the desired contact with the US Group. There being no further discussions on the Minutes of the last meeting these were moved for adoption by Mr. Smith and seconded by S/L Birch.

Prior to asking Mr. Smith to outline the activities of DOT, the Chairman made reference to the "fire ball" sighting on 13 January. This fire ball was seen 0702 hours in the region generally from Eastern Quebec to Western Ontario and Northern Michigan. The Dominion Observatory is conducting a complete investigation and over one hundred reports have already been received.

... the "fire ball" is thought

the authors' source of information.

With reference to the work being done at DOT, the Chairman asked Mr. Smith to review the project covering the following phases:

- (a) what the organization is now doing with reference to analysis of reports and any conclusions arrived at.
- (b) methods used by the DOT sighting station.
- (c) future plans

pte--

Based on the conclusions of the 1952 report, it was felt that certain of the phenomenae would probably be accompanied by physical effects which could be measured, and since measurements are always more satisfactory than qualitative observations, it was decided to try and get some measured data.

Whether the phenomenae be due to natural electromagnetic causes, or alien vehicles, there would probably be associated with a sighting some magnetic or radio noise disturbance. Also, there is a possibility of gamma radiation being associated with such phenomenae.

It has been suggested by some mathematicians that gravity waves may exist in reality, as well as a convenience to make an equation balance. While we know practically nothing of such waves in nature, nevertheless, if the possibility exists, flying saucer phenomenae, being largely an unknown field, might be a good place to look for such gravity waves.

Therefore, a group of instruments was set up in a hut at Shirley Bay for the purpose of trying to get measurements which could be tied to one or more actual sightings. The instruments are; a compass type magnetometer, a gamma ray counter, a radio set and gravimeter. The outputs of these four instruments are arranged to draw proportional traces on a 4 pen recorder.

These instruments went into operation last October and apart from the usual bugs, seem to be operating satisfactorily. We have as yet obtained no saucer data from them.

Our future plans include study of any data which we may get from our Shirley Bay set-up, should we be so fortunate, as well as the continued analysis of sighting reports which come in to us. We propose also to make rigid analysis of known phenomena to see how much can be explained on this basis. Most of the previous work along these lines has been largely qualitative and open to serious objection from the point of view of quantitative analysis.

We intend to promote a study of gravity waves, whether within this Department or outside to find out if:

- a) They exist in nature
- b) How we can detect them if they do
- c) How to generate them, and
- d) What they may be used for.

The following is quoted from The Western Producer Thursday **June 2, 1955** at page 5.

FLYING SAUCER STATION CLOSED BUT 'SOMETHING' STILL MYSTERY

THE WEST FLYING SAUCER STATION CLOSED BUT 'SOMETHING' STILL MYSTERY

A final report last week was given Parliament on Canada's one and only "flying saucer station"—believed to be the first in the world under official auspices.

The report was submitted by Wilbert T. Smith who appeared before the Commons committee on broadcasting.

He is the transport depart-

ANNOUNCE NEW WAY TO SHRINK PAINFUL HEMORRHOIDS

Science Finds Healing Substance That Relieves Pain—Shrinks Hemorrhoids

For the first time science has found a new healing substance with the astonishing ability to shrink hemorrhoids and to relieve pain. Thousands have been relieved without resort to surgery.

In case after case, while gently relieving pain, actual reduction (shrinkage) took place.

Most amazing of all—results were so thorough that sufferers made astonishing statements like "Piles have ceased to be a problem!"

The secret is a new healing substance (Bio-Dyne®)—discovery of a famous scientific institute.

Now you can get this new healing substance in suppository or ointment form called *Preparation H*®. Ask for it at all drug stores. Satisfaction guaranteed or money refunded.

Trade Mark Reg.



ment's senior radio regulations engineer but he was also for a time the government's expert on those mysterious objects popularly known as flying saucers.

Highly Technical—

Decision to launch the program was made in August, 1953. It was described as "a highly technical research program to learn whether the earth has had any interplanetary visitors during the last few years."

The first step was the setting up of a "sighting station" at Shirley's Bay, a few miles northwest of Ottawa, equipped with machinery to detect gamma rays, pick up magnetic fluctuations, radio noises and gravity and mass changes in the atmosphere.

At the time, Mr. Smith said there was a high degree of probability that flying saucers do exist and are interplanetary.

Got Nowhere

Last week he informed the Commons committee the decision to close down the station came because no "positive data" had been produced. "We got nowhere," he said.

But one day last August, "something" deflected the flying saucer station's "gravimeter" and set off an alarm. Mr. Smith told the committee this was a development which "I couldn't explain then and still can't."

There may be such things as flying saucers, but he is not sure whether they are mechanical devices of some sort or merely fireballs.

A final report last week was given [to] Parliament on Canada's one and only "flying saucer station". - believed to be the first in the world under official auspices.

The report was submitted by Wilbert T. Smith who appeared before the Commons committee on broadcasting.

He is the transport department's senior radio regulations engineer but he was also for a time the government's expert on those mysterious objects popularly known as flying saucers.

Highly Technical

Decision to launch the program was made in August, 1953. It was described as "a lightly technical research program to learn whether the earth has had any interplanetary visitors during the last few years."

The first step was the setting up of a "sighting station" at Shirley's Bay, a few miles northwest of Ottawa, equipped with machinery to detect gamma rays, pick up magnetic fluctuations, radio noises and gravity and mass changes in the atmosphere.

At the time Mr. Smith said there was a high degree of probability that flying saucers do exist and are interplanetary.

Got Nowhere

Last week he informed the Commons committee the decision to close down the station came because no "positive data" had been produced. "We got nowhere," he said.

But one day last August, "something" deflected the flying saucer station's "gavimeter" and set off an alarm. Mr. Smith told the committee this was a development which "I couldn't explain then and still can't." ...

There may be such things as flying saucers, but he is not sure whether they are mechanical devices or

ELECTRONIC OBSERVATORY TO WATCH FOR SAUCERS.

By GEORGE BAIN.

Ottawa Nov. 11 (Staff). -- An engineer engaged in a scientific hunt for flying saucers says there is a 90 per cent chance the numerous saucer sightings are justified by physical somethings and better than a 50-50 chance that the somethings are alien vehicles.

He is Wilbert B. Smith, engineer in charge of the Department of Transport's broadcast and measurement section of the Telecommunications Division, which, at Shirley Bay, 10 miles west of Ottawa, has the world first flying saucer sighting station.

The scientific watch for saucers began five years ago as a hobby among some of the telecommunications people engaged in ionospheric studies. It since has been given official recognition and there is a small appropriation for it within the Department of Transport.

The departmental directive on the subject says the station is to do what it can to prove or disprove the existence of flying saucers.

The Defense Research Board, which has been gathering flying saucer data for some time, is co-operating in the project. Among those associated with it are Dr. James Wait, the board's physicist, and John H. Thomson, technical information expert of the telecommunications division.

Professor J. T. Wilson, the University of Toronto, and Dr. G. D. Garland, specialist in gravitational studies at the Dominion Observatory, assisted with some of the equipment for the station.

"From our point of view," says Mr. Smith, "this is nothing more than part of our routine work. At Shirley Bay we have an ionospheric observatory in connection with our radio wave studies."

Specifically, for the flying saucer work there is additional electronic equipment, some of it unique.

(2)

The purpose of the setup, according to Mr. Smith, is to gather measurements, information as to the type of propulsion used, and other data, if a saucer should be sighted and if it should prove to be an alien vehicle.

Those associated with the project do not subscribe to the view that saucer sightings can be explained as optical illusions. Engineer Smith states that he has not yet found one reported sighting which wholly could be put down to illusion.

Statistically it has been worked out, on the basis of past sightings, that the object, phenomenon, or whatever, may be expected to be seen within a year or so. The people at Shirley Bay are confident that maintaining an around the clock watch, the [sic] should see something in a year.

Although it did not produce the results expected, an experiment tried here some time ago proved one thing. Not many people are sky-watchers. A weather balloon, 10 feet in diameter, lighted from the underside so as to have a saucer-like appearance from the ground, was released over Ottawa. It was estimated that a minimum of 5,000 people were in a position to see it.

The saucer scientists waited for the reports to come in. For one thing, they wanted to see what sort of descriptions were given. They didn't hear a word.

In a negative way, the test seemed to support the existence of saucers if a 10-foot lighted balloon could pass unnoticed, or cause no comment, among 5,000 people, at least some of those who reported seeing flying saucers must have seen something.

The Toronto Globe and Mail, Thursday, November 12, 1953, p. 31.

MAY 11, 1955

SPECIAL COMMITTEE ON BROADCASTING: MINUTES OF PROCEEDINGS AND EVIDENCE
NO. 8. TUESDAY, MAY 17, 1955, pp. 478-479.

Mr. RICHARD (Ottawa East): Thank you, Mr. Smith. I understand you were in charge of "Flying Saucers" around here for a while.

Mr. SMITH: That is correct.

Mr. RICHARD (Ottawa East): Do you think flying saucers are interfering with our television?

Mr. SMITH: No, I do not think you can blame them for that.

(...)

Mr. FLEMING: May I bring the committee back to the interesting question of the flying saucers?

The CHAIRMAN: I remind you that we are discussing television broadcasting; however, I do not bar the question.

Mr. FLEMING: How long did you carry on this operation before you decided that this was causing no interference with television or radio reception?

Mr. SMITH: Well, the operation was not carried out for that purpose. I was intended to gain any knowledge that might be available to us; it was not necessarily for television or radio.

Mr. FLEMING: I appreciate that, but when was it that you decided that it did not interfere with television or with radio broadcasting?

Mr. SMITH: We operated a station for making certain measurements out at Shirley's Bay from August of 1953 to about the same time in 1954, and on the basis of our measurements, which were nil, we came to the conclusion that we had very little data of any nature to go on.

Mr. FLEMING: When was the decision taken to close the station and why?

Mr. SMITH: We were not getting anywhere with it. In the beginning we thought we would run it for a year, but we got nowhere with it, so we closed it down.

Mr. FLEMING: The closing down came in the fall of 1954?

Mr. SMITH: That is right.

JULY 21, 1955

SUPPLY -- DEPARTMENT OF TRANSPORT.

Mr. Nesbitt: Mr. Chairman, I should like to ask the minister a few questions under this item, and I trust he will not think I am approaching the subject in a sense of levity. There is and has been much public concern about this subject. It would seem that his department has been spending considerable money.

Mr. Marler: On what?

Mr. Nesbitt: Investigation of this subject. I refer to the subject of flying saucers, so-called. I refer the minister to the minutes of proceedings and evidence of the special committee on broadcasting for Tuesday, May 17, 1955. As reported at page 479, Mr. W. B. Smith, who is senior radio regulations engineer for the department, made one or two statements.

Mr. Marler: All I can tell my hon. friend is that we have spent no money whatever on the matter to which he is referring.

Mr. Nesbitt: Then I refer the minister to the minutes of proceedings and evidence of the special committee on broadcasting for Tuesday, May 17. As reported at page 479, Mr. Smith said this:

We operated a station for making certain measurements out at Shirley's Bay from August of 1953 to about the same time in 1954, and on the basis of our measurements, which were nil, we came to the conclusion we had very little data of any nature to go on.

Before I pursue the question any further I ask the minister this question. Was this station operated by the Department of Transport?

Mr. Marler: My understanding is that Mr. Smith was allowed to carry out what he did do in a surplus building of the department measuring roughly 10-feet square, with some disused equipment.

Mr. Nesbitt: I am very glad to hear that. But was it under the auspice of the Department of Transport?

Mr. Hamilton (York West): No wonder he did not get anything.

JULY 21, 1955

(2)

Mr. Marler: He had our permission to do it.

Mr. Nesbitt: I am asking the minister whether it was under the auspices of the Department of Transport?

Mr. Marler: He had the permission of the department to spend his spare time in this research.

Mr. Nesbitt: Since he had permission to spend his spare time on the matter, was the equipment he used departmental equipment or was it privately owned equipment?

Mr. Marler: I thought I had made it clear that it was surplus departmental equipment.

Mr. Nesbitt: I see that Mr. Smith on that page says he had very little information to go on. Perhaps the minister might answer one or two questions if he is able or cares to do so. What information did the department obtain through these researches?

Mr. Marler: Try as the hon. member may, Mr. Chairman, I am afraid he can not make this molehill any bigger than it is. All I can say is that no useful information whatever was obtained for the department.

Mr. Nesbitt: In that case there are only two other questions I wish to ask. Has the department received information in this regard from any other government department?

Mr. Marler: Are we still on flying saucers or molehills?

Mr. Nesbitt: On flying saucers.

Mr. Marler: The answer is no.

Mr. Nesbitt: Then I have this final question. Has the government received any information in this regard from [sic] any other government, particularly the United States government?

Mr. Marler: I am afraid that question is too broad for me to answer. All I can say is that the Department of Transport has received no information of that kind.

[over]

The House of Commons Debates (Canada), Session 1955,
Volume VI, pp. 6562-6563, Thursday, July 21, 1955.

'SAUCER' STATION CLOSES

Special to the Star

OTTAWA, Sept. 1 -- The flying saucer sighting station at Shirley Bay about ten miles west of here is being shut down by the Department of Transport but the man who ran it, Wilbert Smith, is going to carry on this work in his own time and at his own expense.

John R. Baldwin, deputy minister of the Department of Transport, said the decision had been reached to no longer permit the station operator to work on government time. He was free, however, to do it in his own time and could have the use of the equipment when it was available.

Smith, who is the engineer in charge of the broadcast and measurement section of the telecommunications division of the Department of Transport, said the government may have decided to shut down the station because of a lack of saucers but that he was going to keep right on with the hunt for the visitors from outer space. What is more, he still feels that there is a good chance that such things exist.

The \$16,000 worth of equipment in the saucer station has been ordered returned to departmental stores. Baldwin said that nothing so far had come out of the operations that would warrant the continued operation of the station.

The station was set up a year ago, for a one year period. The time is now up and the formal study of flying saucers has been halted. Smith said he has been told that he would still have access to the laboratories.

The Montreal Star, Wednesday, September 1, p. 25.

THERE (PROBABLY) AIN'T NO SUCH ANIMAL

We welcomed, in a restrained fashion, the news a year ago that the Government had set up a flying saucer trap, or to be more precise had set up an observation post equipped with a variety of sensitive instruments to detect any that ventured into the vicinity of Ottawa. It was about time, we felt, that some fact be introduced into the mass of fancy about these elusive and perhaps illusory things. Even a little bit of fact.

We welcome, too, the news that the trap is to be dismantled, as calculated to soothe the excitable. After a year's patient watching, no trace of the quarry has been sighted.

These supposed visitors from outer space have been capricious rather than ultra-wary in their movements, some of them, by report at least, trustful enough to light and stretch their legs under the scrutiny of goggle-eyed humans. If there is nothing much about Ottawa to attract them, there is nothing much either to scare them off. If they are in the sky anywhere, why not over Ottawa?

Naturally, only a sort of Scottish "Not proven" verdict could be given by the Transport Department on the basis of the negative results of a year's patient fishing in the great pool of the sky, but it is definite enough for us, even if not for the project's staff and station operator who intends to keep up the search independently. Things that don't register aren't there.

The Montreal Star, Thursday, September 2, 1954, p. 12 (editorial page)

SAUCERS IN THE BOWL OF NIGHT.

The Canadian Government has given up looking for flying saucers; at least, it has decided to shut down its saucer-observation post at Shirley's Bay. It has had a man out there for quite a few months now, scanning the firmament for visitors from Mars, or from someplace nearer home in unlikely-looking contraptions with foreign accents.

It must have been a rather pleasant assignment for the man at Shirley's Bay. The sky, even if empty of saucers, is full of wonders, by night and day. The Government man, as he squinted through his official peep-hole deep into the light years of the constant stars, must have gained at least a new perspective on the nervous, self-important little globe upon which his telescope was perched.

Perhaps the watching post, even if it did not reveal a saucer, can still serve a useful purpose. Shirley's Bay is just a short run out of Ottawa and there may be politicians who would be none the worse for an occasional glimpse at the vast horizons which stretch beyond their world.

The Winnipeg Free Press, Thursday, September 2, 1954, p. 24 (editorial page).