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Inco Granted Rights To Mine in Guatemala

Henry S. Wingate, chairman of the board of The International Nickel Company of Canada, Limited, has made the following statement:

"The Company's Guatemalan subsidiary, Exploraciones y Explotaciones Mineras Izabal, S.A., following a number of years of exploration work, has been granted mining rights over approximately 385 square kilometers in the vicinity of Lake Izabal in northcastern Guatemala. The rights are granted for a term of 40 years.

The goal of the subsidiary is to establish facilities in Guatemala for the mining and treatment of lateritic ores with a capacity at the outset for producing a product containing at least 25,000,000 pounds of nickel per annum. The indications are that there will be sufficient ore to support an output of this size for the life of the concession and that the ore averages approximately 1.5 per cent nickel. It is estimated that the cost to provide facilities in Guatemala to produce 25,000,000 pounds per year will be in excess of \$50,000,000. The subsidiary will promptly proceed to develop the financing arrangements for the project and the related engineering studies.

Nickel Circles Earth In Gemini Flights

Nickel alloys, on the ground and in orbit, are playing an important part in the current series of Gemini space flights.

The conical part of the space capsule itself — the part housing the astronauts — is encased in a 53 per cent nickel alloy formed into corrugated, overlapping shingles which provide aerodynamic and heat protection. The shingles, 0.016-inch thick, also hold in place shaped pads of insulation, while a high-temperature nickel-chromium alloy is used in abother area of the capsule.

Nickel stainless steel, fabricated into bolts, cylinders, pressure vessels, fittings, hose assemblies, conisectors, rubing and structural components, insures reliable operation of space cupsule components, the Titan II rocket and ground support equipment. High-nickel alloys are used in the turbines of pumps that draw fuel to feed the thrust chambers of the Titan II rocket.

The precious metals, notably noid and platinum, also ride with



SCENIC SPLENDOR NEAR THE SITE OF INCO'S NEW SOAB MINE

A path will be cut through the woods from the highway and a lookout established so that motorists can pause to refresh their souls with the sight of this lovely waterfall about 45 miles southwest of Thompson, Manitoba, three miles from the site of Inco's new Soab mine. Located on the Grassy River at the northeast end of Brastram Lake, Pisew Falls has a drop of 43 feet. Although many people have noticed this scenic delight from aircraft, few have followed the rough trapper's trail through the bush to the place where its thundering cascade shatters the solitude. Pisew is the Cree word for lyns.

Gemini. Gold is used for insulation purposes under the skin of the areas immediately ahead of the conical section housing the astronauts. Platinum performs a catalytic function in the spacecraft's electrical system.

Orvil Michael

Orvil Michael was born in Humberstone Township and during most of his early life he worked within a few miles of the Nickel Refinery in Port Colborne from



Mr. and Mrs. Michael

which he has now retired on service pension.

Before coming to Inco in 1941 he was employed with John M. Sherk Dairy and also operated a service station in Sherkston for 10 years. His duties during the past 24 years have been gas loco and shear operator in the shearing department.

In 1926 Orvil married Gladys



At a gathering in the shearing department, Orvil was presented with a purse of money by Charles Bridges on behalf of his fellow employees as a token of their respect. C. H. Ott thanked him for his services on behalf of the Company and wished him and Mrs. Michael a long retirement.

The measure of a man's character is what he would do if he knew he never would be found out.



MILITARY EXPERTS VISIT COPPER CLIFF PLANTS

The annual tour of Imperial Defence College, Landon, brought 17 top-ochelon military men of the British Commonwealth to see Inco operations at Copper Cliff August 6. They were an a month long familiarization visit to key industries in Canada's economic strength. A group is shown above at the Copper Cliff mill with assistant reduction works manager J. N. Lilly: Air Vice Marshal S. B. Grant, tour leader; Brigadier W. F. F. Jackson, British army; A. K. M. Ahsan, Pakistan civil service; Brigadier R. B. Dawson, New Zealand army; Captain N. Krishman, Indian navy.



THOMPSON'S HANDSOME NEW FEDERAL BUILDING was afficially opened August 16, Winnipeg member of parliament Mrs. Margaret Kanantz cutting the ceremonial ribban. Chairman of the gala accasion was C. A. Nesbitt, local government administrator, and among the guests of hanar on the platform was inco assistant vice-president T. M. Goetz of Toronto. A one-storey structure designed so that a second storey can be added, the new building is jointly occupied by the Thompson past office and the Indian Affairs Branch of the Department of Citizenship and Immigration. It was built in one year by Malcom Construction Co. Ud., of Winnipeg, law bidder on the project at \$333,798.00. The adjaining corner property has been designated for a cenatoph.

Booming Little Northern Metropolis Thompson Is Having \$3,000,000 Year

Major construction projects totalling over \$3,000,000 have highlighted the steady growth of the town of Thompson this year.

Manitoba's booming little northern metropolis, its population nearing the 10,000 mark, is round-ly fulfilling its planned promise of a model home town for the world's second-largest nickel plant.

A new federal building, a second shopping plaza, a second 100-room hotel, a \$1,000,000 extension of the

airport runway, a fourth 12-room elementary school, a huge recreation complex, 31 new housing units under construction and another 50 being negotiated, and further big strides in paving streets and parking areas - these are major items in the Thompson Story 1965.

At International Nickel there are big developments too, with work proceeding on the third shaft at Thompson mine, the new Birchtree mine taking shape, and plans announced for another new mine, the Soab, about 40 miles south of Thompson.

A Healthy Start The town of Thompson is situated on a 3,000-acre site on the banks of the Burntwood River, two miles from the Inco plant area.

International Nickel, in fulfillment of its commitment to the Province of Manitoba, has pro-vided a sub-divided and fully serviced town of first quality for a population of some 8,500 people, all in accordance with provinceapproved plans. In doing so the Company has provided the town of Thompson with paved roads, sidewalks, water, sewage and uti-



ONE OF THE BIGGEST single recreation developments in the history of Manitoba is the project now underway on a site immediately behind the Thompson High School, where buildings bought from the dismontled Bird rador station are being assembled. As the picture shaws, the steel is up for the big recreation hall, and foundations have been poured for the six-sheet curling rink and the hockey arena. Beyond the recreation complex can be seen the 20-acre sports field which has been cleared alongside the Burntwaad River and will be seeded to grass.

lities systems, and public buildings and schools called for by the plans. As a result, property values have been created at Thompson en-abling the town to realize, through the sale of town lots, the entire capital cost of enlarging the oricinal town layout sufficiently to look after an additional population of some 3,000. Thus, the total existing town layout will be equipped to service a population of approximately 12,000 with no capital burden whatsoever having been placed on the town of Thompson or on the province.

Roads

To date, 13 miles of roads have been paved. An additional 7 miles of paving is scheduled for this summer, bringing the total to 20 miles before year end.

Population

In 1961, the population of Thompson was 1,300. By 1963, it had increased to 7,500 and, with an additional increase of 1,000 in 1964 and 1965, the population now stands at 8,500 persons.

Hospital and Medical Services To date, 1,490 children have been born in the modern Thompson hospital, which is owned and operated by Inco primarily for employees and their dependents and to provide hospital service for other residents of the town. The hospital has a staff of 40, and a group of local physicians, currently five in number, operate a large two-storey clinic separate from the hospital.

Culities

Manitoba Hydro's Kelsey gen-erating station on the Nelson River supplies power to both the town and plant. All homes utilize automatic oil or gas heating and electric power for lighting and cooking.

Potable water for both the town and plant is obtained from the Burntwood River upstream from the town and is treated in a mo-dern water treatment plant. Also located on the outskirts of the town is a modern sewage treatment and disposal plant.

Telephone service in Thompson is provided by the Manitoba Telephone System from a fully automatic exchange A scatterwave long distance system connects Thompson with other long dis-tance systems in Canada.

Housing

Thompson now has 1,700 com-pleted dwelling units, consisting of 1,125 single family houses, 24 duplexes and 551 apartments.

Schools

A third elementary school, containing 16 classrooms, was opened in September, 1963, bringing the number of school classrooms in Thompson to a total of 60. The number of students in the three elementary schools and in the high school as of June, 1965, was 1.401, with enrollment in September, 1965, expected to be 1,550. A fourth 12-room elementary school is now under construction.

Commercial Development

Business enterprises in Thomp-son now number 146, with 31 of these located in a fully enclosed modern shopping plaza. A new shopping plaza, Burntwood Vil-, containing a Safeway super lage market and space for additional retail outlets, is being built.

A hotel operated under the name (Continued on Page 15)



NICKEL REFINERY ELECTRICIAN Alon Reid recently took his wife Audrey, doughter Jane, 17, and son Chris, 13, on an ofternoon's tour of the Welland Conal. They're shown here at the lower end of Lock 6 where the conal reaches the top of the Niagara escarpment. Below them the British vessel Lycia, 1,000 miles from tidewater, moves slowly through Lock 5 on its upbound journey to the Lakehead. Ships from more than 40 foreign countries travel the Seaway, and mode 2,250 transits of the Welland Canal last year.





THE REIDS found immensely interesting the semi-outomated plotting board at the vessel despatch centre of the Conol, which keeps track of all vessels in the 27-mile system. Don Alexander, St. Lawrence Seaway regional information afficer, showed them how small ships' models, maving through simulated channels and locks on worm gears, provide a constant oppraisal of all vessel movements and locations. The vessel despatcher, shown in the background, is in touch with all shipping in the Canol by FM radio. On a busy day more than 40 ships pass through the Welland Canal, and this plotting board greatly occelerates their movement.

8,000 Ships a Year Pass Through Port Colborne, Big Canal Terminus

To Inco nickel refinery employees at Port Colborne the sight of an ocean-going ship passing right through the heart of their town is no more a novelty than is the flery beauty of the slag dump to their northern cousins.

Port Colborne sits astride the Lake Erie end of the Welland Canal, an integral part of the St. Lawrence Seaway providing facilities for large lakers and ocean vessels to navigate from Montreal harbor to the heart of the North American continent.

Last year more than 8,300 ship passages were made through the Welland Canal and during the buy summer months it provided an almost constant flow of traffic. Ships pass through the canal to inland ports from more than 50 overseas countries. However, the work-horse of the Seaway, the inland bulk carrier, outnumbers saltwater ships, or "salties", two to one.

Since the days of the Canadian fur trade the chain of lakes and rivers has provided an excellent route for the development of inexpensive transportation. However the value of these inland waterways could only be fully realized when turbulent sections at key points were overcome or bypassed. A major obstacle to an uninterrupted water route was the falls and rapids of the Niagara River.

To bypass nature's wonder required a man-made wonder, and the giant locks and channels of the welland Canal may be regarded as one of the engineering marvels of the 20th century.

A difference of 327 feet between the levels of Lake Ontario and Lake Erie is overcome with eight locks and 26 miles of channel. Each of seven lift locks has an average lift 46'5 feet, while Lock 8 at the Lake Erie terminus is a guard lock with a shallow lift varying from one to four feet to make the final adjustment to the lake level.

Vessels 730 feet long and 75 feet in the beam may travel through the Seaway locks. Such giant lake vessels carry more than 28,000 tons of iron ore or 1.000,000 bushels of wheat. Iron ore and wheat constitute the most important cargoes carried through the canal, and the two-way nature of their movement is very significant to

WHERE THE SHIPS "CLIMB THE MOUNTAIN"

At a sharp rise of the Niagara escarpment three "flight locks", like a flight of stain, raise or lower ships a total of 139 feet. The three flight locks are twinned, as eventually will be all locks in the Welland Conal, so that upbound and downbound traffic moves through simultaneously. The ship on the left side is downbound, the two on the right upbound. The lock gates weigh 400 tons. the economy of the Great Lakes region, and indeed of the entire continent. Wheat is brought downbound

Wheat is brought downbound through the Seaway from Canada's Lokehead to a port on the lower St. Lowrence River. After discharging wheat, the ships may be loaded with iron ore at one of the ucarby ports serving the giant new ore fields of Quebec and Labrador. Fully loaded on the return trip, the ship may take its cargo to Hamilton or move up through the Welland Canal to a steel plant on Lake Erie. More than 60°: of the upbound cargo through the Welland Canal is iron ore.

Canada's average wheat production is 500 million bushels: the amount of wheat and wheat flour transported through the Welland Canal has averaged 209 million bushels, emphasizing the importance of the Welland Canal to one of Canada's prime exports.

Other major bulk commodities are coal, pulp and petroleum products. A wide variety of other bulk products, and increasing amounts of manufactured and packaged goods also contribute to the traffic of the canal.

Cargo tonnage through the Welland Canal has more than doubled since the St. Lawrence River section of the Seaway opened in 1959. Last year it was 51.4 million tons. The average size of vessel and its capacity has also increased: more than 50% of the cargo tonnage is now carried in ships over 600 feet long.

Plans are now on the drafting boards for the twinning of the Welland Canal, an enormous modernization project to accom-



University Students Meet Management

More than 500 university students from all across Canada gained industrial experience and a financial boost from summer employment at Inco plants in the Sudbury district.

All were invited to a smoker at the Inco Club to hear various phases of the Company's activities briefly described by reduction works manager R. R. Saddington, projects re-

modate the steadily increasing navigation demands.

First Canal Opened in 1829 In 1829, five years after the first sod was turned, two schooners completed a two-day upbound transit through the first Welland Canal.

Natural waterways were utilized to a great extent. From Fort Dalhousie on Lake Ontario, the canal followed the route of Twelve Mile Creek through St. Catharines to search engineer J. N. Grassby, and assistant to the general manager W. Curlook. Two Inco films, "Milling and Smelt-

Two Inco films, "Milling and Smetting of Sudbury Ores" and "Corrosion in Action" were shawn, after which the students enjoyed informal discussions with the executive afficers and senior supervision who attended the enjoyable gathering.

Pictured abave with R. P. Crawford, director of technical personnel who arranged the smoker, is a representative group of the students: Alon Cornford, McMaster University; Bruce Regensburg, Queen's; John McLaughlin, Nova Scatia Technical College, Halifax; Daug Bell, University of New Brunswick; Mr. Crawford; Fred Wilke, University of Saskatchewan; Ray Simcoe, University of Taronta; Olavi Simon, McGill; Ed Witvschek, University of Western Ontario.

Picture below shows part of the gathering during the coffee and doughnuts break.



Merriton and up the escarpment to Thorold. In those first years of operation, the canal terminated five miles south of Thorold at Port Robinson on the Welland River. Vessels then proceeded east on the Welland River to Chippawa, and thence up the Niagara River to Lake Erie.

As traffic increased, it soon became desirable to extend the canal directly to Lake Erie from Port Robinson to eliminate the strong river currents which sailing vessels could not negotiate without towing. Gravelly Bay, now Port Colborne, was made the southern terminus of the new 11-mile cut. Completed in 1833, the first Weiland Canal was 27% miles bonc. There were 40 wooden locks with a minimum size of 110 by 22 feet, and a depth of eight feet.

A second and then a third Wel-

land Canal were built, providing larger and fewer locks of cut stone construction and varying somewhat in route. In 1889 there were almost 2,000 vessel transits recorded, 820 steamships and 1.141 sailing ships. But the day of the sailing ship was fast disappearing, especially in the narrow canal channels.

A distinctive type of vessel was developed for use in the inland canal system, the Great Lakes "canaler" — a bulk carrier that is literally a self-propelling barge with machinery at the stern, navigating bridge right up forward, and a long, almost box shaped cango hold between. "Canalers" using the third Welland Canal had a maximum length of 262 feet and could carry no more than 3,000 tons.

(Continued on Page 13)



THIS AERIAL VIEW, looking northeast, shows the Welland Canal cutting through Port Colborne. In the foreground is the Clarence Street bridge which most nickel refinery workers cross on their way to and from work, except when it's up 120 feet in the air to allow a ship to pass by. More than 8,000 cargo vessels travel through Lock 8 at Port Colborne each year, and the bridge goes up for them all, which adds up to a lot of "waiting for the bridge", the well known Port Colborne positive.

Another Gain by Process Research



Across the broad front of International Nickel's operations the drive for process mprovements never lets up. Studies and experiments on projects to better plant efficiency or develop new methods are continually underway in the Inco process research program that has produced many major advances in the technology of the nickel industry. A case in point is the development of a new process for electrolyte purification at the Thampson nickel refinery, as a result of which further improvements in the refinery are being undertaken which will permit savings in operating casts and will increase refinery capacity. In the above picture at Thompson, closely scrutinizing one of the flow diagrams dealing with the new electrolyte purification process, are Inco assistant vicepresident and manager of process research Canada Louis Renzoni (standing), chief diaftsman Ernest Kalmanovitch, research superintendent Ben Brandt, and refinery superintendent Bill Spence.



In the pilot plant where the new electrolyte purification process was developed, close cantrol of operating conditions is maintained 24 hours a day. In this picture research supervisor Hugh McAllister is extracting a small portion of electrolyte solution to ensure that all impurities have been removed.

Mineralogy Gallery \$150,000 Inco Gift

Plana for a "jewel-box" gallery of mineralogy, financed by a \$150,000 grant from The International Nickel Company of Canada Limited, have been aunounced by the Royal Ontario Museum, University of Toronto.

Construction has already started on the gallery, to open in 1967, Two years of intensive planning by ROM curators and display experts have produced designs for a gallery employing push-button displays, films, slides and models.

"The Inco grant makes possible an important new step in general education," said Dr. W. E. Swinton, ROM Director. "This will be the first museum gallery to teach the science of mineralogy, in addition to showing specimens."

It is fitting that this departure in education should take place at Toronto." he added, "because Ontario owes so much to its rich mineral deposita, and because of the significance of the museum's mineral holdings. At last the collection can be shown to advantage."

The core of the display will be specimena from one of the half dozen most important mineral collections in the world. But the gallery will be a long way from the traditional panorama of flat cases containing bits of rock.





the best benches inside the pilot plant junior research technician John Bakker takes down readings from one of his experiments.

ABOVE: At one of

LEFT: In another section of the pilot plant senior research technician Jarvis Podolski is thecking the flow of iolution to one of the many reaction vessels.

Curving walls and passages will carry the visitor on a voyage of exploration. At the entrance he will see a full-size cave with stalagmites and stalactites on its floor and celling. Further on, through microscopes, he will be able to see crystals forming. Working models will show him the structure and properties of minerals, and the equipment used to study them. At the end, he will be able to use his new ktox/edge to identify sample minerals by lardness, weight, color and feel.

Throughout the gallery, the brilliant colors of the natural minerals will be set off by wall cases and indirect lighting.

One portion of the gallery will be devoted to the ROM's collection of gems and semi-precious stores. Another will be devoted to a systematic display of some 1,200 different minerals laid out according to chemical composition, forming a 130-foot-long threedimensional mural along two walls.

The gallery design has been headed by John Hillen, display chief (mineralogy), and Dr. J. A. Mandarino, curator of mineralogy. Mr. Hillen was display chief for renovations to the ROM geology galleries which were completed in 1962 under a grant from the J. P. Bickell Foundation. The new gallery, he says, will please and excite the eye, like a great jewel box.

Dr. Mandarino is in charge of a mineral collection which contains some 200,000 specimens. Several of them are new minerals which have been identified by ROM scientists. More than 70 per cent of the world's known minerals are represented.



Ever hear of a deer shooting back? Here's one that did - and it was a dead one at that!

Two lumters were carrying a hurk out of the bush when its hoof tripped the trigger of a gun one was carrying and shot him in the leg.

With the number of safety courses available today for prospective hunters and the vast amount of literature printed on the do's and don'ts of hunting, there is no excuse for the senseless waste of human life and cruelty to game due to inexperienced shooters that occurs each year during this season.

The average number of hunting accidents in Ontario for several years has been 70. Of these, 21 have been fatal.

Statistics indicate that the foltowing causes of accidents are most common:

- (1) Mistaken for game,
- (2) Stumbles while carrying loaded gun,
- "Horse play" (didn't know it was loaded, etc.),
- (4) Crossing fences while carrying gun,
- (5) Loading and unloading,
- (6) Loaded guns in car,
- (7) Faulty weapons,
- (8) Shooting across or down roads.
- (9) Shooting at sounds,

(10) Obstructions in gun barrels.

Statistics also show that over 95% of so-called hunting "accidents" should never have happened and stem from ignorance, carelessness or stupidity. Harsh words — but a hunting accident is harsh on all who are involved in one. Although hunting and gun ac-

cidents are small part of the total accident picture, they are especially tragic since virtually all of them are preventable. The experience of over 15.000 volunteer National Rifle Association instructors who have trained nearly 275,000 students proves that a good knowledge of safe gun handling eliminates the cause of gun accidents. Beginners should obtain qualified instruction from all experienced hunter known as "a safe man in the bush".

Next to the knowledge of and familiarity with weapons, color safety is perhaps the most important subject for those joining the hunting fraternity.

It isn't safe to wear colors that make the hunter look like a deer or a moose at a hundred feet. Beige, grey or brown shades should not be worn. The animals wear these colors and look what happens to them!

Contrary to popular belief, bright red is not the best color. Many men are color blind and the wearer will look grey to them. Faded yellow, orange and crimson are Fall foilage shades and anyone wearing them will look like an animal moving through the bush. It's a good idea to experiment

It's a good idea to experiment with color by taking a piece of bright blue cloth, or blue-andwhite, or black-and-white check and comparing it with the usual colors of hunting clothes from a hundred feet away.

The important thing to remember is that it's the fellow hunter who needs to be warned — the animals are color blind anyway!

To outline all safety rules of hunting would take a book. The points mentioned here are basic, but detailed information such as maps, hunting regulations, what game is in season and bag limits are available at Department of Lands and Forests and wherever licences are issued.



OLD TIME MINERS AT COPPER CLIFF

This excellent old-time shot shows a group of men preparing to sink a shaft for the Canadian Copper Company about the turn of the century. The site is at the south end of Cabalt Street in Copper Cliff. The workings can still be seen, fenced off behind the Canapini ice plant.

In the centre of the picture, leaning on the buggy, is Billy Wingrave, father of Leslie Wingrave who recently retired on pension from the converter building and who supplied the Triangle with this picture. Billy Wingrave come to Canada from England in 1898 and left Copper Cliff with his family for Cobalt in 1904.

Leslie Wingrave

Les Wingrave's career with Inco almost ended long before it started. The year was 1907, the scene a garden in Cobalt, and the principal actor a 1-year-old seated in his high chair. At a shaft-sinking project nearby a miner set off a surface blast and a chunk of rock came flying through the air and wrecked the high chair. A few inches difference and the Triangle would not now be reporting the recent retirement of Leslie Wingrave.

When he was ten, his father left Cobalt and moved his family to a farm in Thessalon where Leslie grew up and worked until 1928, at which time he came to Sudbury and joined Inco at Copper Cliff as a chute puller on the flux bins in the old converter building. After three months he turned his hand to punching tuyeres and the same year moved to the front of the converter to become a skimmer, the job he held until his retirement.

Leslie married Evelyn Hughes in 1938 and they have two fine sons, Robert of Belleville and Allan, employed in the Copper Cliff concentrator.

"I have seen some big improvements in working conditions around the converters in my time." said Leslie, "I can recall my father telling me about one time he was driving a buggy through the smoke from the Copper Cliff roast yard and lost the road. He left the buggy to find the road; he found the road but lost the horse and buggy!"

The Wingraves have moved from Lively to an apartment in Sudbury and plan to spend the summers at their cosy camp at Fairbanks Lake where they will fish and tend their garden to their hearts' content.

Frood-Stobie's 21st

Frood-Stoble mine once again scaled the safety heights when, on August 9, it completed one million hours without a lost-time injury.

In making the announcement safety superintendent M. E. Young remarked:

"Frood-Stoble mine has the record among all Inco mines and plants for receiving the most number of awards since the award system was introduced in 1944. This is the 21st time that the Frood-Stoble mine has compiled sufficient afe houses for a safety award.

safe hours for a safety award. "All men and supervision are to be congratulated on their good workmanship. These efforts have made Frood-Stoble one of the safest mines in our country."

OH MY!

"If an athlete gets athlete's foot, whot does an astronaut get?"

"Give up." "Mistletoe."



BEAUTIFUL OUTDOORS SCENES USED IN POWERFUL SAFETY CAMPAIGN

Smelters safety engineer Tam Antonioni has received a lot of favorable comment on his latest promotional sturt, a series of big pointings done by Copper Cliff plant artists. Using scenes dear to the heart of the autdoorsman to convey slogans like the one abave, the posters have a very effective law-key safety sell. Bruno Bartalucci, shawn abave, and Zymunt Cymbolski are the artists producing the paintings, which Tam will ratate between the clock alleys at Copper Cliff and Conistan. Page 7

INCO FAMILY ALBUM



Fred Ward has been a flatation helper in the Copper Cliff concentrator for the seven years that he has been with the Company. Both he and his wife Shirley hail from New Brunswick and they have never regretted making the move to Sudbury. Standing on the left is Stevie, 4; cuddlesome Kathy is just 4 months, and Danny, 3.



It was the accasion of their parents 25th wedding anniversary that brought the 10 Lauzon children together at their home in Levack for their family partrait. An Inco employee for the past 25 years, Hector Lauzon has spent the last 13 years as a stope leader at Levack mine. Seated from left to right are Suzanne, 18, Richard, 11, Mrs. Leana Lauzon, Lauise, 7, the proud pere, Gilles, 10, and Mrs. Diane Rivait. Standing are Andre, 15, Mrs. Clair Kelly, Dennis, 22, Rita, 21, and Ernest, 23.



J. Ross Hawkins is division comptroller at Thompson; before their marriage his wife Sheila was a nurse at the Thompson haspital. The youngsters in this attractive family are Patrick, 1, and Pamela, 21's. Rous and Sheila both enjoy gardening, fishing, bowling and curling.



Here are Vic Brunato, his wife Argio, and their sons Joseph, 12, and Frank, 7. They live in Conistan but Vic alternates between there and Copper Cliff in his mechanical department work. He has been an Inco man since 1950, formerly was a brickmaker in Italy.

Shown here in their comfortable home on Wavell Street in Creighton are Norman Lessord and his family. Now a shift boss at Creighton 5 shaft, Norman started with Inco in 1961 as a driller at Stabie. With him in the picture are his wife Yvette and their two bonny children, Michael, 16 months, and Lesle Lynn, 3.





The first time Ron MacDanald appeared in the Inco family album was in 1949 and he was one of the small fry. A member of the engineering department at Garson for the past seven years, Ron now has a home in Garson and his own happy family: his wife Mona, Cameron, 2, and Catherine, 3, who at the time of the picture-taking was happy to be home after leaving her tansils at the happital.



When Larry Roach leaves his desk in the storehouse office at Port Colborne, he has a pretty nice family to go home to: his wife Marilyn, Debbie Joe, 6 weeks old, Tommy, 5, and Patrick, 3. Larry is active in sports and a valued member of the Port Colborne Operatic Society.



THE "CLASS OF '65"

如此非主要。这次不能的自然的广告的人的过程

The Triangle Takes Pride in Making Its Annual Photographic Introduction of the New Members of the Inco Quarter Century Club. This Is the "Class of '65", a total of 269 who Boost to Over 3.000 the Number of Inco Employees in the Sudbury District with 25 or More Years of Service.



Jack Armeden Frood-Stuble

Nora Bargaesi Copper Cliff



Tom Armstrong Garoon

Hertor Barr Letack





Russell Armiliage









Joe Austin Clarabelle

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Albert Beaupre



Paul Bodson Copper Cliff

Art Brasler Creighton

Cappy" Capillek Copper Chiff



Bert Carding Copper Claff



Ralph Brown Creighton



Albert Cassell Creighten





Marris Caren Prost-Stocle







Walter Ceaser Léverk

Jack Chaimers Gariett

Boh Alemany Creighton

Louis Mexander Copper Cliff

Erie Ashiek Creighton







Joe Beaudry Prood-Stoble

Howard Bell

Kay Bran Conliston

Arthur Barber Murray



John Black Creighton



Ed Bradley Copper Claff







John Beauchamp Copper Cliff



Eraest Bray Prood-Stoble



Harold Campbell Creighton



Remuld Cheniet





Faul Burg Creighton

Benry Beullion Copper Cliff



Bert Bayer Preod-Blobie



















17









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Dandte Chevrier Leunck



Levack



Eay Day Prood-Stoble



Caris Drives Freed-Stohle



Seri Chisholm Clarabelle

Jim Chisheim Prood-Broble

Les Desjardins Prood-Stable





Fred Clapcoll Crelightum

Rateld Diebei Copper Cliff

Alan Eldridge Copper Cliff

Art Faubert Levack



Bits Ellis Prood Stable

Den Fergusen Iron Ore Plant

Norman Creek Clarabelle

Garden Clark Copper Cliff



Charile Crouth Copper Refinery



Armand Emond Copper Cliff

John Dreham Levack Police



Joe Ethler Proof-Stable



Ed Eveline Creighton



ł

t

Ken Fryer Murray



Jaseph Giroux Frood-Stoble





Jack Conners Creighton







Alf Dube Conliton



Emile Dubreuli Prood-Stoble



Ed Evershed High Palls

Brne Garran Garson

Herb Goodspred Condition



Jack Gartier Murray

Bill Gewan Copper Cliff

Graham Dure Frood-Stoble



Lawrence Eaten Prood-Stoble



Jim Grassby Copper Cild



Stan Germa

1 Walter Germaine Frood-Stoble















Mery Hall Proof-Stoble





Ted Feater Copper Cliff

























Bert Bagerty Frood-Blobbe









Ress Greens Copper Chil

George Gibson Clarabelle

Lieyd Ferris Creighton









Olaf Hansen Mirray



Johnny Haynes Crysphon

George Harleden Cupper Cliff



Allan Ifteds Copper Cliff

INCO TRIANGLE



Gerden Hedgins Frond-Stuble

Harvey Jarrell Garion

Jack Holloway Copper Chiff.

Bob Jefkins Creighton

Andy Kulchaw Creighton



Page 11

Eay Holab



Tum Jelenie Frood-Stobie



Gordie Hopkins Frond-Stohle

Ralph Johnson Copper Refinery

Al Labelle Copper Cliff



Norm Horne Frond-Biohist



Art Horiness Gareen

Moriey Labert Prood-Status

Walter Learh Copper Cliff

Wes Lepage

Morley Kerr Copper Cliff



Rubrn Hartness Frood-dector

Marray Kilby Froot-Stohle

Gil Lachapette Creighton

Jee Lectatr Copper Cliff

Bretor Lervan

Levence



Mas fretand Crean Hill

Norm Kneeshaw Copper Cliff

Unto Lahil Cupper Chiff

Les Lerlair Copper Cliff



Fred Knight Copper Claff



Perey Laroeque Copper Refinery



Wilfred Lectair Condition



Copper Chiff



Alan MarEwan Copper Chiff









Eivino Longarial Copper Cliff



Gerry Marengere Prood-Stoke



Andrew Lasman Copper Cliff





Gerald Lemieus Prood-Stoble





John Lennie Frond-Stohle

Hugh Laughridge Levice



Gerdie Lurk Creichtan



George Lynn Creighton





Taiste Maki Creathton

Ernie Laurin Prood-Stoble





Rene Laurin Murray









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Jee Martell Crekthen



Jimmy Martin Proud-Stohie

Karl Meintesh Copper Cliff

sam MeAdam Fried-Stephe

Hugh MeJannet Copper CEff

14

Jim O'Bierdan Capper Cliff

Gerry Fidgeon Creighton

Bill Reynelds Frood-Stoble

Adrien Rochen Copper Cliff



Hattle McCrea Copper HuffLery

INCO TRIANGLE

Russell McDunald Prood-Stuble



Dan MeGreger

F2006 -8tokā

Jack Mitchell Iron Ore Plant

Andy Mulr. Garage



SEPTEMBER, 1965

Will Mellagh



Stan Mitchell Copper Refinery



Richard Melnall Copper Cliff

Bill Mitchell Creighten

Andrew Noble Copper Refinery

Ken Petch Copper Refinery

Airs Raymond Garren

John Robb Levack



Clayence Moffatt Frood-Stoble

Tom Oliver Copper Chiff

Wes Petheram Frond-Stohue

George Renaud Copper Cliff

Sili Robinsen Creighton





2

George McLeod Frood-Stobie

Larry Meacies Frond-Stobis

Bill Paradis Prood-Blobie

John Pietrebon Copper Cilf



Wes McNeles Copper Cliff

Bob Montgomery Copper Cliff

Antoine Passe Copper Cilf

Jack Pigeti Copper Cliff



2

Garnet Milks Frood-Stotile

Copper Cliff

Chester Pealew Copper Cliff



Clarence Nichols Frood-Stoble

Lacien Perran Copper Cliff







Frank Sargent Copper Cuff









Ralph Potts Copper Cliff



Phil Elepei Prood-Stable



Clasten Sagadore Frond-Stoble

Henry Petrier Frond-Stoble





Norman Ray Copper Refinery



.















Lerne Reilina Prood-Stoble

Roly Richards Creighton

John Richer Copper Citt



Pete Reasselle Contston

















Earl Sagadore Marray







Alf Bistimaki Copper CRE











Revale Scharf Copper Cliff



Medele Schryer diaba

Ed Smith







INCO TRIANGLE

Andy Sheehan Frond-Stobie









Don Allmmon Cordston

Eldon Stobe Prood-Statle



Les Turner Copper Cliff



Dongat Wright Levack Gordon Young Garseh

Appointment

R. R. Saddington, manager of reduction works, Copper Cliff, an-J. Steele to the position of as-sistant electrical superintendent, effective August 1.



which he gra-duated in 1950 with a degree in electrical engineering.



Frank Southern Prood-Stoble

Carl Storey Copper Refinery

Steve Tyers Frond-Stoble

Keith Joseph Steele was born

at Rockglen.

Saskatchewan.

but obtained

all his primary

and secondary

education at

Mission City.

B.C., and went

from there to

the University

of British Co-

lumbia from



William Sutherland Copper Cliff

Fred Spencer Levack





Albert Wickle Clarabelle

8,000 Ships (Continued from Page 5)

Soon larger ships were built to ply from the Lakehead to Port Colborne where their 15.000-ton carpo was transferred to several small "canalers". It was desirable that the larger ships could move into the lower lakes and between 1907 and 1912 plans were made for the present canal, on which work began in 1913 and was completed in 1932 with a three-year lapse during the war. An almost direct north-south route was selected and the Lake Ontario terminus was established at Port Weller.

The Port Colborne Lock The Welland Canal lock at Port Colborne is the longest lock in the world, 1.380 feet from gate to gate, and often accommodates two large vessels in the same lockage. Serving primarily to guard the water level in the canal and adjust to the fluctuating levels of Lake Erie, the lift into the lake was varied from one to four feet in

recent years. Lock 8 is located midway be-tween the Canadian Lakehead and the Port of Sept Iles on the lower St. Lawrence River. For down-bound ships, it is the entrance to the Seaway system which lowers vessels from Lake Erie, 572 feet above sea level, to the level of Montreal harbour.

Two miles of docking space in

George Stephen Levers



Matti Tuomi Levack



Sam Williams Levack

Port Colborne harbour is leased to various industries, milling and fuel firms by the St. Lawrence Seaway Authority. Port Colborne ranks as one of Canada's twenty busiest ports. In 1962 freight loaded and unloaded totaled 2,-857.336 tons.



VISITOR FROM AUSTRALIA

W. K. Ellwood, monager of the open pit and underground copper-lead-zinc operations of Mount Iso Mines Limited, Australia, come recently to observe mining methods and development of Inco. He is shown above (right) at Copper Cliff with G. R. Green, superintendent of mines, studying a geological map of the Sudbury Basin.

Nate Citley Copper Cliff

Art Yan Allen Copper Chill

IN ADDITION to the new members of the Quarter Century Club shown on the preceding pages are the following of whom shortographs were not obtainatie: CONDETON: N. Baitdeiand, F. Bertrand, H. Bray, N. B. Farned, J. O. Cerastiola: PROOD-STOBLE: A. Braudet, H. C. Bell, D. Thompson: CREDOITON: J. Mynerick, C. A. Patterson, H. S. Smith, A. R. Thompson: COPPER CLIPF: G. K. Dymond, G. Riel, L. Spivesire, W. J. Clarket, LEVACK: J. A. Martin: MGR-RAY: G. R. Quinz: COPPER REFINITY: F. F. McDonald. The following who had vullified as new members have disc: A. Cuilla, Prood-Stoble, and W. J. Srott, Hugh Palla.

He joined the electrical department of International Nickel at Copper Cliff immediately following his graduation. In 1959 he was transferred to Thompson as electrical superintendent of the new Inco plant, in which position he remained until his return to Copper Cliff last month.

He was married in 1952 to Greta Faddick of Copper Cliff and has one son, Robert, 11.

His hobbies are woodworking and fishing.

SOMEWHERE OUT THERE

We spent our vacation in the car touring the country." "Touring, eh? You must have

"Touring, eh? You must hav passed some beautiful scenery!" We averaged over five hundred miles a day.

Faith does not demand iniracles but often accomplishes them.

Exymond St. Pierre Freed Open Pit





Roger Stabback Creighten



Dave Simon Preod-Blobin



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Erie Williams Iron Ore Plant













Michael Swiddle Frood-Bloble





Thompson Guides Had Great Camp

A wonderful and profitable experience for the Girl Guides of Thompson was their second annual camp at the Boy Scout campile on Lake Ospwagan. Double the size of last year's group, the young Guides made the most of their week in the wilds, enjoying the novelty of life under canvas, working on their bodge tests, and swimming and sunning to their hearts' content. They took home memories to treasure all their lives.



A first class Guide, pretty Karen Nesbitt qualified at camp for her Pioneer badge. She's shown here digging a grease pit.



LEFT: A view of the main street in the Guide tent town at Lake Ospwagan, with some of the girls jiving to the hit tune "Henry VIII" from their transistor radios. RIGHT: the camp "court of honor" at a regular daily session.



planning games and other activities, and discussing the camp administration; Beverly Watkinson, Karen Nesbitt, Suzanne Flannery, Debra Robinson, Jacqueline McInnes.



LEFT: With such expert cooks as Mrs. Rita Biglow, Mrs. Lareath Watkinson and Mrs. Helen St. Godard sharing the chefing, mealtime was THE hour. CENTRE: Of course the camp had a mascat, a tame arey frog shown here by Beverly Watkinson and the popular camp commandment, Margaret Wilson of Churchill. RIGHT: Look at this, Mr. Cameron — brush-up time just before rolling into the sleeping bags.

INCO TRIANGLE

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Bernie Carter made the trip from town every day to give swimming and life-saving instruction to the comping Guides, and with ideal water weather prevailing throughout the week Bernie was a busy man. The Guide district commissioner, Mrs. Donald MacLean, expressed special thacks to him and three other willing helpers, Scouters Duncan Kellie, Ed Nicholson and Donald MacLean, and also to ladies' auxiliary members Mrs. Carl Nesbitt and Mrs. Ed Nicholson, as well as to the camp staff.



Among the games was a novelty event that produced gales of giggles and some highly unladylike tumbles, the running-backwards race on the beach. Bev Watkinson, second from the right, wan this canter.

\$3,000,000 Year

(Continued from Page 3)

of the Thompson Inn has accommodation for 100 guests. The hotel also has a dining room, cocktail lounge, coffee shop and men's beverage room. A second hotel, to be k no wn as the "Burntwood Hotel", is currently under construction. It will have accommodation also for 100 guests, a dining room, beverage room, cocktail lounge and tuckshop.

Transportation

With completion of the 246-mile highway between Thompson and The Pas, residents now have access to the highway system of Manitoba.

Thompson connects with the Canadian National Railways' Hudson Bay line providing daily service to Winnipeg.

The original 5,000 foot gravel strip airport was constructed by inco and later transferred to the Department of Transport. It is operated by the Local Government District with TransAir Limited providing daily air service to Winnipeg, Flin Flon, Churchill, and The Pas. A \$1,000,000 project is currently underway to lengthen the existing runway from 5,000 to 6,000 feet, adding surface drainage, constructing a taxiway, aircraft parking apron, and improvement of a building and car parking area.

Entertainment and Recreation

The Strand Theatre accommodates 700 people. There is a 12lane bowling alley and a 24-table billiard hall. Summer sports include organized baseball, fastball, and softball leagues, as well as soccer, swimming, boating and skindiving. Many residents own boats which are used for fishing and water skiing. Outdoor sportsmen enjoy moose and waterfowl hunting in the fall. An enclosed rink for organized curling has been in operation for the past six winters and has become a very popular winter sport. Other winter sports include hockey, ice skating, toborganing and skiing. Basketball and badminton are also very popular, and there are square dancing, bridge and camera clubs. all well attended.

Paint Lake, a large and picturesque lake 20 miles south of Thompson and directly connected to Thompson by highway, is part of a provincial park with extensive

With a plump purse and a fat cigar the boys at the separation building gove "Tojo" Laroque a hearty sendoff on his retirement. Here he poses with the group, assistant reduction works manager Norm Pearce on the left and separation department superintendent Sil Merla on the right.

Frank Laroque

Known fondly to his workmates as "Tojo". Frank Laroque with his cement buggy will be missed by the boys in the separation building where he worked as a process laborer until his recent retirement on service pension. Born in Cache Bay in 1900. Frank left school when he was 16

rank left school when he was 16 and started

work as a slab cutter at a saw mill at Pield, and cut bush roads during the winter. At Bonfield he joined the CPR on the extra gang working on track maintenance, and stayed with that job for the next 17 years.

Then he moved to Detroit and found employment cleaning and painting automobile fenders, but three years there was enough away from Canada so he headed north to Sudbury and settled on a farm at McFarlane Lake. Tilling the sod kept him happy for the next four years until he sold the farm and became a helper on

Mrs. Laroque

beaches, docking and camping facilities. Many Thompson residents have now built summer camps at Paint Lake.

A recreational centre presently under construction will be in operation next winter with a closed-in regulation-size ice arena, a six-sheet curling rink and a recreation hall and gymnasium, complete with committee rooms, change rooms, etc. This construction was arranged for by the Thompson Community Centre Corporation. The Thompson Community Club operates within these facilities and organizes all age ranges of athletic activities. Professional, service, and social clubs are numerous in the town and include the Rotary Club, Elks Club, Kinsmen Club, LODE, Clamber of Commerce, etc.

The Thompson library is a popular organization in Thompson and it is expected to expand into a new building proposed as the Thompson centennial project for 1967.

Thompson has a local radio station, CHTM, and ensoys closed



a drilling rig for Smith and Travers Diamond Drilling Company. Laid off in 1944 Frank came to Inco and started as a laborer in the Orford building. On completion of the separation building he was transferred to the new process there and stayed until his retirement.

He was married to Dille Landry in 1948; they have one son, nineyear-old Frank.

On his last day at work. Frank was presented with a well-filled wallet and model of the cement buggy that he propelled for many years to remove waste material from the building. "I got the buggy in 1957, but before that I had to use a wheelbarrow and it was a tough job to wheel it out to the incinerator. During a snow storm last winter I had to shovel a path out to the incinerator, but it was snowing so hard that I had to shovel a path back too! The boys had a lot of fun with my buggy. I had to lock it up or I would never know where to find it. I guess I must have put five miles a day on that buggy."

Frank and Dille plan to sell their home in Sudbury and buy a farm near Pembroke. "I'm going to miss the boys, the buggy and the money." he said with a broad grin, "but I won't miss the work!"

circuit television through Station CESM.

Churches

There has been keen interest shown by most denominational church groups in Canada to establish facilities in Thompson. Fifteen religious denominations hold services in Thompson. Seven of these denominations have built churches and three denominations hold services in their own parish houses.

NO PROBLEM

If a man should ask you what he can get out of life, tell him this: "High on the side of a mountain in Scotland there is said to be an inu and over the door a sign with these words: "In this inn you will find joy and good company provided you bring them with you."

WHO'S WHO

The judge heard the "Not Guilty" plea and then asked, "Are you the defendant in this case?" "No, sir, your honor. I got nse a lawyer to do the defendin'. I'm the guy who done it "



UNSCHEDULED THRILL FOR BRITISH BOYS

Forty-eight secondary school students from the British Isles, enjoying the annual Canadian tour sponsored by the W. H. Rhodes student trust, got an unscheduled thrill during their visit to the Inco works at Copper Cliff. They were whisked out to Naughton to attend the unveiling of a bronze plaque commemorating the Whitefish Lake trading past of the Hudson's Bay Company. Three of the bays, Fred Hoages, Richard Denman and John Meadaws, all of London, pased for this picture with Eddle Pash, young Indian from Fort George, James Bay, who took part in the ceremonial dances.

Historical Plaque Marks Site of Old Hudson's Bay Post

Indian and white man stood side by side to unveil a bronze plaque commemorating the old Hudson's Bay Company Whitefish Lake trading post on Highway 17 W at Naughton.

Edward Nootchai Jr., a member of the Naughton Reserve Indian Council, and George F. Maconnell, manager of the Hudson's Bay Company raw fur department at North Bay, drew aside the veil, revealing the plaque on which the history of 140-year-old post is inscribed.

The plaque was erected by the provincial department of tourism and information in association with the Sudbury and District Chamber of Commerce. The plaque is among 40 being placed throughout the province to com-memorate historic sites. A similar plaque near Murray Mine marks the location of the original coppernickel ore discovery in the Nickel Belt in 1883.

The original site of the post was about two miles south of its present location, but when the CPR constructed its Algoma branch, the post was moved to McNaughtonville (now Naughton), where it could send its furs by rail to company headquarters near Sault Ste. Marie.

Original post manager was Edward McKay. One of the last residents of the post was Thomas B. Ross. In 1881 he was postmaster. Hockey fans will remember his son, Art Ross, who was born at Whitefish Lake in 1886. Art played hockey with Kenora Thistles, and in 1907 Kenora became the small-est community ever to sponsor a Stanley Cup - winning team.

Of the one - time complex of six buildings at the Whitefish Lake post, only two remain. The dwell-ing house was destroyed by fire in 1926, and the stable and two smaller outbuildings were demolished about 10 years later. The trading store overlooks the high-way from its site on high ground.

A former men's bunkhouse stands 50 yards to the rear. A substantial root cellar, built of railway ties, is buried in the hill.

The property on which the post now stands is owned by Mrs. R. H. Murray, of Sudbury and formerly of Naughton. She has prevented the post from being torn down by contractors and land developers. She has also made provisions in her will so the land will be deeded over to Waters township for its safekeeping. The post stands in Waters township. Part of the property is in the adjoining township of Graham.

The wording on the historic sites plaque reads: "The Hudson's Bay Company had established this post by 1824. Its main purpose was to prevent independent traders from Michigan, Wisconsin and what is now southern Ontario from gaining a foothold in the area north of the French River, and in this it was reasonably successful. Originally located two miles southwest of here on the west shore of Whitefish Lake, the post was dismantled and moved to Naughton in 1887 in order to be near the recently constructed Algoma Branch of the Canadian Pacific Railway. With the advent of the lumber industry and the develop-ment of mining, fur returns steadily declined and in 1896 the post was closed."

WIT IN COURT

Judge (in traffic court) - "I'll let you off with a fine this time. but another day I'll send you to jail

Driver - "Sort of a weather forecast, eh, Judge?"

"What do you mean?" "Fine today - cooler tomorrow".

WHO WOULDN'T?

After reading some nursery rliymes to her pupils, the teacher asked questions about the rhymes to see if they paid attention.

"Why did the cow jump over the moon?" she inquired. she inquired.

Spoke up one budding genius, Maybe the milkmaid had cold hands.'

Experience seems to be the only thing of any value that's widely distributed.



Assistant to the general manager N. H. Wadge and general manager J. A. Pigott (left) and master of ceremonies Harvey Jarrett (right) are shown with the smiling quest of honor at the George Sullivan retirement dinner, held in Cassio's Venetian Room.

George Sullivan

George Sullivan, peppery little mine engineer at Garson since 1937, left behind him a record of solid achievement when he succumbed to the lure of early retirement and left September, with his wife for a new home in Guelph.

Garson mine, shut down since August, 1932, was reopened in De-cember 1936 with J. B. Fyfe as superintendent and Al Cave as mine engineer. The following spring Mr. Cave left to become provincial mines inspector and George Sullivan came over from Frood to take his place. Production at that time was about 1100 tons per day from the number 1 shaft area, mining down to 1200. George and his staff of four

were soon en-

gaged in plans

for a new shaft.

Crosscuts at

200-foot inter-

vals, between 400 and 1400

levels, were

driven down-grade from

number I shaft to the number

2 shaft position



and pilot raises were extended from 1400 level to within 300 feet of surface. The number 2 shaft was collared in April 1939 and, after sinking about 300 feet, intersected the top pilot raise dead on to open the new of Garson mine and establish George as a mine engineer first class.

The initial stage of the shaft was completed to the 2200-level elevation in August 1940 shortly after a change of superintendents which brought Charlie Lively to Garson.

The engineering office was a busy place at this time as plans for doubling Garson production from the new shaft were under-way. Ore holsting started at number 2 shaft in February 1942 and production was more than doubled to about 2400 tons per day during that year. Cut-and-fill and blasthole mining, which involved the mine engineering personnel to a much greater extent in actual production operations, was introduced during this period at Gar-

Mines monoger J. McCreedy, chief mines engineer G. M. Thorpe, and Garson mine superintendent 8, M. King were among the speakers who lauded George Sul-

livan's 28-year record as Garson mine engineer.



R. H. Keast, who was mine engineer at Creighton in 1928 when George Sullivan started in the survey office, welcomes him to the ranks of Inco pensioners.

son as a diversion from the shrink-

age method of mining. In 1943, when Len Ennis had taken over from Charlie Lively as superintendent, the initial squareset mining was introduced. By 1944 George was engineering mine production that had tripled in the seven years since he had come to Garson and now involved shrinkage, blasthole, square-set and cutand-fill mining methods.

Not the least of George's accomplishments during these war years was adapting himself to work in close relationship with several superintendents. In 1945 Foster Todd took over the reins as the fourth superintendent in eight years that George had to "break in". This association lasted until the fall of 1952 when Norman Wadge replaced Mr. Todd as superintendent. Two years later, in October 1954, the present superintendent, Bruce King, was calling upon the mine engineer once again for the type of assistance and information that is invaluable at such a time and that only the mine engineer is able to supply.

By this time the number 2 shaft had been deepened to its present 4200 elevation and production had increased to near capacity produc-tion of 4500 tons per day. George's 1937 engineering staff of three encineers and a sampler had expand-ed to some 20 men, which was fairly indicative of the general growth of the operation during this 17-year period. The last 10 of George Sullivan's

Garson years were particularly in-



Mrs. Sullivon

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INCO TRIANGLE



Reduction works manager R. R. Saddington and superintendent of mills R. G. Regimbal expressed keen satisfaction at the natable safety achievement of the three Inco mills in attaining the million-hour objective.

teresting, if demanding, as his mine completed its evolution from straight shrinkage mining to practically all the present-day methods of ore extraction. He has been prominently identified with the Company's development of blasthole mining, expansion of cut-andfill mining with rock-bolting, steellined stope and pillar chutes, more efficient muck handling equipment, and other significant improvements.

He especially wanted to see the introduction of hydraulic fill at Garson before he left the scene. Instead of waiting for the natural course of events he encouraged his engineers and the operators to design and get into operation a home-made wet sand fill plant that has served the mine very well in a temporary capacity. Harvey Jarrett, who takes over from George as mine engineer at Garson, was in charge of the design and engineering of this temporary sand plant.

Among George's favorite reminiscences are his early days at Oar-son when the old number 1 shaft "on the hill" was the centre of activity. The engineering office was about the size of a one-car garage, and accommodated the two mine geologists, Don Meredith and Jim Pass, as well as George and his three engineers. The engineers would have to go under-tround in the morning and the geologists after lunch so that each group could get use of the single drawing table.

Born at Guelph in 1903, son of the postmaster, George Sullivan graduated in mining engineering from the University of Toronto in 1925. He worked at Creighton mine during his summer vacation in 1923.

He joined the Inco engineering staff in 1928, working at Creighton and Levack and then at Frood. where as party leader he did much of the surveying involved following the amalgamation of the two companies, in connecting up the underground workings between Inco 3 shaft and Mond 4 shaft.

Still single and of restless spirit he left mining temporarily in 1931 to obtain a teaching certificate,

Million Hours at 3 Mills

Operating as one big milling safety the Copper team Cliff, Creighton and Levock mills on August 18 reached the million safe hour objective for the first time and entered the safety department's new Hall of Fame. Announcing the

feat of the new "millionaires", safety superintendent M. E. Young extended hearty congratulations to the supervision and men at the three mills on "this fine achievement". He noted that the last last-time accident in the mills

was on March 1, 1965.

To mark the million-hour occasion

representative groups were photographed at each of the three mills. The above group represented the personnel at Copper Cliff mill, and shows: front row, Bill Majovsky, Vic Sylvestre, Gordon Fugard, Bert Wood (general foreman), Slim Carrier, Jim Lee (mill superintendent), Armond Robidoux, Red Porter, Tom Antonioni (safety engineer), Johnny Johnson, Gerry Poppin (mechanical foremon); back row: Ibeling VanLaaten, Bob Miller, Phil Boudreau, Aurel Roy, Bernard Seguin, Paul Jacobien, Val Brideov.



Lined up in front of one of the big grinding mills at Creighton, with the rodding machine in the background, ore some of the personnel who contributed to the million-hour safety record: Reg White, Robert Lopointe, Dennis Dowdall, Earl McMullen (mill superintendent) Carlo (Tug) Parri, Clarence Mulligan, Clorence Walsh, Svante Routainen.

Here's a group THERE IS NO EXCUSE FOR AN ACCIDENT representing the personnel of the Levock mill who played a valuable port in rolling up one million hours of safe workmanship at Inco's three mills in the Sudbury area: Hector Simon, Jack Kelleher, Conrad Bertrand, Aris Harbulie, Hughle Loughridge, Bunny Moores, Ubald Riopel, Pete Sobourin, George Morrison mill superintendent), Murray Jalsich, Oliver Robillard, Roy Serpell imill mechanical foreman), Eddy Bouchard, Bob Browne lossistant mill superintendent).

and for the next two years taught high school science at Peter-borough, but by 1934 he was ready to come back to the Nickel Belt and settle down.

He married a girl he met in Peterborough, Marion Jamieson, in 1935. Members of their family



Kathleen (Mrs. Ray Herare miston), whose husband is studying for his doctor's degree at the University of Manitoba; Monica (Mrs. James McCook) of Vancouver; James, attending the University of New Brunswick; Jean (Mrs. Ernest Lane) of Toronto.

The Sullivana expect to spend the summers at the camp they built in 1946 on South Bay Road. Lake Ramsay. Held in the highest esteem at Garson, they will be greatly missed in that neighborly little community as well as by their many other friends.

Henry S. Wingate Will Address the 25-Year Banquet

The chairman of the board of International Nickel, Henry S. Wingate, will be the speaker at the 17th annual banquet of the Inco Quarter Century Club at the Sudbury Arena on Thursday, September 23.

More than 2,300 are expected to attend.

Gold badges will be presented to 269 employees of the Company's operations in the Sudbury district who are qualified this year for membership in the 25-year club. The presentations to the big "Class of '65' will be made by Mr. Wingate, executive vice-president James C. Parlee, assistant vicepresident T. M. Gaetz, and Ontario division general manager J. A. Pigott. Two ladies, Miss Nora Bargnesi of the accounting department at Copper Cliff and Miss Hattle McCrea of the secretarial staff at the Copper Cliff Refinery. will be among the honored new members.

Special guests at the banquet will be a group of leading newspapermen and mining editors from Canada and the United States, in Sudbury to attend the ceremony on September 24 marking the opening of the new number 9 shaft at Creighton, which will be the deepest mine shaft in North America.

Another guest who will accompany Mr. Wingate from New York will be John H. Page, recently appointed special assistant to the chairman of International Nickel. Mr. Page, whose responsibilities are concerned with the overall public affairs of the Company and its subsidiaries in all countries, came to Inco after serving for the past four years as executive vicepresident of Badio Free Europe

president of Radio Free Europe. Chairman will be R. G. Dow, secretary of the Quarter Century Club. The salute to the pensioners will be given by G. A. Dick, manager of the Copper Refinery.

CBC songstress Juliette, Canada's most popular television personality, will be the headline attraction of a sparkling stage show featuring feats of magic and other variety acts including an international favorite, Paul Kohler, sensational marimbist.

A hot roast beef dinner with gravy, whipped potatoes, green beans and carrots, topped off by cherry pie dessert, will be served by the women's associations of St. Andrew's and St. Paul's churches. To ensure a hot meal the bag roasts of beef will be brought piping hot from the Ceccuti bakeshop overas and sliced directly onto the dinner plates by a battery of tix electric slicers. A staff of over 200 will hustle the servings to the 2,300 places set at long tables on the floor of the arena and in the block of seats facing the stage.

IT FOLLOWS

The class was discussing nicknames. Turning to one pupil, the teacher asked, "And why were you named Bill "

"My folks really didn't have much choice," was the reply. "I came on the first of the month."



more charming on stage than an screen, Juliette can count on a rausing welcome when she returns to the audience she captured in 1959.

Juliette Headlines Big Show for Quarter Quarter Century Club's `Banquet



Ten live daves come from nowhere and go to nowhere in the smoothly baffling exhibition al mogic that will be a feature of the Quarter Century Club show. Trixon is the stage name of the sophisticated gent who performs this and other feats of legendemain.





Gord Emerson, who is known as the King of Balance, has appeared in all the top night clubs in Canada and the United States. The Videoettes, a navel Swiss Bell ringing act, has a smash finale in which two valunteers from the audience suddenly find themselves the stars of the performance.



Paul Kohler, the xylophone-marimbist who has appeared on the Bob Hape, Ed Sullivan and George Gabel shows, is an international favorite with his display al spectacular Virtuosity. Doug Ramaine, who will emcee the shaw, is a Canadian camic with same side-splitting routines. The Louisbury Sisters, whose boton act is regarded as the best of its kind anywhere, recently waved Europe.



These are the members of the nickel refinery stenographic pool; seated is Margaret Benner, and from the left are Wendy Smith, Elaine White, Bannie Gollop and Sandra Rose.



Over in the first oid department, gleamingly modern with good old nickel-containing stainless steel, pain can be a pleasure under the efficient treatment given by this pleasant staff: senior plant nurse Mary Grace, stenographer Henny Kantymir, and nurses Violet Crawford and Mary Jone Sherk.

Arthur Byng

Forty-four years is a big stretch of time but Arthur Byng has worked that long at the Nickel Refinery in Port Colborne and is now retiring on early service pension.

Born in England, Arthur came to Canada at the age of 9 with



Mr. and Mrs. Byng

has family and took up residence in Hamilton, where he attended school.

In 1921 Arthur came to Port Colborne. His first and only job has been with Inco. He started on the cupolas, then in 1926 he joined Henry Latanville and Len Hobbs as a crate oiler and fitter. He later worked as a plantfitter.

INCO TRIANGLE

The Triangle Camera Takes A Day Off

The Triangle camera is entitled to o break now and then, so one day recently it shook loose from the old routine and took off on a shuttersnopping fling pround the offices of the nickel refinery at Port Col-And, bless borne. blinking little its. eye, look what it come back with --pictures of the delightful young ladies who enhance the view wherever one looks in that establishment, and at the same time get a whale of a lot of valuable work done every day.



These girls handle the mound of paper work involved in getting aut the day's shipments of refined nickel, seated is Madeline Matthews, who is also the division cashier, and standing are Louise DesLaurier, Barbara Rivando and Elaine Loing.



LEFT: Secretaries to the executives Alice Smiley and Sandra MacDanold abligingly poused for a picture in their affice at the end of the hall, RIGHT: Down in the IBM department these key-punch girls had charming smiles for the camero; Barbara Marrison, Luella Hoaver and Jayce Gibbs.



1st class. His ability to get the job done earned him promotion to foreman in 1969.

In 1933 Arthur married Violet Pietz, who died in 1958. In 1961 Elizabeth Haaz became Arthur's wife and they have two sons. Malcolm and Brian, both at house. Arthur was presented with a purse by C. H. Ott on behalf of his fellow workers in the mechanical department as a token of their esteem and respect. Cliris Mac-Phall spoke of Art's many years of faithful service. J. H. Walter, assistant manager, spoke of Arthur's sterling qualities and in thanking him on behalf of the management for a life's work well done, looped that he and Mrs. Bynz would long enjoy his retirement.

LEFT: The busy stenos in the purchasing department, Dorothy Neff and Irene Kovacs, were joined for this picture by Carol Ann Lymburner (left), payroll department steno-

grapher. ABOVE: Goyle Booker (centre), research department stenographer, with Doreen Matthews and Wendy Wilwerth of the file and mail room.

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Hot Copper Cliff Mill Team Regains Beattie Trophy for North in Inco Golf

The R. L. Beattie trophy. emblematic of Inco inter-plant golf supremacy, was regained for the North when the Copper Cliff Mill team decisively defeated the defending foursome from Port Colborne.

Four of Idylwylde's sharpest represented the Copper golfers Cliff Mill in the annual classic. Sandy McAndrew, the Northern Ontario champion, led the team with a par 72; Fred Silver, the Idylwylde champion, came in with a 75; Bill Hutchison had an 80, and Don Ripley an #5.

Port Colborne gave it a gallant try but their gross of 325 was 13 more than the hot score posted by the Millmen. Merle Noyes, a forwinner of the Idylwylde Inmer vitation and of the Niagara Peninsula Champion of Champions title, was their best with a 75; Bob Jarvis had a 78, John Jamieson an 84, and Bob Noyes an 88.

An enthusiastic field of 187 took part in the 22nd annual Inco tournament at Idylwylde Golf and Country Club. The course was a little soggy in spots from the summer's copious rainfall but the weather was ideal and the outing thoroughly enjoyed by duffers and par-shooters alike.

The Special Projects team of Ray Caverson, Wayne Fell, Gary Faulker and Eric Fenton emerged

victorious in the free-scoring tussle for the E. C. Lambert trophy for the best 18-hole net. Their 286 was seven strokes better than the runners-up, Research's Alan Manson, Ken Kay, Dave Huggins and Sandy Bell.

Alex Godfrey's trophy for the best 9-hole net was won by the General Office foursome of Geoff Lawson, Garry Tuomi, Ron Needham and Dick Myher. Under the warm benevolence of the Callaway handicap system their gross melted down to a highly respectable 146, one stroke better than the net of the runner-up Iron Ore Plant entry of John Feick, Dave Lemke, Dan Stoneman, and Norm Whissel.

George Burns, playing with nother General Office entry. another posted a 78 and won the award for the best 18-hole gross, exclusive of team prize-winners. The best 9-hole score in this category, a 40, was brought in by Randy Boluk.

The prize for the most honest colfers went hands-down to the Purchasing Department foursome of Mac Forsythe, Joe Sauve, Harry Pentney and Don Taylor, who un blushingly declared the sensational gross of 536.

The golfers were unanimous in praise of the arrangements for the tourney laid on by the special committee of Paul Parker, Tom Crowther and Walter Lalonde.

Trophles and prizes were presented to the victors at a banquet in the Idylwylde clubhouse, with Paul Parker as master of ceremonies.



COPPER CLIFF MILL team that won the Inco inter-plant golf championship in the annual tournament at Idylwylde August 14: Sandy McAndrew, Fred Silver, Bill Hutchison, and Don Ripley.

Alex Godfrey presented his rose bowl trophy for the best 9-hole net score to this General Office team of Garry fuomi, Geoff Lawson, Dick Myher and Ron Needham. The coptain, Geoff Lawson, norrowly escoped serious injury when he got cought in his own cross-fire on the 6th hole.





Northern Ontario champion Sandy McAndrew of the victorious Mill team shown as he put the "body English" on a long putt.



It's not hard to see by this picture why Fred Silver, 1965 Idylwylde champion, hits the ball a mile straight down the line.



Among the head-table guests were G. A. Harcourt of Toronto, shown chatting with F. G. Burchell; Alan Beattle of Toronto, who mode the presentation of the championship traphy donated by his father, and D. A. Fraser.



Perennial victor in the handicap events is the Special Pradepartment, iects whose team this year had a six stroke margin in winning the E. C. Lambert trophy, which was presented to them by J. A. Pigott, Shown with the trophy are Gary Foulkner, Ray and Coverson Wayne Fell; inset is Eric Fenton.



This was the Port Colborne team that put up a strong argument in defending the Beattie trophy: Bob Jarvis, Johnny Jamieson, Merle Nayes and his son Bob. Veteran Merle tied Fred Silver for the second-best law gross of the day, 75.

You don't realize how much the hear a woman stop scolding her human voice can change until you husband and answer the telephone.