

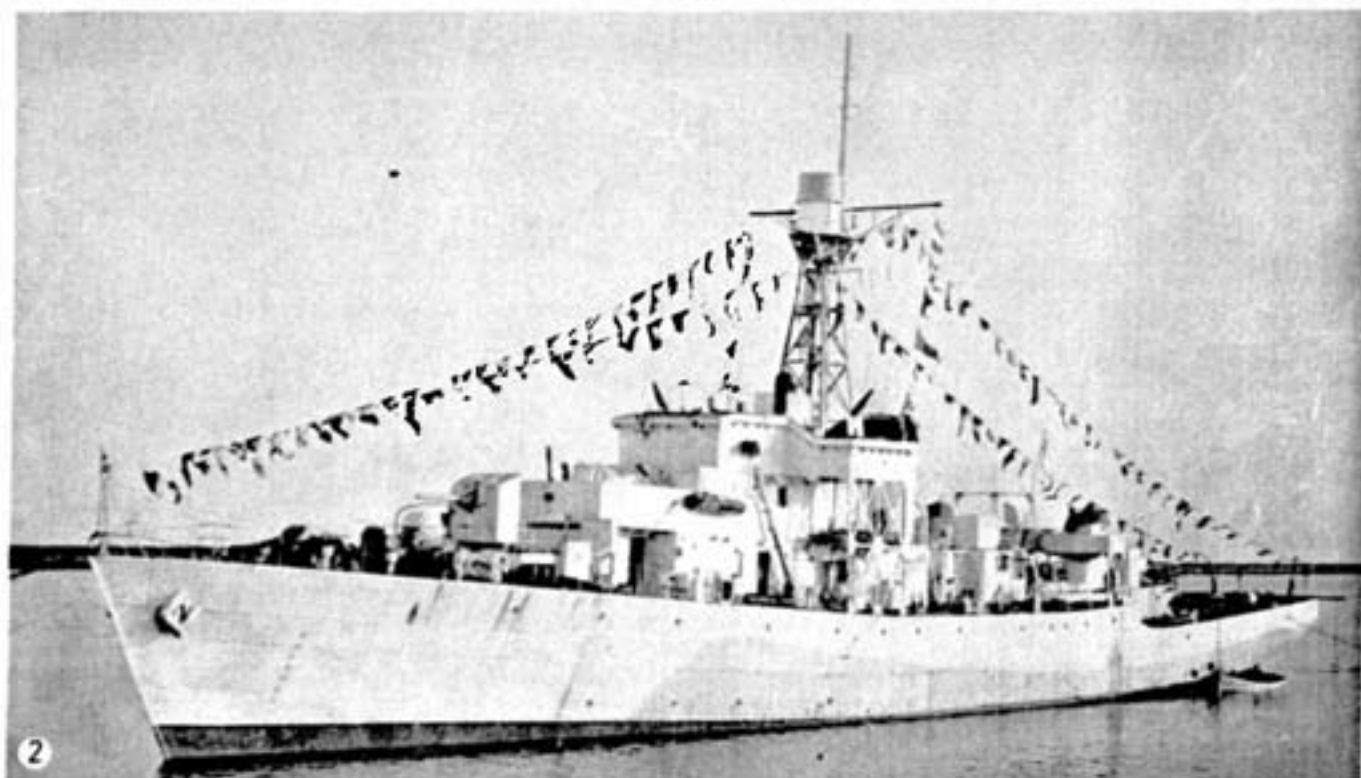


VOLUME 4

COPPER CLIFF, ONTARIO, FEBRUARY, 1945

NUMBER 11

## CHRISTENING OF TWO STURDY SHIPS NAVY'S SALUTE TO INCO WORKERS



H.M.C.S. Port Colborne (No. 1) and H.M.C.S. Copper Cliff (No. 2) are the two staunch ships of the Royal Canadian Navy which carry well-known INCO names upon the high seas. The frigate Port Colborne is seen in her battle dress as she ploughs the Atlantic on convoy duty. The corvette Copper Cliff is gaily decorated for her commissioning ceremonies at a United Kingdom port. For a story on these two ships turn to Page 15.



Published for all employees of The International Nickel Company of Canada, Limited.  
Don M. Drumbar, Editor

EDITORIAL OFFICE COPPER CLIFF, ONT.

VOLUME 4 FEBRUARY, 1945 NUMBER 11

## We Still Need Those Controls

The average home-front Canadian is a pretty good guy. He has pushed industrial production up to three times its pre-war level and has invested more money than ever in Victory Bonds. He is patriotic to a high degree.

Just the same, occasional war-time restrictions affect him in a personal way; a radio tube gives out and he has trouble replacing it; he has to go on wearing perpetually mended underwear; the liquor stock gives out just as his turn comes at the wicket; he tends to feel a little low and wonders if we still need all the war-time controls.

The answer is that Canada still needs all the economic controls and will need them for some time to come. These are the reasons:

(1) We still have to put forward our maximum war effort. Inflation endangers it.

(2) We still have to protect the interests of a large number of Canadians who live on fixed incomes, such as pensions and annuities. Inflation would mean poverty and suffering for these people.

(3) Stabilization is more necessary than ever to prevent sudden post-war deflation. The sharp drop in prices, which inevitably follows inflation, spells ruin for many small businesses and farmers. The drastic curtailment of both industry and agriculture caused by deflation results in wholesale unemployment and destitution for large numbers of workers and their dependants. This reason for preventing inflation is good enough in itself.

(4) Finally, economical stabilization protects the savings of the Canadian people. After the war the spending of some of their war-time savings will help to maintain employment. The Canadian government must return to its citizens dollars equal in purchasing power to those they are now saving. This can be done only if inflation is kept under control.

We avoid inflation by watching price ceilings, controlling wages and salary, paying war-time taxes, buying Victory Bonds and War Savings Certificates and co-operation with the government to control the production and distribution for the consumer.

It must never be forgotten that these controls interlock in such a manner that a slip-up in the working of any one of them weakens the system of controls as a whole.

### CLEAN AIR REGISTERS TO AVOID FIRE HAZARDS

Another "hot tip" about fires is passed along to INCOites by Fire Inspector Bill Humphreys, who says: "It has been shown by several examples that hot air pipes may become overheated sufficiently to set fire to the floor through which they pass from the furnace."

"In the course of time considerable lint, dust and other material collects in hot air pipes and inside hot air registers, and this inflammable material, when ignited, adds to the overheated condition of the pipe. The wood in the floor surrounding the pipes has in most cases been cut away roughly and the broken edges are easily ignited. It is a wise precaution, therefore, to clean out under the hot air and cold registers periodically, using a vacuum cleaner."

# ROLL OF HONOR

THESE HAVE DIED TO PRESERVE OUR WAY OF LIFE

AUBREY A. RODGERS  
Frood Mine

CLAUDE R. MOORE  
Creighton Mine—Mechanical

CHAS. M. COMPTON  
Frood Mine—Mechanical

DOUGLAS C. HESHER  
Frood Mine—Mechanical

JOHN D. DOUGLAS  
Frood Mine

THOS. D. TOLEY  
Frood Mine

GEO. E. POSTLETHWAITE  
Frood Mine

HUBERT LAFRANCE  
Police

WALLACE IBBOTSON  
Copper Cliff Stores

DOUGLAS A. MAY  
Frood Mine

GEORGE N. MOORE  
Frood Mine

CHARLES E. BROWN  
Port Colborne

CLARENCE NICKEL  
Copper Cliff—Mechanical

LESLIE R. SCOURFIELD  
Copper Cliff—Research

CLIFFORD G. GRAHAM  
Copper Refinery

LAWRENCE J. M'UGHEN  
Frood Mine

WILLIAM T. LANE  
Copper Cliff—Electrical

LESLIE BUTLER  
Port Colborne

THOS. F. HYNDMAN  
Copper Cliff Smelter

BEATTY CAMPBELL  
Frood Mine

WILLIAM F. JORDAN  
Copper Cliff—Mechanical

FRANK E. ANDERSON  
Garson Mine

JOSEPH H. EVELINE  
Copper Cliff Smelter

GRAHAM CHABOT  
Creston Mechanical

JAMES ANDERSON  
Port Colborne

MAURICE ONUSKI  
Copper Cliff Smelter

RUSSEL DAVID MATHERS  
Copper Refinery

JOSEPH P. SULLIVAN  
Copper Cliff Smelter

FRED BUCK  
Copper Cliff—Mechanical

ALEX ROY  
Port Colborne

JOHN MARSH  
Garson Mine

STANLEY J. DUBOWSKI  
Copper Cliff Smelter

RODGER BRUNELLE  
Creighton Mine

MICHAEL OWENS  
Copper Cliff Smelter

HENRY GIPSON  
Copper Cliff Mechanical

DUNCAN M'KINNON  
Copper Cliff Mechanical

JOSEPH C. KANE  
Frood Mine

LEE NASH  
Frood Mine

ALBERT S. BLANCHARD  
Copper Cliff Mechanical

FRED GREEN  
Frood Mine

THOS. B. FORESTELL  
Creston Electrical

WILLIAM GORDON  
Port Colborne

ALEX STALKER  
Creston Electrical

F. CAMPBELL BUSHFIELD  
Frood Mine

PHILIP SOULIERE  
Levack Mine

JOHN L. F. LOWN  
Creston Electrical

FREDERICK KONIG  
Port Colborne

MORLEY P. LOYST  
Police

HARRY MAKI  
Copper Cliff Electrical

DAN BERNARD  
Copper Cliff Smelter

CLARENCE J. BAIN  
Copper Cliff Concentrator

JOHN STEPHEN KITTS  
Open Pit Mechanical

CLARENCE L. STEVENS  
Frood Mine

HARRY S. M'INTYRE  
Frood Mine

GEORGE D. LEES  
Murray Mine Electrical

DAVID SCOTT  
Port Colborne

WM. BRODIE ANDERSON  
Creighton Survey

WILLIAM E. A. M'MITCHELL  
Copper Cliff Smelter

GERALD ANDREWS  
Copper Refinery

ARCHIE FERGUSON  
Port Colborne

WILBERT A. HEALEY  
Open Pit

EDISON MENZIES  
Levack Mine

FRANK VID  
Creighton Mine

VICTOR RANGER  
Creighton Mine

LEN ROGERS  
Port Colborne

ALBERT BRANKLEY  
Garson Mine

GEORGE A. MITCHELL  
Port Colborne

C. A. M'KINNON  
Copper Refinery

PATRICK CRAWFORD  
Open Pit

DONALD A. AUGUSTINE  
Port Colborne

JAMES SMITH  
Copper Cliff

J. E. SOULIERE  
Copper Cliff

J. A. MYRE  
Frood Mine

REGINALD GREENTREE  
Levack Mine

DAVID H. JONASSON  
Creston

ARTHUR DIWELL  
Port Colborne

JOHN BECKETT  
Port Colborne

C. J. FISHER  
Copper Cliff

EURWEDD OWEN  
Copper Refinery

LLOYD KIRSTINE  
Frood Mine

EARL DAUBNEY  
Port Colborne

ROBERT L. ANDREWS  
Frood Mine

ARTHUR E. HOOD  
Creighton Mine

RONALD H. FOX  
Frood Mine

RICHARD C. DAoust  
Garson Mine

EDWARD F. KLEMMER  
Creighton Mine

LEO BERNARD WALKER  
Frood Mine

ARMAND ETHER  
Creighton Mine

KENNETH A. GREIVE  
Copper Cliff Smelter

LEONARD SMITH  
Copper Cliff Smelter

MAURICE WILSON  
Creighton Mine

CLIFFORD DONAHUE  
Frood Mine

THOMAS EASTON  
Frood Mine

WALTER DAVID COOPER  
Copper Cliff Smelter

JOSEPH P. HALL  
Creston Smelter

ELMER NEUMANN  
Levack Mine

HARRY FARR  
Copper Cliff Smelter

WILLIAM MUNRO  
Copper Cliff Smelter

ERNEST TOURVILLE  
Frood Mine

LEO WALKER  
Frood Open Pit

HECTOR DESAYEUX  
Creighton Mine

WILLARD DESJARDINS  
Garson Mine

HUGH D. PAWSON  
Copper Refinery

EDGAR GUTHRIE  
Copper Cliff

CARL WALTER STROM  
Frood Mine

ANTHONY SMRKE  
Open Pit

RONALD P. HUDSON  
Frood Mine

ALFRED J. GALLOWAY  
Frood Mine

LEONARD H. SAVILLE  
Port Colborne

ALFRED BALCOMBE  
Port Colborne

VICTOR A. HUFFMAN  
Port Colborne

CHARLES LEWIS WEATHERBY  
Creston

BRUCE S. CORBETT  
Copper Cliff

IVAN PAGE  
Port Colborne

MURDOCK J. McLEOD  
Copper Cliff

### INCO CLUB PLAYERS ARE SEEKING MEMBERS

A new activity which doubtless will attract the interest and support of a large section of the INCO family is a dramatic club which has been formed at the Employees Club in Sudbury.

Under the name of "INCO Club Players" the group will soon commence rehearsals for a play to be produced about the end of March. Any member of the Employees Club interested in dramatics is cordially invited to get in touch

with a member of the executive as soon as possible.

There were 15 present at the organization meeting on January 17. Officers and representatives were named as follows: president, Charlie New, Refinery; vice-president, Helen Lang; secretary-treasurer, Vern Tupling; Garson, Jack Lang; Copper Cliff, Andy Johnstone (Mining Engineering); Creighton, Ernie Kennedy; Frood, Bert Meredith.



## Demonstrations "On the Job" Prove A Popular Help

"The right way to do your job" is the theme of informal courses of instruction which are being given at Company mines and are being very favorably received by the men, who are co-operating splendidly in staging the classes. A new and interesting method of demonstrating Safety, the "schools" have already proven their value in the record-breaking Safety experiences at both Creighton and Frood last year.

The complete mining cycle is broken down into its various operations, drilling, blasting, barring, scaling, mucking, tramming, chute pulling and ripping, etc. A training program for each of these operations has been drafted by the Safety Department and the senior operating supervision. Step by step each operation is covered in "on the job" demonstrations, everybody taking part either as teacher or pupil. Classes are held down to small groups so that no details of the demonstration are lost, and as a result interest has been maintained at a high pitch. It has been interesting to see how even old-time employees, who can go through any motion of their job almost automatically, have responded to these refresher courses. As a final feature, "reminder cards" are distributed to all underground personnel describing the correct method of doing the particular job which has been the subject of the demonstration.

The accompanying photos show how the classes are conducted. In (1) Stope Boss Charlie McFarlane is demonstrating the proper method of barring down muck to E. Lachapelle, H. Napady, and Stope Boss T. Tahavainen, underground at Creighton Mine on Jack Brown's shift. In (2) the demonstrator is Jr. Stope Boss Ken Van Buskirk and the "pupils" are J. J. Semigielski, H. Napady, T. Tahavainen, and Shift Boss O'Neill. "Now listen, fellows," says Shift Boss Alec Sten of 2000 North, Frood Mine, in No. 3, "never bar muck over the stop log in a chute; it might fly out and injure you." Listening carefully are a group of shift bosses, left to right, A. Milner, Doug. McGowan, and Dave Lennie, and Foreman Ole Eden. And in No. 4 Shift Boss Art Milner of 2200 Level, Frood, tells the same thing to, left to right, Ed. Trotter, Pat Frappier, Jack Swartz and Pierre Legris.

As the good old saying goes, we're never too old to learn.



## FIRST HOUSE IN CLIFF BUILT 60 YEARS AGO

Were it not deeply involved in a big wartime job which allows neither time nor opportunity for civic celebrations, Copper Cliff might be pardoned this year for kicking up its heels and putting on a party, because 1945 is the diamond jubilee of the building of the first house in the smelter town.

Built by the Canadian Copper Co. in 1885 as a boarding house, the Cliff's first dwelling was a big log cabin on the site immediately opposite the present location of the Cochrane Dunlop Service Station. After playing its part in the early development of the new mining camp it was torn down some time during the '90's to make way for a laundry erected by two enterprising Chinamen. When the laundry building was destroyed by fire in April of 1927 a monument was put up by the Town of Copper Cliff to mark the historic spot.

Although the records show that the log house was built in 1885, it was not actually inhabited until August of 1886 when Mr. and Mrs. Tom Johnson and their daughter, Margaret arrived from Bay City, Michigan, to operate the boarding house. Landing at Sudbury, then only a little cluster of buildings, the Johnsons proceeded to Copper Cliff by train over the newly constructed Soo railway line. There was no road to the Cliff—only a rough trail through the bush.

In 1885 Thomas Froot, one of the hardy prospectors who were largely responsible for unlocking the vast storehouse of mineral wealth in the Sudbury district, had discovered the Copper Cliff mine, so named from the steep gossan-covered hill which marked the outcrop of the ore body. When the Johnsons arrived in 1886 the Canadian Copper Co. was just commencing development of the property, located behind the present Town Hall, and 11 miners had been hired. These were Tom Johnson's first customers at the boarding house.

Romance blossomed swiftly in the new camp. Margaret Johnson was married that same year to Moses Austin, the Copper Co.'s teamster, and they took up housekeeping in a little cabin near the boarding house. There, in 1887, Maud Austin, first baby to be born in Copper Cliff, made her bow to the world with Dr. Stewart of Sudbury as chairman of the welcoming committee. She died in 1919. Several years after the death of her husband Mrs. Austin was married to J. W. Higgins, a lumberman. They reside in Sudbury during the winter months and in the summer live in their cottage at Skead. Although she is 76, Mrs. Higgins' memory is keen and accurate, and she recalls many experiences of the early days.

By 1888 construction was well underway on the first smelter, which was blown in on Christmas Day of that year under the careful eye of Supt. James McArthur. The population of the little mining camp had grown to about 500 people, among them Phil Green, who opened a general store. Tom Johnson and his wife had moved into a new boarding house, now known as the Milne house on Serpentine St., and succeeding them as occupants of the town's first dwelling were Duncan McDonald and his family, in which there was a daughter Annie. Young Phil Green courted and wed Annie McDonald and six years later they moved to Sudbury where their family is well known. Mrs. Green died in 1929.

Social life commenced to boom in the community. The Johnson boarding house, Dan McKinnon's boarding house at the smelter, and Tom Smiles' boarding house at the neighboring Evans Mine (opposite the Copper Refinery site) were the scenes of many happy



Tom Johnson (wearing apron) stands with a friend in the doorway of the first house in Copper Cliff, built by the Canadian Copper Co. in 1885 on a Balsam Street site now marked by a stone monument.

parties at which the music was usually supplied by Joe Martel and his violin. There was another good violinist in the camp, a Scot from Glengarry, but his name has slipped Phil Green's well-stocked memory. The first play was produced about 1888 at the McKinnon boarding house where a brave band of local Thespians, including Phil, trod a makeshift stage and drew thunderous applause for their efforts. Proceeds were turned over to the church.

The surface ore of the Copper Cliff mine was rich in copper, and hence it was not surprising that the first consignments to the Orford Copper Co.'s refining works at Constable Hook, New Jersey, were regarded as copper ore only. It was while treating one of the

early shipments from this mine in 1887, at Constable Hook, that the discovery was made that the ore carried an important percentage of nickel. Then Colonel Thompson found a process for separating copper and nickel, as related in the January issue of Triangle.

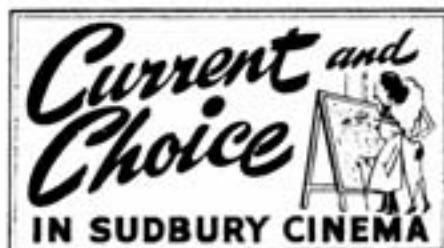
The Copper Cliff mine was closed down in 1905, after reaching a depth of 1,052 feet and yielding about 375,000 tons of ore. Five years previously the mighty Creighton Mine had swung into production, shipping ore to the Cliff smelter over the newly built Algoma Eastern railway, and the little mining camp which had its humble beginning in Tom Johnson's boarding house was on its way to becoming a model industrial centre, hub of the world's nickel industry.



Scene at the opening of the Copper Cliff Mine in 1886. In the foreground, left to right, are L. H. Ashmun, first superintendent of the Canadian Copper Co.; H. P. McIntosh, secretary-treasurer of the company; W. A. Hooker, a consulting engineer; Archibald Blue, director of the Ontario Bureau of Mines. In the left background is Thos. Froot, who discovered the mine in 1885, but the beardless boy at the right must remain anonymous.



The stone fireplace on Balsam Street which marks the site of Copper Cliff's first house, built 60 years ago.



#### OUR HEARTS WERE YOUNG AND GAY

Way back in the Roaring Twenties two co-ed cut-ups, Cornelia Ona Skinner and Emily Kimbrough, got their parents' permission to make an unchaperoned trip to Europe. Years later they immortalized the jaunt in a book which made millions laugh, and now their adventures come to the Sudbury screen in "Our Hearts Were Young and Gay."

Diana Lynn and Gail Russell play the two beautiful innocents who turn Paris upside down and stand London on its dignified ear. The action is fast, the comedy really rib-tickling, the dialogue studded with the quaint slang of yesteryear when "babe vamp", "cat's pyjamas," etc., were common expressions of the sophisticates who were hep.

Diana Lynn drew the spotlight as Betty Hutton's kid sister in "The Miracle of Morgan's Creek." James Brown rang the bell in



Diana Lynn and James Brown in "Our Hearts Were Young and Gay."

"Going My Way." With them in "Our Hearts Were Young and Gay" are lovely Gail Russell, the slick juvenile of "The Uninvited," and Bill Edwards, six ft. five blond giant who attracted attention in the top-flight Preston Sturges comedy "Hail the Conquering Hero." The picture also has Charlie Ruggles and Dorothy Curb, the latter by no means forgotten as a great D. W. Griffiths star of the "silent" days.

"Our Hearts Were Young and Gay" is a nice dash. Be sure to help yourself when it's passed around in February.

#### HOLLYWOOD CANTEN

No less than 62 stars are featured in the musical extravaganza "Hollywood Canteen," which is staged in an exact duplicate of the original canteen in which more than two million servicemen have been entertained, even to the decorations on the walls and the dishes on the tables. The pretty girls glamoring up the place are the actual junior hostesses who dance and dine with the G. I. Joes in the real Canteen.

Here are just a few of the tempting treats Warner Bros. have packed into this outstanding production: Joe E. Brown and Dennis Morgan singing "You Can Always Tell A Yank"; Jimmy "Fingerbuster" Dorsey and his orchestra; Jack Carson and Jane Wyman sing-



John Garfield, Bette Davis, and Joan Leslie in "Hollywood Canteen."

ing "What Are You Doing the Rest of Your Life"; Carmen Cavallaro doing a piano solo "Voodoo Moon"; Kitty Carlisle singing "Sweet Dreams, Sweetheart"; The Golden Gate Quartet jumping "The General Jumped at Dawn"; Joan McCracken, of Oklahoma fame, is toasted during the "Ballet in Jive"; Eddie Cantor and his discovery, Nora Martin, singing an oldie, "We're Having a Baby"; The Andrews Sisters, singing "Don't Fence Me In," "Corncobs for My Country," and "Hollywood Canteen"; Jack Benny and violin master Joseph Szigeti doing a violin duet; Bob Nolan and the Sons of the Pioneers, singing "Tumbling Tumbleweed" and accompanying Roy Rogers, King of the Cowboys, in "Don't Fence Me In." Now will you go and see it.

Also Current and Choice for February: RAINBOW ISLAND with Dottie Lamour; KISMET with Ronald Colman; SONG OF THE OPEN ROAD with Jane Powell; THE CONSPIRATORS with Hedy Lamarr, Paul Henreid, Sydney Greenstreet, Peter Lorre; I LOVE A SOLDIER with Paulette Goddard; TILL WE MEET AGAIN with Ray Milland and Barbara Britton; SLIGHTLY TERRIFIC with Leon Errol, Anne Rooney, Eddie Quillan, Bette Kean; GYPSY WILDCAT with Maria Montez and Jon Hall; BLACK MAGIC with Sidney Toler as Charlie Chan.

#### War Relief Club Sent 600 Parcels Overseas

The War Relief Club, to which a majority of INCO workers contribute, sent more than 600 Christmas boxes to former Company employees in the services overseas, and letters from the boys have been coming in steadily during the past month to Secretary Jim Hazelden, expressing appreciation of the Yuletide remembrance.

One letter in particular will be of interest,

a message from Graydon Cox, former United Church minister at Coniston, who says:

My Dear Friend:

Will you please pass on to your organization my sincere thanks for the lovely box you have sent me. I do appreciate very much your kind remembrance of me who am very a stranger amongst you. Thank you very much.

As you will notice, I have a new address but not on account of wounds or ill-health. Someone higher up decided that D-day front line padres with infantry units should be brought back to a rear formation for a rest, and to take over a lighter job. So, with a sore heart I had to bow to the order and come back here. In spite of several close calls I miss the excitement of the Front. I too miss the fellowship of those boys I had learned to love, and whose numbers were so reduced week by week. It was our Regiment that Murr, Halton spoke about in his radio address when he told of our Commanding Officer pointing out to him—after our hardest and most heart-breaking engagement—that there were six officers and 15 men left from D-day and still up front. That is a sad story for any unit, but we humbly receive honour on behalf of our comrades who died, were wounded, or taken prisoner. God bless them all. They had their faults,—they were young,—some of them so very young—and they went on magnificently.

Please excuse me for running on like this. But these boys meant a great deal to me, and in some moments, as tonight, they pass before me, and I see them all again. God grant I shall always see them as they were—young, strong, proud, and free.

The whole situation is most encouraging now, and we have high hopes. The outcome is certain; but I know from experience that a hard, sorrowful road still lies ahead of the Allies. The Germans will fight fiercely to the last moment before surrendering—they will, as long as they are able, inflict casualties upon us before giving up, and that is why we must not let up for one moment, neither here nor at home—until the last one has given in.

Thank you once more for your gift, and may the New Year bring you all happiness and Peace.

Graydon O. Cox.

#### Retires After 20 Years As V. P. Secretary

After 20 years as secretary to the vice-president of International Nickel Company at Copper Cliff, Miss Edna Browne retired on pension in December. She has taken up residence at 5234 Clanranald Ave., N.D.G., Montreal.



Evidence of the high esteem in which she was held was the dinner party given in her honor at the Copper Cliff Club by friends of the general office staff. There were 25 present. Gift of a pen and pencil set was presented on behalf of the gathering by Miss Louise Schofield.

During her period of service Miss Browne was secretary to the late John L. Agnew, the late Donald McAskill, and the present vice-president, R. L. Beattie.

She was active in I.O.D.E. work as a member of Elizabeth Fry Chapter, Sudbury, and was an enthusiastic supporter of the Copper Cliff Skating Club, of which she was secretary for a number of years.

"The world is so full of a number of things when one has a little leisure that I know I shall be very happy in my new life," she writes to The Triangle, "but I am sure I'll be more than a bit lonesome for Copper Cliff many a time."



## 2400 Level Goes To Blood Donors' Clinic





## CO-OPERATION BOOSTS CROWD AT THE CLINIC

Co-operating with the Sudbury Red Cross Committee to increase the number of contributors at the Blood Donors' Clinic, INCO people have succeeded in stepping up the attendances noticeably in the past two or three weeks.

Cards have been distributed by the Company asking for new donors, and hundreds of these have been signed, but merely signing a card doesn't quite finish the job. Everybody willing to donate should make a point of turning up at the Clinic on the day and hour he or she is called, so that the finely organized work of rushing precious plasma to our comrades overseas may go on without a hitch.

The spirit of co-operation in a good cause has been exemplified by 2,400 Level at Froid Miro, which sent a full busload of 15 volunteers to the Clinic on January 19 and along with other levels of the mine was planning further excursions as we went to press. We see that even our engravers have entered into the affair by cutting a mortise in the shape of a large cross in the accompanying picture layout.

In Picture No. 7 the boys are seen just before they left the mine for the Clinic, a big banner prepared by Neilo Niemi attached to the bus to tell the world what it was all about. Delongchamps co-operated by donating use of the bus.

No. 1: Registering at the Clinic. Jock Jardine, who with Alf Lee was active in organizing the group, receives his card. Behind him are Vic Brunt, Dave Fortin, Ernie Lof, J. Reed.

No. 2: More of the boys register. Left to right, Ivan Haigle, Norman Cowan, M. Grimm, E. Pantel, Charlie Edwards, Hughie Harris, L. Laderoux, S. Currey.

No. 3: Thermometer Row. Left to right, Frank Walsh, J. Pantel, Chester Farrow, Joe Slovenic, Nick Hawyluk, Bill Hammerich.

No. 4: Dr. R. B. Harris tunes in on the heart action of Alf Lee, a veteran donor and Clinic enthusiast, while Paul Belair awaits his turn. Paul was overseas in this war with Les Fusiliers de Montreal and was seriously wounded at Dieppe; he knows the value of blood plasma when your life hangs in the balance on the battlefield.

No. 5: Jock Jardine enjoys a peaceful siesta while giving his donation. The doctor in charge is Dr. C. Ross Ferguson of INCO, Copper Cliff, and the charming nurse (these Scots are good pickers) is Francis Lockhart.

No. 6: The boys certainly made hay with the delicious doughnuts and coffee served by the Clinic after they had made their donations. Here Alf Lee and Paul Belair are putting the finishing touches to their lunch, looking none the worse for wear.

### THE RETORT COURTEOUS

A girl met an old flame who had turned her down, and decided to high-hat him.

"Sorry," she murmured when the hostess introduced him to her. "I didn't get your name."

"I know you didn't," replied the ex-boy friend, "but you certainly tried hard enough."

• Empires built on force will always be destroyed. Those built on trust in Christ will remain.

—Joseph R. Sizoo, D.D.

• Will power is what makes you do what you know you should do when you don't want to do it.

—The Gleaner

• The prudent see only the difficulties, the bold only the advantages of a great enterprise.

—John Casper Leavies



### LOTS OF ACTION IN SHIFT HOCKEY LEAGUE

It's a pity that more hockey fans don't turn out to enjoy the Shift League fixtures at Stanley Stadium, because although the calibre of play may not be quite up to National Hockey League standards, no customer will ever say he didn't get action for his money. The boys really turn on the pressure. In (1) is seen a spot of excitement as Goalie Billy Organ of Refinery turns aside a determined bid by two Vatican stalwarts, Jay McCarthy, No. 2, and Dwyer Corelli, background. Carrey, on the left, and Larry LaFrance, white shirt, are the Refinery aces in the picture. In the second view is one of those little informal engagements to which the Shift League owes a lot of its charms. A couple of the boys are working off some excess steam, the referees have decided to let them go for one full round, and the rest of the players, nothing loathe to rest for a few minutes, are standing about in attitudes of relaxation. In the third picture Bill Organ has pulled off another hot save, Gino Zuliani being the scoring threat. Wes Hart, LaFrance, and Carrey hasten to the rescue. Engineers are leading the loop as we go to press with four wins and no losses; Coniston is second with two wins, two losses, and a tie; Vatican have one win, three losses, and a tie; Refinery have one win and three losses. Young "Yacker" Flynn, graduate of Gordie Alcott's midget school, is leading scorer of the league although he's only 16 years old.

## IT WAS A VERY MERRY CHRISTMAS!

Publication of a monthly magazine often imposes a serious time lag on news pictures and stories, but we think these Christmas party scenes would still be worth space if we couldn't print them until the middle of July.

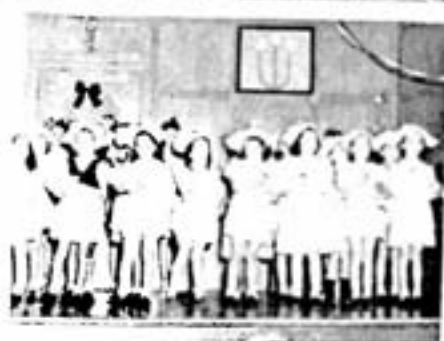
They're just random shots at some of the Yuletide parties which were arranged for children of INCO families in the Sudbury district.

While the hard-working committees who arranged the events are represented in the scenes only by chance, and probably would prefer to remain anonymous in any event, we know of several thousand proud parents and happy bairns who want them to get a full measure of credit. A chore which takes a lot of planning, time and effort, the staging of the annual Christmas parties falls to men who have a full appreciation of the word service, and who draw their reward from the happiness of others.

It was a Merry Christmas.







# A Visit to the Arctic

By R. F. BAKER (Port Colborne)

It has been my privilege to visit the ground over which the great Sir John Franklin, best known of all British Arctic explorers, travelled and lost his life with all members of his party, and over which the great Hudson Bay Co. trapper, Samuel Hearne, explored. It was the former who found the North West passage from the Atlantic to the Pacific via the Arctic and the latter, who established definitely the entrance to the Hudson Bay and all rivers and bays flowing into it, who was the first to follow the great Churchill and Coppermine River from source to outlet, the first to establish contact with the Eskimo tribes along the extent of the Arctic Ocean, and the first to claim for Great Britain that huge tract of land known as North West Territory, and all lands to the pole.

Rumors for years had been coming out of the great silent north, of fabulous riches in gold and copper. In 1929, groups of mining men in Canada planned to explore and develop this great unknown country. It was decided that the aeroplane should figure largely for means of transportation since travel by ground methods were too slow and inconvenient for covering large areas. The situation was approached and appreciated in a way exactly as a chief of staff would, on the invasion of a foreign country in war. Bases had to be established and the country divided into areas, each base to be responsible for an area. From each base, caches were established to provide for emergencies. The areas were—(1) Hudson Bay west coast and inland from Fort Churchill north to Cockburn Peninsula. (2) Bathurst Inlet from area one west to Coppermine River and north to Victoria Island. (3) Mackenzie River. (4) Alaska. (5) Northern Manitoba. These bases were established by boat from the Atlantic on the east via the Hudson Straits and from the Pacific on the west via the Behring Straits. Each was equipped with supplies for two years, because entry or exit sometimes was impossible owing to the brief periods of open water. The hub of the operation was Winnipeg.

I joined the Dominion Explorers, Ltd. of Toronto, in the spring of 1929, having for two years previously been in the employ of the Department of Railways and Canals at Fort Churchill which was at that time starting the new ocean port for the Hudson Bay Railway. During that time I had gained much experience in transportation in the Arctic by tractor on the ice, and by water in the short open season. My job with the company was to establish the base at Baker Lake and then jump over to Bathurst Inlet and look after the operation of that area in the following year. We tried tractors up the coast from Churchill to our base at Tavane, at the mouth of the Ferguson River but found it unfeasible. I then made a trip by dog-team from Churchill to Baker Lake via Chesterfield Inlet with two Eskimo families. Prior to this, I had flown to Churchill from Winnipeg.

In prospecting country we used the following method. Each area was subdivided into smaller areas, rather like a wartime map squared off, with each square numbered. Every morning there was good visibility the plane would leave, carrying two prospectors with their field equipment for three weeks, and a canoe strapped along the underside of the fuselage. Accompanied by a geologist, they would fly to the section allotted for the day, and if the ground appeared to be any good, a landing would be made. If it then proved worth while the prospectors would be left with

detailed instructions about the time and place of re-meeting.

In August, 1929, Col. MacAlpine decided to make a tour of inspection. He flew thru from Winnipeg to Churchill where a delay was suffered over a plane drifting out to sea and breaking up. A new one had to be sent from Winnipeg. Also at this time, our good ship, the "Morsio," which had already made two trips into the bay, blew up forty-five miles out of Churchill. The crew luckily escaped in open boats. When the new plane arrived, it followed in to Baker Lake via Tavane, Chesterfield Inlet. But precious time had been lost. I was picked up as I went thru to Bathurst Inlet. It was decided to fly further north on our way across, since reports had been received that there was a mountain of copper near Pelly Lake and we wished to verify these.

By the time Baker Lake was left behind, ice was already forming, snow storms were due, and heavy ground mists formed daily. Two planes were used on the trip, a Fairchild and a Fokker Universal, both cabin ships. The Fokker has one bad fault for cold weather flying. In taking off, the spray thrown up by the pontoons freezes and stalls the engine. The Fairchild has not this disadvantage. Trouble was experienced with the Fokker at Baker Lake on our jump to Beverly Lake where we had previously flown in a cache of gasoline. The next morning the weather was worse, but since ice was quickly forming on the inland lakes we thought it better to leave. But as time went on, the weather grew more severe, with snow storms all around us, and our shoes on the sun getting further and further apart. Finally, after leaving Pelly Lake, the storm shut down in earnest and we flew on blindly. Instead of improving, the weather gained in violence and a descent was made, a difficult feat in the face of snow and low clouds, with small, muddy and uncertain lakes for landing areas. A consultation was held and we decided to try to fly north and strike the sea coast, since to fly west meant destruction due to the uncertainty of our location, of direction, of game and the absence of the natives, who had gone to the coast for the winter. Because of the rapidly freezing water, it was impossible to remain where we were and we again rose in the air. After some minutes we found a river flowing north and



A couple of Arctic pin-up boys, very old natives of the country north of Baker Lake.

this we followed, sometimes at a height of fifty feet and often between clay banks. Suddenly the storm broke, and ahead of us was a large expanse of water covered with ice flows which we thought must be the Arctic Ocean.

The shoreline reached, we turned north-west and at last sighted two long peninsulas jutting out to sea. A river, flowing between them, emptied into the sea. A landing was made at the mouth and two Eskimos appeared from a tent which we could now see. At first they were very frightened, having had very little contact with white men, and none with aeroplanes. I had picked up some Eskimo language in the Hudson Bay and some of the words I used they understood. Presents were given them and they became our friends. After a long discussion with numerous drawings in the sand we learned that somewhere north of us was a Hudson Bay Co. post. It was decided that an Eskimo, pilot, mechanic and myself, would fly in the direction of the post for as long as our gasoline lasted, then a landing would be made and we would walk on to the post. The gasoline was transferred from the Fairchild to the Fokker because we wished to use the faster machine. On the transfer we had forty-three gallons but much of this was used in trying to take off in the freezing water. The gasoline was taken back to the Fairchild, this time only nineteen gallons. We took off with the native indicating the course, (strange to say, he was not at all frightened but quite at home in the plane). Twenty minutes later, we sighted a large island and beyond, the open sea, across which the native pointed. We knew we were beaten since a forced landing would have meant breaking up, heavy seas were running and our gasoline supply was very low. We were luckily able to get back. Some time later we drained



Building the sod hut in which the MacAlpine party sought shelter from the Arctic winter.

the tanks for fuel and obtained only a pint.

We were marooned with only two weeks emergency rations and face to face with a freeze-up in a country which was absolutely barren, without trees or vegetation. A party of eight men depended upon this and very little more for life for probably two or three months. The Eskimos departed from us, leaving about seventy pounds of raw dried fish and saying they would come back at freeze up, making our situation somewhat better. But everything had either migrated or was doing so; the fish and the deer had gone; the ptarmigan were leaving and the groundhogs were ready to hibernate. After a few days it was found we were on an island with no means of getting to the mainland. A sod-house was built and roofed over with our ground sheets and engine covers, the stay rods of the Fairchild being used for ridge poles. A stove, using moss and engine-oil for fuel, was constructed from our engine heaters. Knowing that storms would soon set in, we gathered all the moss that we could, piling it near the door of our house. Our total game-bag was one fish, twenty-seven groundhogs and thirty ptarmigan. Then, storms setting in, we tightened our belts and waited.

We suffered from lack of winter clothes, heat and proper food, and our belts grew smaller day by day. Six weeks later the Eskimos came back with three dog-teams and two other families, bringing welcome relief in the shape of half a deer and some fresh fish. After some preparations, a start was made for the post. The trip took us two weeks, owing to the unsafe condition of the ice, and we suffered much on this difficult journey. In November the post was reached and there was great rejoicing all round.

In the meantime the largest aerial search ever known had been organized and was combing the country for us. The transfer from pentons to skis on the aeroplanes added more difficulty to the undertaking. The searching pilots with their machines went through tremendous hardships and dangers, and had almost given up hope when our message reached them at Bathurst. In they flew and picked us up. Our trip out to civilization lasted a month due to lack of ice as we came farther south (the planes were on skis). On this trip we lost two ships due to forced landings in mist and on bad ice. Luckily no lives were lost.

Great mineral development will some day be made on the Coppermine and Mackenzie Rivers. Perhaps the great motherlode of copper will be found, probably on Victoria Island or farther north. The great drawback, at present, is transportation and the extreme weather conditions which exist in the Land of Snows. These will eventually be conquered.

## Quarter - Century Of Adventure

Twenty-five years of adventure, much of it bitter duelling against the grim challenge of the Arctic, lay behind Bob Baker when he joined the INCO force at Port Colborne in 1911. Nowadays he's a member of the crew engrossed in the new electric furnace project, a long jump from the perils and adventures of life in the frozen North.

A highlight of Bob Baker's experiences was the famous MacAlpine Expedition of 1929, in which a party of eight escaped death by the grace of a benign Providence. His account of the grueling adventure, published herewith, modestly minimizes the hardships and heart-breaks of those dreary weeks in which the little group of cold and hungry men fought against the bullets of nature on the bleak shores of the Arctic seas. A more detailed account of the expedition is found in the diary kept by Dick Pearce of the The Northern Miner, and in it Bob Baker receives full credit for the part he played in keeping the party alive.

For six weeks these men lived in a little hut they built with stone, mud and moss. They made a small stove from the engine cowling of one of their planes. They had an average ration of five ounces per day each of food—for the most part ground squirrel, ptarmigan and fish which they caught and which was usually anything but palatable despite valiant culinary attempts. They made friends with Eskimo families, for whom they have the highest respect, and eventually escaped from their prison of snow and ice after a wild race across thin ice to Cambridge Bay, where they were beside themselves with joy at the food and comfort of the Hudson's Bay Co. post. Of that night Pearce wrote in his diary: "What a joy it was to pound our words on a typewriter, words that would be wafted south to our families, even though every tap of the keys sent a tingle through frost-bitten fingers. I could easily have cried as I typed a short message to my wife."

Writing later in The Northern Miner, Pearce said: "If we had been able to accomplish our purpose, we would have flown from Winnipeg across the Arctic from Hudson Bay to the Yukon and back, covering 22,000 miles and inspecting discoveries in what may be seven new mining fields. It would have been the greatest flight in Canadian avia-



Bob Baker, examining a knife which an Eskimo made to use in dressing caribou hides. It is one of his many interesting souvenirs of the Arctic.

tion, perhaps in American overland flying. But, as one of the pilots put it: 'We had lots of luck but it was all bad.'"

Born in England, Bob Baker came to Canada in 1906 at the age of 16 to learn fruit farming at Port Dalhousie. A year later he was working in the bush near Parry Sound, then graduated to field work for the Leonard syndicate on the old Coniagas property in the Cobalt silver field. At 18 he had a freighting contract for the Canadian Northern railway, covering the gap between Vermilion and Groundhog rivers. A serious accident on a portage laid him up for some time and he went back to fruit farming, buying a place of his own at St. Catharines.

When war broke out he enlisted as a private with the 10th Battery and went overseas. He returned in 1919 with the rank of major, a D.C.M., and three mentions in dispatches, and went to work for the Dominion Dredging Co. on the harbor at Port Weller. In 1923 he came to Port Colborne as an inspector of harbor construction for the Dominion Govt., and in 1927 was sent to Churchill off the huge harbor project there. During the winter months he worked with Dominion Explorers, constructing bases for aerial prospecting of the Hudson Bay area and the North West Territories. He made a 1500-mile trip with dog team from Churchill via Chesterfield Inlet to the Baker Lake and Thelon River district to establish a base at which a Dominion Explorers plane later picked him up and brought him out to civilization.

Then in 1929 came the ill-fated trip with Colonel MacAlpine and his party. Bob Baker got back to Port Colborne in time for Christmas that year, ill with scurvy. After a long convalescence he decided to call it a draw as far as his fight with the Arctic was concerned, joined the INCO force, and has remained there since.

He was married in England in 1915 to Miss Frances Stevens. One son, Charles, was killed in Normandy last June; he was a lieutenant in the Durham Light Infantry. Another son, Robert, is a sergeant armorer with the R.C.A.F. overseas, and was mentioned in the New Year's Honors list.

Besides being president of the Port Colborne Boy Scout Association, work in which he is keenly interested, Bob Baker is a member of the General Council for Canada of the Boy Scouts, and is a member of the Council for Canada of the Canadian Corps Association.

To put it mildly, he has been around.



Seven of the eight members of the MacAlpine party, a few days after landing at Dease point. Left to right, E. A. Boudway, pilot and mining engineer; Stanley MacMillan, pilot; Donald Goodwin, mechanic; Alex Milne, mechanic; Lt. Col. C. D. H. MacAlpine, president of Dominion Explorers; Joe, the Eskimo; Major G. A. Thompson, pilot; Major Robert Baker. The picture was snapped by Richard Pearce of The Northern Miner, eighth member of the party.



## Their Ideas Were Winners

Well past the \$16,000 mark and growing steadily is the total which INCO employees of the Sudbury District have received for ideas submitted under the Suggestion Plan. This co-operative scheme, in which all Company workers are invited to send in their suggestions for improving the efficiency of our war effort, has produced many excellent contributions. Awards range from \$5.00 to \$1,000.00, depending upon the saving or improvement reaped from the idea. Only employee to hit the \$1,000.00 jackpot to date is Pete Denniel of Frood Open Pit, who collected the maximum award just in time for a Christmas box, but many an ambitious employee has sworn it won't be long before the bell rings again.

In the accompanying picture layout are seen some of the men who have clicked recently with their suggestions:

1. Rene Morin and Art Roy of the Copper Refinery. An electric furnace operator, Rene suggested that the mould doors on the furnace wheel be cooled by a spray before they are opened, rather than by hose afterward, and the consequent improvement in efficiency netted him \$85.00. Art, who is a machinist with more than eight years of service, designed a lock-nut which is used on the pointing machine at the Refinery and has eliminated frequent break-downs. He collected \$55.00 in War Savings Certificates.

2. Mike Bozek of Garson Mine, who received a \$5.00 War Savings Certificate for his suggestion to burn a slot in the top angle on each end of Hudson cars, providing a very practical place from which to hang the switch lamp.

3. Louis Kurck, Creighton Mine employee whose father is also an INCO man. Louis proposed that the platform and railing, then only on one side of the Symons crushers at No. 5 Shaft rockhouse, be extended completely around the crusher. The suggestion was a winner because it facilitates the tightening of the spring bolts spaced around the outside of the crusher. Previously a ladder had to be used to reach these bolts.

4. Eddie LeBreton of Copper Cliff Concentrator, whose idea for eliminating a plate on the scoops which feed the ore into the rod mills resulted in a considerable saving. He got \$10.00 in War Savings Certificates.

5. Joe Sauve, veteran Copper Cliff machinist, received a \$50.00 Victory Bond for an improvement to the water control gates on the turbines at High Falls. He devised an eccentric pin which greatly simplifies adjustment of the chain links.

6. George Black, former Copper Refinery man now in the machine shop at No. 3 Shaft, Frood, designed an improved jig for accurately spacing the holes which are drilled around the circumference of the sprockets for Open Pit haulage trucks when new teeth have to be cut. The time-saving of one man-hour per sprocket over the old method added another \$18.00 in War Savings Certificates to George's previous Suggestion Plan awards.

### JACK BEER WRITES

His old friends will be interested to hear from Jack Beer, who writes from overseas to extend greetings to the INCO family. Besides having some very nice things to say about the Triangle, which modesty forbids we quote, Jack says a fellow likes to get letters when he's stationed in the Italian theatre "where a feminine voice is seldom heard and news of one's community seldom reaches one."

By the way, have you written to a soldier this week?



## Staunch Ships Honor Nickel

Two well-known INCO names are borne over the bounding main by sturdy ships of the Royal Canadian Navy, the frigate *Port Colborne* and the corvette *Copper Cliff*. Christening of these doughty little seagoing warriors in honor of INCO towns was the navy's grateful acknowledgment of the vital job done by International Nickel Company workers in producing key metals in the fight for freedom.

Commissioned in November, 1943, on the West Coast, H.M.C.S. *Port Colborne* has been doing her bit as part of North Atlantic escorts with convoys steadily since her working up trials were over. One of the ships which keeps on plugging away at her job without making headlines, she has seen plenty of action in and around her.

Twice in 1944 she was a member of escort groups which sank German submarines, and assisted in the tracking down of the U-boats, though she never actually got in on a "kill" and was not mentioned in the news stories released.

"*Port Colborne*" found her way to Russia with supply convoys, too, though when and where the Navy will not reveal. She has been at sea for a year now on actual duty, her working-up trials finished in January, 1944, and any Canadian warship with that period of service is bound to have stories to tell. *Port Colborne's* turn will come, when she "picks it up" and her crew come home in the peaceful days of the future.

Officers in H.M.C.S. *Port Colborne* are Lieut. Cdr. Colin J. Angus, R.C.N.R., of Montreal and Halifax; Captain: Lieutenants (R.C.N.V.R.) George E. Best, Toronto; Robert W. Kent, Victoria, B. C.; William G. Crothers, South Orange, New Jersey; Jack M. Alderson, Hamilton, Ont.; and Gordon M. Jenks, Halifax; Engineer-Lieutenant R.C.N.R. John Osborn, Prince Rupert, B. C.; Surgeon-Lieutenant R.C.N.V.R. George P. Mores, Calgary; Mate John E. Wolfenden, R.C.N.R., Taber, Alta.; and Chaplain Ivan R. Edwards of Prince Rupert, B. C.

Lieut. Cdr. Colin J. Angus, Royal Canadian Naval Reserve, enlisted for service in this war in December, 1940, at Montreal. Thirty-seven years old, he is married, and Mrs. Angus is now living at 152 Edward Street, Halifax, where she catches an occasional glimpse of her sea-faring husband when his ship comes in for a few days' rest.

A marine officer in peaceful days, Captain Angus trained at H.M.C.S. *Stadacona* in Halifax early in 1941, taking the usual torpedo, anti-submarine and command courses there; then he served for a time on the West coast at H.M.C.S. *Givenchy*, Esquimalt, B. C. before



An ancient service originated by Gaelic fishermen was used for the ceremony in which H.M.C.S. *Copper Cliff* was commissioned last fall at an overseas port. Photo, taken on the quarterdeck during the ceremony by Lieut. Jacques Trepanier, R.C.N.V.R., shows Rev. William Emlyn, M.A., conducting the service. On his left is Captain Gilbert Claridge, R.N., and on the right facing the camera is Lieut. Cdr. F. H. Hutchings, R.C.N.V.R., of Montreal, commanding officer of the ship.

going to sea with H.M.C.S. *Cobalt*.

While in H.M.C.S. *Cobalt*, he was mentioned in despatches, in June, 1943, and since March, 1944 has worn the Canadian Volunteer Service Medal and clasp and the 1939-43 Star.

He became commanding officer, H.M.C.S. *Port Colborne* on her commissioning at the West coast in the autumn of 1943 and has been her captain ever since.

H.M.C.S. *Copper Cliff*, a Castle Class corvette built in the United Kingdom for the Royal Canadian Navy, was commissioned last fall in a United Kingdom port with all traditional pomp and ceremony.

*Copper Cliff* is one of the 12 corvettes of the Castle Class built in England and exchanged for Algerine minesweepers by the Canadian government. She is commanded by Lieut. F. G. Hutchings, R.C.N.V.R., of Montreal.

The commissioning ceremony took place on the quarter deck of the ship, with the captain taking the salute. Also assisting at the ceremony were Captain Gilbert Claridge, R.N., Lieut. W. Kettle, R.C.N.V.R., representing the Canadian Naval Mission Overseas, and Rev. William Emlyn, M.A., R.C.N.V.R.

Rev. Emlyn conducted the blessing service which took place after the commissioning. The service was a very ancient one, founded on a service of blessing used many years ago by Gaelic fishermen and adopted by the Royal Navy.

H.M.C.S. *Copper Cliff* is now in operation, manned entirely by Canadians. She is especially designed for anti-submarine warfare and is equipped with the most modern gear.

Lieut. Cdr. Hutchings, the commanding officer, is a veteran of the last war, having served in the Royal Navy for 10 years. He came to Canada after retiring and was with the Bell Telephone Company of Canada in Montreal when war broke out. He then joined the Royal Canadian Naval Reserve and has been at sea almost continuously for the last four years in command of corvettes and minesweepers. The *Copper Cliff* is the second Canadian ship Lieut. Cdr. Hutchings has commissioned, the previous one being H.M.C.S. *Wormount*. He lives at 4536 Oxford Ave.,

Montreal, and is the father of three daughters.

Other officers serving in *Copper Cliff* include Lieut. A. Ritchie, R.C.N.V.R., Lieut. F. D. Banwell, R.C.N.V.R., and Lieut. B. Manning, R.C.N.V.R., all from Winnipeg; Lieut. J. Harrison, R.C.N.V.R., of Petrolia, Ont.; Lieut. C. E. Golde, R.C.N.V.R., and Warrant Engineer C. Ross, R.C.N.R., both from Whistler, Ont.

### WINS PROMOTION

His many friends are congratulating Roy C. Barnes of *Copper Cliff* on his promotion to the rank of major. He has also been awarded the Efficiency Decoration as a tribute to his career as organizer and commanding officer since 1918 of the *Copper Cliff Highland Cadet Corps*.

The promotion in rank is the result of an extensive course taken last August at Niagara-on-the-Lake.

•Today man faces the most superb opportunity which has come to him. His world lies in ashes. It is now his to rebuild.

—Henry J. Kaiser

### SALVAGE COMMITTEE HAD VERY SUCCESSFUL YEAR

Financial report of the *Copper Cliff* Salvage Committee for 1944 reveals in some measure the hard work done by this patriotic organization to gather materials for war. During the year the committee collected and shipped 2631 bottles, 2101 lbs. eggs, 70 lbs. brass, 1135 lbs. fats, 44 1/2 tons paper, 7465 lbs. iron, and other miscellaneous salvage.

Total receipts from the sale of the salvage were \$644.60 and after paying small operating expenses like baling supplies and insurance, the committee spent \$375 for Prisoner of War boxes and donated \$10.00 to the *Copper Cliff* Corvette Fund.

House-to-house canvassing will be resumed in March and the Committee is anxious to secure more volunteers for this valuable work.

### CREIGHTON AND CONISTON HAD OUTSTANDING RECORDS

The accident experience of INCO's Mining and Smelting Division during 1944 was most gratifying, with practically every unit showing an improvement over 1943. We are now into a new year and it is hoped that every plant will again come through with a still better record.

Creighton Mine noised out a win over Frood to the tune of .043 accidents per 1000 shifts as against .044 for Frood, and this led all the producing mines in a grand year of real accident prevention work.

In the Smelting Division Coniston plant was outstanding with a frequency of .021, having in fact only one compensable lost time accident in the whole year.

We can be proud of 1944—let us be prouder of 1945.







## 1 & 6—Keeping in Touch

Following a practice instituted by President Robert C. Stanley some years ago, the Company makes an annual check on the health and happiness of all INCO pensioners just to be certain that all goes well with them. Where possible this annual check takes the form of a personal visit, and Picture No. 1 shows E. A. Collins, Assistant to the Vice-President, exchanging reminiscences with John Gribble at the latter's home in Sudbury. It's hard to say which of the two is getting more enjoyment out of the occasion.

This year Mr. Collins got in touch with 105 INCO pensioners in Sudbury district, and wrote letters of greeting to 26 others who live in other centres. Typical of the replies was one he received from J. E. O'Donnell of Scirling, Ont., foreman of the old roast yards which bore his name and father of J. R. O'Donnell, Works Auditor at Port Colborne: "I received your very kind letter and I wish to thank you for your wishes for myself and family. I was pleased to get the information in regard to the number of the retired list and to know they are all in a comfortable position. My wife and myself are in very good health and had a pleasant Christmas. We are having a real old-time winter this year with lots of snow piled everywhere. Wishing you and all the INCO family a very happy and prosperous New Year.—J. E. O'Donnell.

Picture No. 6 shows John Gribble at the console of the pipe organ in St. Andrew's Church, Sudbury. An accomplished musician, he has maintained his hobby and now gets great pleasure from it besides performing a valuable service for others. When he retired as cashier at Copper Cliff in 1943 he had 48 years with the Company, and was the oldest employee in length of service.

## 2—Hockey Master Minds

Open Pit continues to knock over the toughest opposition Ontario senior hockey company has to offer. Soundly drubbing Toronto Army Shamrocks in both ends of a double-header at Stanley Stadium two weeks ago, and handing the same treatment to Newmarket Army last week, the Pit is riding high. Picture shows the quarter of master minds who guide the team's destiny: left to right, Grant Campbell, sec-treas. Open Pit A.A.; Frank Graham, manager and coach; Vic Corbeil, pres. Open Pit A.A.; Bill Ross, vice-pres.

## 3—Ten-Pin Champions

In the final match of the 11-team tangle for the Pete McDonald Trophy at Copper Cliff Club, with ten-pin supremacy at stake, Barney Hamilton's quartet seemed to have the thing tucked away by a narrow margin of 10 points when the score was tallied after the last frame. Then someone took another look, discovered a mistake which meant the count was tied. So the boys took their coats off again and rolled an extra frame in which the Refinery team won. Here are the champs, looking not a bit downhearted over their triumph—left to right, Alex Crossgrove, Mel Luck (the 8.00 a.m. whistle hadn't yet blown when the picture was made, which might account for those closed eyes), Clarence Beach, and

Fred Ness. Members of the losing lineup were Barney Hamilton, Sparky Harry, Tom Birney and Elmer Nickel.

## 4—Jim McNevin of Murray

An honored name in the early history of Copper Cliff is that of McNevin. From Arnprior in 1905 came Sandy McNevin to the little mining camp to open a shoemaking establishment in the old McIntosh Block; his constructive service to the community was evidenced by his 20 years' service on the Town Council.

It was only natural that Sandy's boy Jim, who was born at Arnprior in 1888, should go to work for the Canadian Copper Co. so, after preliminary training running errands for Tom Kennedy's store, Jim got a job at No. 2 Mine. Usually the new boys were put at picking rock at the "bumper table" but Jim drew something a little more exciting. The shaft at No. 2 was inclined for its first 300 feet and then dropped vertically, and Jim's job was to give the skip a helping hand on its journey down the inclined part. Needless to say he got lots of walking.

After a couple of years at No. 2 Jim joined the survey gang which was plotting a proposed electric railway line between Copper Cliff and Creighton, a project which never was realized. In the winter of 1907 he transferred to the steam power house at the Cliff under the late Wm. Mayhew and remained there until 1919, getting his second class engineer's papers. Then the yen for a change overcame him and he moved with his family to Kirkland Lake, where he operated a men's furnishings store for 10 years. In 1928 he returned to INCO, installed the piping in the new No. 3 Shaft at Frood Mine, and did such a thorough job of it that he has handled the pipefitting assignment in most of the new shafts sunk since then—Creighton No. 5, Levack, Garson, and Murray.

Married in 1913, Jim has a family of three, all born in the old home on Church St. in Copper Cliff: Mrs. Jack Monahan of Kirkland Lake, Mrs. A. Murphy of Detroit, and Alex, who enlisted in 1943, is a sapper with the Royal Canadian Engineers in Holland, and worked as a shaftman for INCO at Murray, Stobie and Garson. There are five grandchildren.

Photo shows Jim at Murray Mine, tamping a smoke into his trusty pipe. His recollections of the early days include a wholesome respect for the long hours a man worked them—11 hours on the day side and 13 on the night shift, with a full 23 hours every second weekend. "When the eight-hour shift was put into effect," Jim says, "it hardly seemed worthwhile going to work because a man was almost liable to meet himself coming home."

## 5—"Mr. Mac" Has Retired

Graham A. McFarlane, who retired last month as Works Auditor at the Copper Refinery, was better known as "Mr. Mac" and won a wide circle of friends through his interest in everybody's welfare, his uncounted acts of generosity and his enthusiasm for sport. He was a familiar figure on the sidelines, particularly if a Refinery team happened to be in action. For many years he was an

active member of Idylwyld Golf and Country Club where he occasionally took the measure of such redoubtable shot-makers as Dr. "Terk" Robinson in the good pre-war years.

Born in Aberdeen, Mississippi, on February 19, 1889, "Mr. Mac" early developed mischievous traits which did not fit in with plans for an education, and finally, he says, he withdrew from school during the eighth grade when the principal made it plain to the school board that either the McFarlane boy or himself would have to go.

Undismayed by this turn of fate the McFarlane boy got a job hauling coal, clerked in the grocery store, worked in the post office, and then took a civil service examination which qualified him as a railway mail clerk. In the spring of 1912 he was in Denver visiting relatives when an official of the American Metals Co. offered him a job as clerk in the accounting department. Eighteen years later, after having been stationed at Denver, St. Louis, and New York on the office end of lead, zinc, and copper operations, he came to Copper Cliff as office manager at the Copper Refinery, two months after the plant commenced production. He became works auditor when the Refinery became an INCO subsidiary in 1935.

After spending a couple of weeks at the Company's New York office, helping to wind up INCO affairs for 1944, "Mr. Mac" has gone to Santa Monica, California, to make his home near his sister, Mrs. J. W. Maynard.

"Unfortunately, no love-life to report," he told the Triangle. A confirmed bachelor, he resided in recent years at the Hotel Coulson in Sudbury. He takes away with him many fond memories of Nickel Belt friendships and experiences, outstanding among the latter being that raw March afternoon in 1932 when he was a member of the mad crowd at the C.P.R. station to greet the Cub Wolves returning from Winnipeg with the Memorial Cup, emblematic of the Dominion championship. He'll never forget the yell that went up when Red Porter appeared on the steps of the railway coach, clutching the coveted trophy in his arms.

"Mr. Mac" is succeeded as Works Auditor by Donald Cowill, who has been with the refinery Accounting Department since 1930 and became Assistant Works Auditor in 1940. Stepping into the shoes of Assistant Works Auditor is Clarence Beach, who started with INCO at the Port Colborne Refinery in 1928 and shortly afterward was transferred to the General Office at the Cliff; he joined the Refinery staff in April, 1944.

Prior to his departure "Mr. Mac" was presented with a handsome Gladstone bag and an illuminated address which told him how eager are all his old associates that he draw a full measure of happiness from his years of retirement.

## 7—Staged Lovely Tableau

More than 450 people attended the Christmas Concert presented at the Italian Hall in Copper Cliff on December 26 and 27, and highly commended those taking part for the excellence of the production, especially the director, Miss Dora Volpini.

Feature of the concert was the beautifully arranged tableau depicting the birth of Christ in the lowly stable at Bethlehem. Photo shows the group: left to right, back row, Zelio Toppazzini, a shepherd; Zina Falcioni, an angel; Ontario Basso, as Joseph; Dora Tessaro, as Mary; Jackie Vitali, a shepherd; Norma Fianosi, an angel; front row, Nori Smanis, an angel; Alfred Favretto, as Misaël, a blind Jew; Gloria Santi, daughter of Misaël; Jackie Camilletti, a shepherd; Georgie Ceccarelli, an angel.

A play, "There Was No Room in the Inn", a Star drill and song by the children, and splendid vocal effects, were all staged with the professional touch.

## The YES and NO of it



### Henry Bourre Demonstrates Right and Wrong Ways of Trammung Fill

There's a right and a wrong way to do every job. In these two pictures Henry Bourre, who has been working at Frood Mine since 1942, demonstrates for Triangle readers the right and wrong ways to run a fill car underground.

Filling is a very important part of the mining system at Frood, and fillmen who know their job can and do operate their fill cars year in and year out safely and efficiently by practising what they know to be right and by avoiding what they know to be wrong.

In the picture on which the word NO is written, see if you can detect the things that are wrong, and explain why they're wrong. Just in case you have never operated a fill car, here is an explanation of some of the "X" marks. As you note them, check with the YES picture for corrections.

1. First and most important, Henry shows that it is wrong to pull the fill car because he may trip and fall backward, allowing the car to run over him, or his foot may catch in the fill track with the same result.

2. In operating a fill car one of the things a fillman has to watch are his hands, which may be jammed against timber if they are not protected by keeping them on the hand rail at the back of the car. Naturally this danger is doubled if the fillman is making the serious mistake of pulling instead of pushing his car. In the NO picture Henry's left hand is about to be squeezed against a post. In the YES photo his hands are safe on the hand rail.

4. A loosely hanging lamp cord is definitely a hazard, says Henry, so in the YES picture he has it securely fastened to the back of his hat with the snap-catch which is there for that purpose, and it hangs safely out of the way.

3. Henry demonstrates the difference between a clean working place and one that is carelessly left untidy. In the NO picture you see a drill steel rod and a plank behind Henry; he may trip and fall. Beside him in the foreground are a gad, a sledge hammer, some loose chunks of fill and a plank, any of which would certainly aggravate his injuries if he fell. Note the absence of such truck in the YES setup.

5. Look closely at the NO picture and you see a nail protruding from the post in the right foreground, also the handle of an axe which has been driven into the post. When Henry was learning the fine points of mining in the School Stope he was told to bend all nails over and keep his tools in a safe place, so in the YES picture they have disappeared, as has also the shovel which his Stope Boss, Frank Gamble, has told him to place on the tool rack.

6. Note the absence of guard rails around the set into which the fill is to be dumped in the NO photo. These are important if other workmen are to be warned of the presence of the open hole. They are made by leaning a 5 ft. 6 in. slab diagonally between the posts around the set, as you will see in the YES picture.

7. Finally, the matter of protection for the feet. As a chunk of fill falling from the car onto Henry's unprotected foot would probably cause a broken metatarsal, he throws aside the badly cut and worn spurs he wears in the NO picture and replaces them with a standard pair of spurs in the YES.

Henry Bourre, who obligingly served as stand-in for this pictorial safety lesson staged by Safety Engineer Tom Kierans, is 27 years old and was born on his father's farm at Bigwood. He resides in Sudbury with his wife and five children. Previous to 1942 he worked with Nordale Construction.

The pictures were made in Frank Gamble's stope on 1800 level. Frank, who is an experienced stope boss, nearly threw a fit when he came along and saw the setup for the NO picture. He calmed down when the purpose of the stunts was explained to him, and breathed a sigh of relief when the working place was cleaned up again.

### FAMILY ALBUM

(Continued from Page 15)

#### 8—Annual Yuletide Party

Although the ranks of girl workers at the Copper Refinery have depleted considerably in the past year, this by no means detracted from the happiness of the annual Christmas party given for them in the cafeteria by the matron, Mrs. Hazel Duncan. A prettily appointed table, delicious food, and an exchange of Christmas gifts and good wishes, were all much enjoyed. Al Weiblund did a very efficient job as Santa Claus. Attending were: left to right, seated around the table, Helen Steczynski, Alice Core, Doris Campbell, Helen Panko, Mrs. Hazel Duncan, Teeny Koivisto, Flora Dal Bianco, Jessie Leslie; standing, Effie Pella, Bertha Orr, Toini Kaubanen, Belle Stone, Mary Franks, Olga Dankovich, and Lillian Martel. Special guest was Olga Dankovich, former Refinery worker who was on a holiday visit from her new home in Saskatchewan.