

Submarine Miner



VOL. 1 JULY, 1954 NO. 2

General Plant News



John Rees of the Cable Department is presently visiting friends and relatives in the United States while on vacation. . . . Gordon Meadus and Patrick Skanes, both veterans of the Korean War, were discharged from the army recently and are now employed with the Company. . . . Congratulations are extended to the following employees who were married recently: Charlie Hawco, June 12th; Edward O'Brien, June 22nd; Louis Costello, June 23rd; Henry Lane, June 23rd; Gerald Hynes, June 26th; Brendon Fitzgerald, June 29th; Clifford Rees, June 30th, and Steve Murphy on July 2nd. . . . Mr. A. R. Proudfoot, who retired last month, was honoured on June 14th, by a group of his friends and associates when they tendered him a testimonial dinner in the C.L.B. Armoury. Mr. Riv Costigan read an address to mark the occasion and Mr. C. Peddle, a life-long friend of Mr. Proudfoot's, presented him with a gift on behalf of those assembled. . . . Congratulations to Mr. and Mrs. James Byrne, Sr., of Lance Cove, who celebrated their Golden Wedding Anniversary on Saturday, June 26th. Prior to his retirement, Mr. Byrne was employed at the Power Plant, Dominion Pier. . . . The stork made a visit to the homes of the following employees during the months of May and June: Andrew Noremore, a girl; William Butler, a girl; J. J. Murphy, a boy; William Kavanagh, a boy; John D. Kent, a girl; William Tremblett, a girl; Albert Lewis, a girl; George Kelly, a boy; Garfield Bartlett, a boy; Salva Gauci, a boy; Gerald McCarthy, a girl and Leo Ezekiel, a girl. Congratulations are extended to the proud parents. . . . John Tarrant, of the Shipping Department spent his vacation visiting Sydney, Toronto and other cities on the mainland. . . . The month of June brought the return of the Dutch ship "Stad Vlaardingen", in command of Captain De Herr, to the shipping trade at the Scotia Pier loading dock. The "Stad Vlaardingen" is one of the best known ore carriers among those calling at this port at the present time. She first came here

in 1922 and, with the exception of a period during World War II, has been taking Wabana iron ore across the Atlantic ever since. Captain De Herr has been in command of the ship since 1925. When war broke out in September, 1939, the "Stad Vlaardingen" accompanied by three other Dutch ships was on the anchorage near Little Bell Island, and remained there for three weeks following the outbreak. It was thought for a while that the ships would spend the winter in Newfoundland but orders came for them to sail and they crossed the Atlantic to assist in the Allied cause. During the war the "Stad Vlaardingen" was torpedoed by a German submarine off the coast of Scotland. With great skill, Captain De Herr was successful in saving his ship by beaching her. She was later refloated and returned to active service. Following the war, she returned to the ore shipping trade. . . . James McCarthy, former No. 4 Mine employee, has accepted a position on the mainland. . . . Riv Costigan, chief chemist of the Company, is presently visiting the United Kingdom and Germany on Company business. . . . Dr. Walter Templeman, Chief Medical Officer of the Company, and Mrs. Templeman returned to the Island recently after an extended visit to the British Isles and Europe. . . . Arthur Bennett, No. 3 Yard Foreman, is convalescing at home after having undergone an appendectomy at the Grace Hospital, St. John's. . . . Mr. Cecil Smith, Superintendent of Lands and Titles for the Dominion Steel and Coal Corporation Limited, Sydney, N.S., visited Wabana recently on Company business. . . . Louis Hann, Engine Driver, No. 3 Mine, has returned to work after a period of convalescence following an operation at the Grace Hospital on May 7th. . . . On June 30th, several members of the Dominion Volunteer Fire Brigade called at the home of Mr. Reid Proudfoot for the purpose of showing their thanks and appreciation for the assistance and support he rendered to the Brigade down through the years. A formal address was

read following which Mr. Proudfoot was presented with a gift as a token of the high esteem in which he was held by the members of this organization. . . . Mr. Paul Malles, Economic and Labour Writer, International Service of the Canadian Broadcasting Corporation, Montreal, paid a visit to Wabana recently and while here was taken on a tour of the plant. Mr. Malles was concluding a fact-finding tour of Canada in connection with his work and was greatly impressed by what he saw and learned about the operation here at Wabana. . . . Mr. Alfred Cahill, Medford, Massachusetts, is presently visiting his brother, John Cahill, Town Square. This is Mr. Cahill's first visit to his birthplace in over fifteen years. He is a former employee of the Company, having worked in No. 3 Mine over thirty-four years ago. . . . Sympathy is extended to Dick Tailon, Purchasing Agent, on the death of his father who passed away recently at Fort William, Ontario. . . . Mr. Ralph Andrews, Deputy Minister of Welfare for the Province of Newfoundland, visited the Island last month and while here was taken on a tour of the operations. Mr. Andrews is a former employee of this Company having worked in the Survey department for several years. He was very much impressed by the many changes that have taken place both in mining methods and equipment since he worked here. . . . In a letter to radio station CJON recently, Mr. G. C. Allen of 24 Wiltshire Road, Thorton Heath, Surry, England, stated that on April 10th, he heard the DOSCO News at his home and enjoyed it very much. . . . Jim Farrel is back on the job after an appendix operation at St. Clare's Hospital, St. John's. . . . Jack French of the Electric Shop has acquired a 14-foot boat with a 5 H.P. outboard motor and is looking forward to good fishing and sailing this summer. . . . It is interesting to note that a little over 12% of our employees have not missed a single day's work since the beginning of the year. . . .

HAP HAZARD

NO SMOKING AREA

SHOKING AREA

NO SMOKING AREA

BOOM

HEI MAC, I LOST THE HEAD OFF MY HAMMER - YOU SEEN IT?

SURE THEM HATS ARE OKAY - BUT HOW OFTEN DOES A THING LIKE THAT HAPPEN?

HOW CAN YOU SAY YOU DON'T KNOW HOW IT HAPPENED?

I WASN'T LOOKING

NATIONAL SAFETY COUNCIL

Practice Safety—Prevent Accidents

By T. G. GODIN,
Safety Director

How would you describe SAFETY?

It is probable that no two people would give the same answer. Just as a Loader Operator must know what a loader is or a Driller know what a drill is, all of us here at Dominion Wabana Ore must know what SAFETY is before we can reduce accidents to an absolute minimum.

SAFETY is an abstract term. You cannot feel it or see it, but you are quickly made aware of it by its presence or absence. We can say that SAFETY is a state of mind that must exist in all of us before SAFETY may be obtained. State of mind is also an abstract term which may be defined as a consciousness of an ever-present condition. When all men are conscious of the possibility of injury at all times, they will be safety conscious and our accident rate will drop. To sum up, we can say that SAFETY is a state of mind by which men are constantly aware of the possibilities of injury at all times.

The prevention of accidents is an important part of all industrial operations. It is of particular importance to the mining industry. Descriptions of mine accidents are widely circulated both in the press and on the radio. Descriptions of great and frequent improvements in mining methods and equipment, with the accent on SAFETY, are usually confined to technical publications which do not enjoy the same wide coverage. Consequently, the public considers mining to be a highly hazardous occupation.

As an injury to any part of the body affects the whole body, so also does an accident to any member of a community affect the community as a whole. It is impossible to understand the effect of accidents on the social aspects of our lives.

The question is now, how can we prevent these accidents? Statistics and figures show that over eighty-five per cent of all accidents are caused by unsafe practices, while the balance are due to unsafe conditions. Statistics here at Wabana show that we follow that pattern. In the past number of months, with the fullest co-operation of Management, I think all will agree, every effort has been made to have these unsafe conditions corrected. This we will continue to do. Our combined efforts

have already shown results in a considerable reduction of accidents due to unsafe conditions. We are faced then with this problem of reducing the remaining number of accidents caused by unsafe working practices or acts. Here, each and everyone of us has a vital role to play.

Returning to this SAFETY consciousness, which we mentioned earlier, unless this is developed in all, we cannot hope to reduce accidents, caused by unsafe practices, to any extent. This is a very important part of the job of the Safety Department. Continuous and thorough SAFETY education is the governing principle in the prevention of this type of accident. All can and must do their part. It is just as important and probably more so for us to make an effort to correct these unsafe working practices in others by example, advice and, if necessary, warnings both at home and on the job as it is to correct unsafe conditions. When this SAFETY consciousness is developed in all, then and only then can we hope to reduce accidents to a minimum.

We of the Safety Department ask the co-operation of all, men, wives and children, to do their part in this very important job—the job of preventing accidents.



Wilson Gray, Welding Foreman, is convalescing at home after having undergone several operations. At the time the above photo was taken, Wilson was feeling quite fit and cheerful and was looking forward to returning to work before very long. We join with his many friends in wishing him a speedy recovery and we know that his co-workers will be pleased to see him back on the job before many more weeks have passed.

Plant Safety Committee



Shown above are members of the Plant Safety Committee in session at one of their regular fortnightly meetings. Seated, from left to right are Albert Slade, No. 4 Mine; Jacob Squires, Machine Shop, Fred Skanes, No. 3 Mine; John Kent, Electric Shop. Standing Fred Tremblett, No. 6 Mine and John Parsons, Secretary Clerk. Absent when the picture was taken was Dan Stoyles, Scotia Pier.

What's Your Worry?

Sam came up to me after a safety meeting the other day and asked, "Why are you all the time worrying about accidents?"

"So what if I have an accident? If I get killed I have nothing to worry about. If I don't get killed, then I have only two things to worry about. Will I get well or will there be a permanent disablement?"

"If I get well, I have nothing to worry about. If I get permanently disabled, I have only two things to worry about. Will I be able to get around or will I have to stay in bed?"

"If I can still get around, I have nothing to worry about. If I have to stay in bed, I have only two things to worry about. Can I get enough compensation or sue somebody for enough to support me for life or will I still have to work?"

"If I can get enough in compensation or by suing somebody to support me the rest of my life I have nothing to worry about. If I have to go to work, I have only two things to worry about. Can I do the work with my head or do I have to use my body?"

"If I can work with my head, I don't have anything to worry about. If I have to work with my body, I have only two things to worry about. Do I have enough members of my body left after the accident so that I will be able to use them in a job, or am I short a few?"

"If I have enough parts left to do a job, I have nothing to worry about. If I haven't, I have only two things to worry about. Can I find something else to do for a living, or will I starve to death?"

"If I starve to death, I have nothing to worry about. If I can find something else to do to make a living—I never had anything to worry about in the first place."

"So, why are you all the time worrying about accidents?"

I think Sam has flipped his lid. How about you?

ROBERT D. GIDEL, Senior Engineer,

Industrial Department, National Safety Council.

NORTHWARD WITH PEARY



DENIS MURPHY

On June 8th., 1908, we left St. John's for New York to join the S.S. "Roosevelt" and arrived there a week later. On July 6th., after having spent three weeks taking on provisions and supplies, considered sufficient for our needs for three years, we proceeded to City Island and from there to Oyster Bay where, prior to our departure from the United States, President Theodore Roosevelt (after whom the ship was named), his wife and family inspected the ship. (Editor's Note: The S.S. "Roosevelt" was built at Bucksport, Maine, in 1905. She was 182 feet long with a beam of 35.5 feet, a depth of 16.3 feet and a mean draught of 17 feet with stores. Her gross tonnage was 614 and her estimated displacement approximately 1,500 tons. She was a three-masted, fore-and-aft schooner-rigged steamship and was built entirely of white oak, with treble frames close together, double planked. Her walls were from 24 to 30 inches thick and the keel 16 inches thick).

The next day we left for Sydney, Nova Scotia, where we took on a supply of coal and on July 12th. we set out on the first leg of our long journey northward stopping at three settlements on the Labrador coast where whale meat was procured for dog food.

By August 15th., we had reached Cape York in north Greenland where it was decided to do some walrus hunting and we were successful in bagging forty-five of these creatures. Before leaving the place we took on board thirty-five Eskimos and proceeded northward to Etah where forty-five

The SUBMARINE MINER presents herewith the first installment of an interesting account of the experiences of Mr. Dennis Murphy of Bell Island, a retired Company employee, who was a crew member of the S.S. "Roosevelt", the ship that conveyed Commander Robert E. Peary and party northward in 1908 when he was successful in reaching the North Pole.

Mr. Murphy, who is hale and hearty at the age of seventy-eight is believed to be one of the few men alive today who made that history-making voyage. Following is the first installment of Mr. Murphy's story as related by him:

more Eskimos, men, women and children and over two hundred dogs were picked up. Leaving Etah, we steamed through Robinson's Channel heading for Cape Sheridan and arrived there on September 5th. It was there that the "Roosevelt" became jammed in the ice.

On October 9th., we lost the sun and did not see it again until March 3rd., 1909. This meant that we were nearly five months in darkness during which we were fortunate in having fine, clear weather with the stars sparkling in the sky most of the time. The temperature during this period of darkness ranged from forty to eighty degrees below zero.

As there was a possibility of losing the ship in the ice, emergency living quarters and workshop were set up ashore. Shelters were built out of cases which contained food—mostly in tins—and when supplies were needed, they would be taken from the cases without disturbing the structure. When this work was completed, sledging trips westward were made for the purpose of taking supplies to the chosen starting point which was Cape Columbia on the north coast of Grant Land, where it was convenient for Commander Peary to reload when the time came for him to leave for the Pole. At this location the land fell away in opposite directions: on the Grinnell Land side, to the eastward; and on the Grant Land side, to the Westward which meant that from this point the expedition had a straight course to the North Pole.

In order to make Peary's dash to the Pole as certain of success as was humanly possible, a number of supporting parties were formed to leave at intervals with

sleds stocked with provisions and supplies, the plan being that the supporting parties would maintain a line of supply to Commander Peary's final jumping-off point. This was approximately one hundred and forty miles from the North Pole and over four hundred north of Cape Columbia.

On February 27th., 1909, the pioneer party under the leadership of Captain Bob Bartlett started out followed by the other parties at set intervals. Along the route taken, trail was marked and snow houses built to accommodate the various parties on the return journey. Dr. Goodsell was the first to return followed by George Borup. The third man, Ross Marvin, who set out to return after having reached a latitude of eighty-five degrees twenty-three minutes, lost his life by drowning when he attempted to cross over a field of thin ice. As was usual, he had left an hour or so before the rest of his party, and when the Eskimos finally overtook him they were too late to save him. They brought the sad news to us and related that they were unable to reach him but had watched his body for some time before it sank.

(Mr. Murphy's story will be continued in next month's issue of the SUBMARINE MINER.)

WABANA FLASH BACKS

The first telephone cable between Bell Island and the local mainland was laid in November, 1922. In November, 1930, a power cable was also laid across the tickle and hydroelectric power was used on Bell Island for the first time January 13th, 1931.

On September 12th, 1929, Middleton Avenue was officially opened by Sir John Middleton, the Governor of Newfoundland, after whom the road was named.

Two of His Majesty's battleships, the "Repulse" and "Hood", and the cruiser "Adelaide" which were on a tour of the Commonwealth arrived in Conception Bay on September 7th, 1924, and anchored near Little Bell Island. The M. S. "Pawnee", which was engaged in the ferry service on the tickle at that time, and several motor boats provided regular service to and from the ships for local residents. Many hundreds of people visited the famous ships while they were at anchorage.

The familiar siren, known locally as the "bull-dog", was installed at No. 2 Sub Station on March 24th, 1924. It was later moved to No. 3 Main Hoist and still continues to sound the time of day.

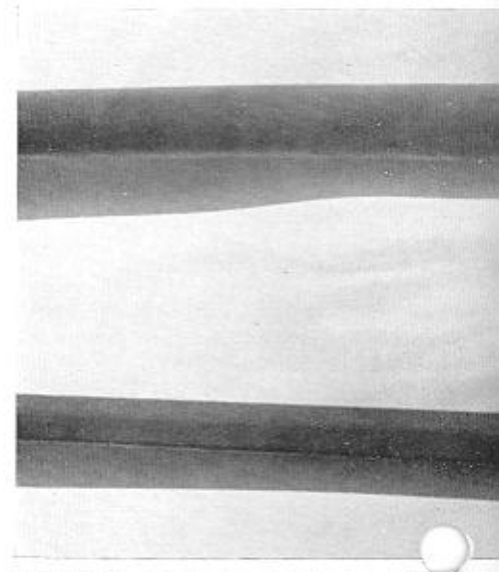
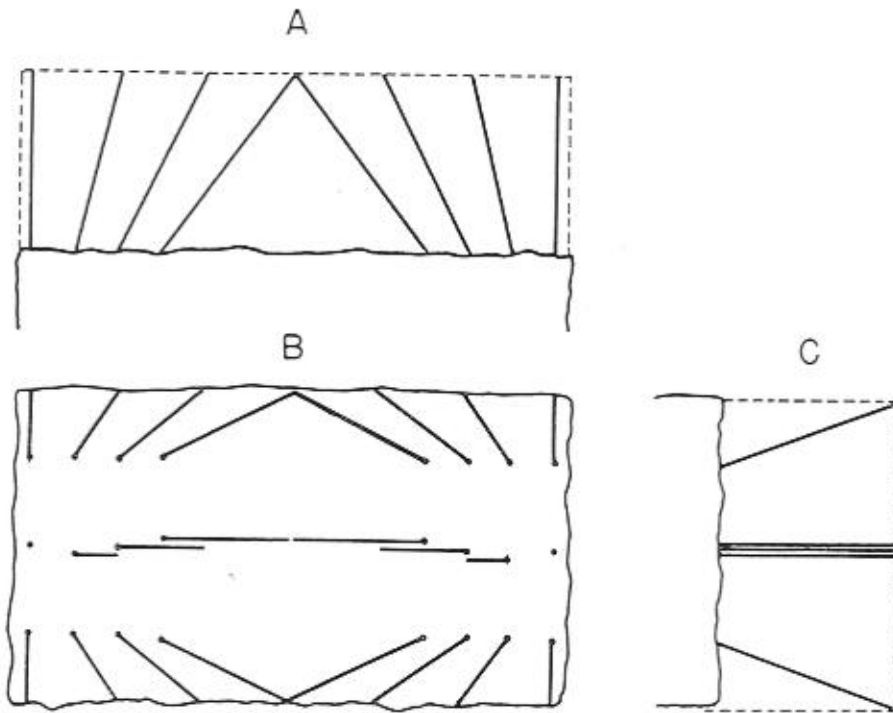
On January 14th, 1937, one of the most disastrous fires in Bell Island's history occurred when nineteen business houses and dwellings were destroyed on Town Square. During the fire a strong S to SSW wind raged bringing sleet and rain making it almost impossible for firemen to check the sweeping blaze.

A move got underway in October 1931 to explore the possibility of building a children's playground on Bell Island. A Committee was formed consisting of Rev. Fr. G. F. Bartlett, Messrs. A. R. Proffoot, Jim Connors, C. Moore and J. J. Carew. Several meetings were held with the Manager of the Company, Mr. C. B. Archibald, and as a result of the Committee's efforts definite plans were made to commence work on the proposed undertaking.



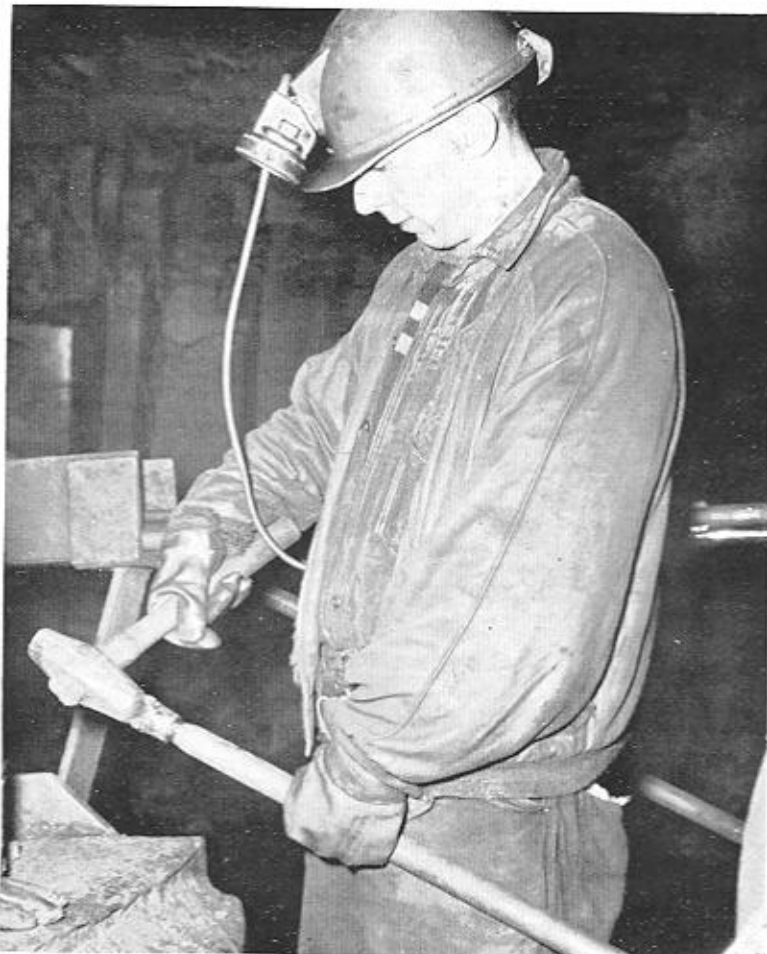
MISS ELSIE WHITE

Miss Elsie White was honoured by her co-workers on June 4th when they gathered in the Accounting Office to mark the occasion of her retirement. A glowing tribute was paid Miss White by her close associate, Miss Annie Murphy, following which a gift was presented to her on behalf of the gathering. Miss White joined the Company on August 27th, 1917, as a stenographer and upon retirement held the position of Secretary to the Vice President and General Manager. By her kindness and sincerity, Miss White made many friends and the Submarine Miner joins with them in wishing her the very best of health and happiness in her retirement.



Illustrated above are two types of drill bits. The top is shown the push-on throw-away bit with a tungsten tip.

BY WILLIAM
No. 3 Mine



Michael Conway, Drill Helper, is shown hammering on a throw-away bit. This bit is capable of drilling through 30 to 40 feet of ore.

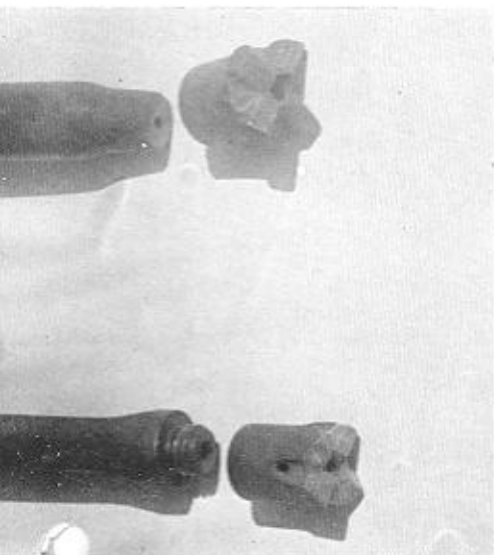
This is the first in a series of articles dealing with various phases of our mining and surface operations here at Wabana. Our initial subject deals with drilling which is an essential step in mining. Broadly speaking, the purpose of drilling is to bore holes into the earth so that explosives can be inserted and the rock or ore broken. Drilling is done in many ways and with many different types of equipment depending upon the type of rock to be broken and its disposition whether it is a mountain to be moved or, as in our case, almost flat submarine ore deposits to be extracted. Since it is the latter which interests us most, we will attempt to describe it in simple terms so that those of our readers, who have never been underground, will be able to acquire a general understanding of what his particular operation involves.

Before an ore face is drilled, the foreman is supplied with a plan drawn up by the mining department showing the location of the place which is to be drilled. This is the miner's road map for it shows him where he is to go and how his work ties in with the rest of the operation. Surveyors mark out the course and advise the foreman accordingly so that the plan may be carried out. The driller's job is to drill holes in such a way that the greatest amount of ore can be broken with as few drill holes as possible with a minimum quantity of dynamite. This requires a lot of skill which can only be acquired from long experience.

There are three distinct types of drilling machines used here at Wabana. At No. 4 Mine, a column and bar mounted automatic feed drifter is used exclusively, while at No. 6 Mine all drilling is done with a small drill mounted upon a light air cylinder, commonly known as an air leg drill. This machine is very light and versatile. It is also used, to a small extent, in No. 3 Mine. The third type of drill is the rubber-tire-mounted mobile drill (see cover picture) which has two large drills mounted on independent hydraulically controlled arms. The driller gets aboard this machine and drives it up to the face and by turning a few levers has both drills in position and ready to operate. Most of the drilling in No. 3 Mine is done with this type of machine.

Before drilling actually commences, there are

LING



used in the mines at the present time. At the top is the carbide insert and at the bottom the threaded steel bit with carbide insert.

M. BABB,
Correspondent



Driller Bill Fitzpatrick operating one of the two drills of a mobile drill unit. Note the advance made by previous drilling round, part of the drill hole still remains. The advance here is 7'4".

many services which must be carried out. All drills operate from compressed air, therefore large compressors must be at hand to provide power. Pipe lines must be strung out from the compressors to the working sections and hoses and connections made fast to the drills. Water is also used to slush the pulverized ore from the hole being drilled, and so must be piped and pumped to the drill. Steel bits and other materials must be supplied, this chore being carried out by the supply crew who move the material required for the next day's operation during the night shift.

Before the drillers move into a "room," as the working place is called, all loose ore and rock overhead must be scaled down so as to make the working area as safe as possible. When these various steps have been taken, the drillers are ready to start work. Drillers usually work in pairs, one sets up the equipment at the face while his helper connects the hoses and procures steel from the nearest supply stand.

One of the first things a novice will notice when approaching an operating drill is the terrific noise which is almost deafening but experienced drillers become accustomed to it and don't seem to mind it very much.

Anywhere from 24 to 75 holes, ranging from 7 to 10 feet in depth may be drilled by a pair of drillers during a shift, breaking anywhere from 100 to 700 tons of ore. As many as three faces may be drilled during the shift.

Looking at the average face (see diagram), 24 feet wide and from 9 to 14 feet high, we see 24 holes arranged in three horizontal rows of eight. These holes are spaced at 2-foot intervals, the top row starting 2 or 3 feet below the roof and sloping toward the roof (C on diagram). Half way up the face another row of holes is drilled horizontally. Two or three feet from the floor a third row is drilled sloping down to the level of the floor. In each row the holes are slanted (see A and B of diagram) in such a way as to provide a wedge, or core, in the center, the reason for this being that when the face is blasted, by delayed action, the core is first blown free thus providing space for the remaining ore in which to break. Some 200 to 500 tons of well broken ore are usually realized from such an operation.



Pictured above are Jack Cantwell and George King face cleaning a "room" on the west side of No. 3 Mine.

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Dominion Wabana Ore Limited
A subsidiary of
Dominion Steel and Coal
Corporation, Limited.

COVER PICTURE

Our cover picture shows driller Bill Fitzpatrick at a west development face of No. 3 Mine. Bill is directing one of the two drills of a mobile drill unit. This unit, of which there are sixteen in No. 3 Mine, was put into use early in our modernization program. Mounted on rubber tires and propelled by compressed air, it carries all the drilling equipment to the face for a drilling shift.



The huge stockpile of ore at Scotia Pier area is being moved this year by means of a conveyor belt. Shown above are two electric shovels feeding the ore into a hopper which, in turn, distributes the ore evenly on to the moving belt that conveys it to the pier loading bins.

OBITUARIES

Sincere sympathy is extended to the bereaved relatives of the following employees who died recently:

JAMES TAYLOR, Mechanical Department, who passed away on June 9th.

LLEWELLYN LUFFMAN, No. 3 Mine employee, who died suddenly at home on June 12th.

SAMUEL LITTLEJOHN, Pensioner, former carpenter, who passed away at home on June 30th.

THOMAS J. GRAY, Pensioner, former Captain, No. 3. Mine, who passed away suddenly at the Grace Hospital on Saturday, July 3rd.

DOMINION DAY OBSERVED JULY 2nd

By mutual agreement between the Company and the Unions, Dominion Day was observed on July 2nd, instead of Thursday, July 1st. All mines and departments ceased operations at 8.00 a.m. on Friday and reopened the following Monday thus affording the majority of employees the opportunity of enjoying a three-day holiday.

Many employees took advantage of the long weekend by taking their families on an outing to the local mainland while others chose to get in a day or two of fishing at their favorite pond or stream. Mainland employees enjoyed the long holiday with their families and friends at home, returning to the Island Sunday evening.

Memorial Day Service Held



On Sunday, July 4th, the annual Memorial Day Service was held. Ex-service men of World Wars I and II and of the Korean War, members of the Army Cadet Corps, the Church Lads Brigade accompanied by the bugle bands of the Cadet Corps and the C.L.B. and the brass band of the Loyal Orange Association paraded to the war memorial where hundreds of citizens had gathered to take part in the service which was held in respect of those who died in the cause of freedom.

Shown above are a group of ex-service men who made up the Firing and Colour Parties: Kneeling, left to right, John Fillier; Frank Ryan; Hubert French; Rene Pearle. Standing: left to right, Gerald Tucker; Peter Rees, Granville Martin; Ernest Miller and Michael Lawlor, M.M.

Mr. William Parsons and Friend



Mr. William Parsons, Tending Hoist Operator, No. 2 Loader, is shown, at left, just prior to boarding the man trams at No. 3 Mine to start another shift. "Billy", as he is familiarly known, is one of our oldest and most valued employees having an unbroken record of over fifty-one years of service with the Company. His friend, if you have not already recognized him, is Karsh the world-famous photographer.

ST. JOHN AMBULANCE HOLDS PRESENTATION



A Branch of the St. John Ambulance was formed at Wabana on October 24th, 1952, and since then steady progress has been made in the Association's chief work of training persons to give first aid to the injured. In all, thirty-six adults and seven Boy Scouts have so far been trained. The Seniors were instructed by Drs. W. Templeman and B. J. Egan, and the Boy Scouts by their Scoutmaster, Mr. Norman Reynolds, with Dr. G. A. Dawe officiating as Surgeon Examiner. Included in the senior group are 22 employees of Dominion Wabana Ore Limited, three of whom have successfully passed three first aid courses and will be taking instructor's examination later this year.

On Wednesday, June 23rd, 20 candidates of the first aid classes of 1953-54 were presented with medallion awards, vouchers and certificates in the C.L.B. Armoury. The presentation was made by Major A. S. Lewis, M.D., C.M., Second Vice-President and Provincial Commissioner of Brigade, St. John Ambulance in Newfoundland. Fifteen Company employees were in the group and to those and all others who gave their time and effort to this very worthy undertaking, the SUBMARINE MINER extends its congratulations and appreciation.

First aid training is vitally needed in a mining center such as Wabana and the interest shown by Company employees and the general public in St. John Ambulance work has so far been very gratifying. Let us hope that it will continue thus.

Shown with their Instructor, Dr. B. J. Egan, are thirteen of the candidates who received First Aid Certificates. L. to R., front row: Clifton Squires, Main Slope Foreman, No. 3 Mine; Mrs. Esau Parsons; Dr. Egan; Mrs. Stephen McLean; Mary Pumphrey; Benjamin Warford, Supplies Foreman, No. 3 Mine. Second row, L. to R., Leo Fowler, Carpenter Foreman; Charles Noseworthy, Clerk, Euclid Garage; Leo McCarthy, Section Foreman, No. 4 Mine; William Babb, Material Foreman, No. 3 Mine; and Jack Cohen, Back row, L. to R., Gerald Galway, Geology Department; Francis Delahunty, Section Foreman, No. 3 Mine; Victor Hammond, Section Foreman, No. 3 Mine; Roy Rees, Safety Inspector who was awarded a medallion. Missing from the group is James Janes, Mechanic, Euclid garage.



Mr. Sydney Bown, Secretary-Treasurer of the Bell Island Branch is shown at left presenting a cheque for \$1,000 to Major A. S. Lewis, M.D., C.M., while Dr. B. J. Egan looks on. The Branch raised the greater part of this amount through entertainment.



Three employees of Dominion Wabana Ore Limited received Medallion Awards. Shown left to right are Frank Squire, Ventilation Superintendent; John Skinner, Surgery Attendant; Roy Rees, Safety Inspector. These men are being trained as First Aid Instructors by Dr. Walter Templeman.



Pictured above are the Executive and the Executive Committee of the Bell Island Branch, St. John Ambulance.

Front Row, left to right: Mrs. George Noseworthy; Miss Jean LeDrew, R.N.; Dr. B. J. Egan, Chairman; Sydney Bown, Secretary-Treasurer; Mrs. Leo Fowler; Mrs. Pierre Coxworthy.

Second Row, left to right: Bert Rideout, Ambulance Driver; Norman Reynolds, Vice-Chairman; F. J. Newhook, Principal of C. of E. Academy; Roy Rees, Safety Inspector.

Back row, left to right: James Hammond, pumpsman, No. 6 mine; F. B. Squire, ventilation superintendent; T. A. Bown and E. J. Russell, Missing from the Pic. are William Sullivan, Mrs. Clarence Atkins and E. J. Murphy.