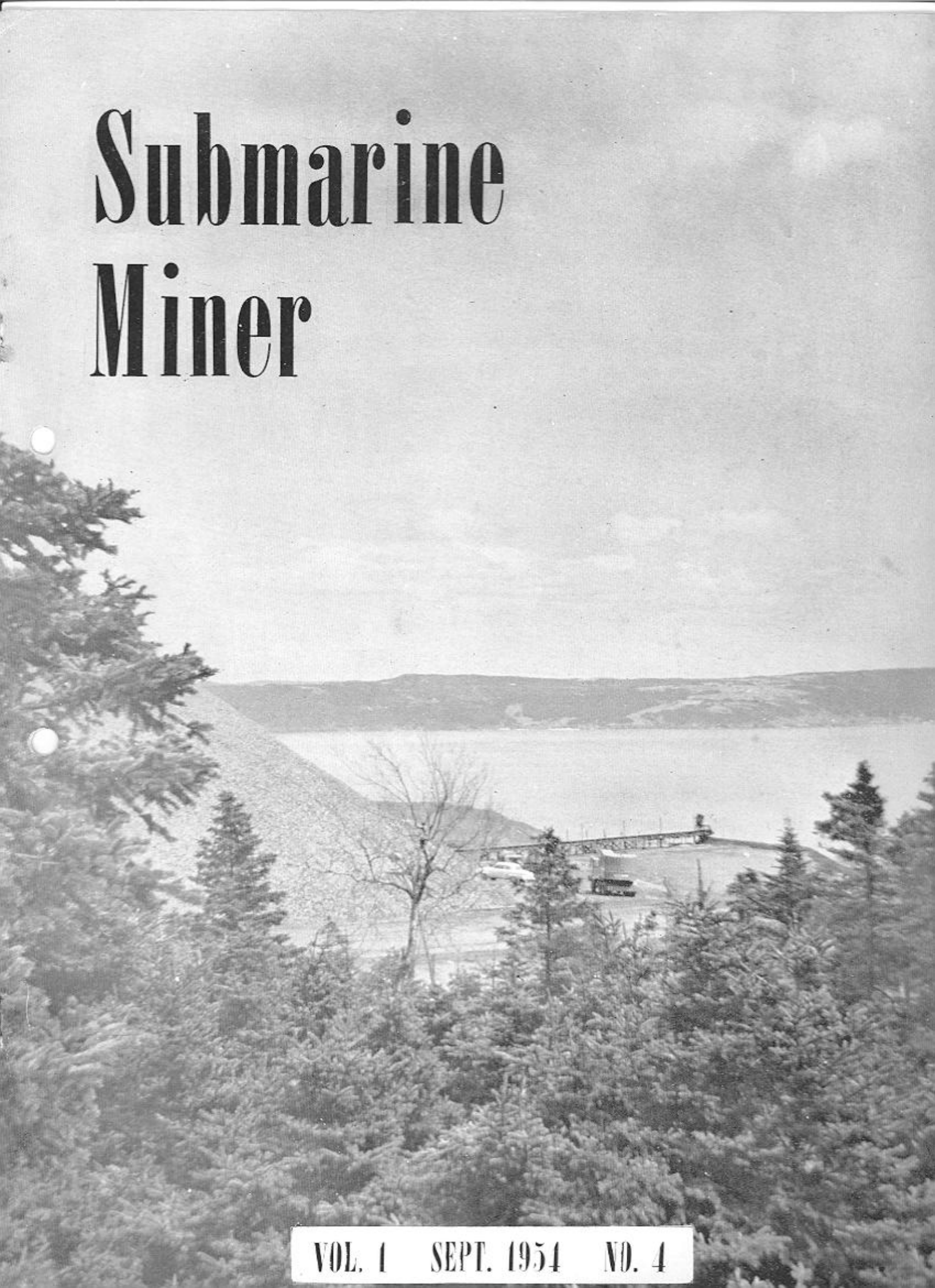


# Submarine Miner



VOL. 1 SEPT. 1954 NO. 4

# General Plant News



A. V. Corlett, Professor of Mining Engineering, Queen's University, Kingston, Ontario, recently visited Bell Island on a tour of inspection of the mines for the Mines Branch of the Department of Mines and Resources. . . . Don Gosse and family spent their holidays visiting brother Garfield who is employed at the Sydney Steel Plant. . . . Arthur Blackmore and Peter Costello, members of the Dominion Volunteer Fire Brigade, recently completed a two week's training course in fire fighting and maintenance of equipment in St. John's. . . . "Mac" Harvey, Mechanical Office, received quite a surprise on August 26th, when he received a Christmas card from a friend in Fort Henry, Ontario, which had been mailed on December 14th, 1953. . . . Ray Murphy, popular young Bell Island athlete, sustained a broken foot in a motorcycle accident on the Placentia Highway during the month of August. Ray returned to his home a short time ago after a three week's stay at St. Clare's Hospital, St. John's. . . . Gerald Rees, Shops Superintendent, entered the Montreal Neurological Institute on August 30th for an operation. The latest word is that the operation was successful and he has recovered to the extent that he is allowed up for a short period each day. We are glad to report this news and join with his friends in wishing him a speedy recovery and an early return to his home. . . . Congratulations are extended to Mr. and Mrs. Reid Proudfoot who celebrated their fortieth wedding anniversary on September 5th. . . . Congratulations are also extended to Mr. and Mrs. H. M. Stares who celebrated their Golden Wedding Anniversary on September 7th. . . . The stork visited the homes of the following employees during the months of August and September: Lawrence Fitzgerald, a boy on August 6th; Michael Flynn, a girl on August 6th; John Kennedy, a boy on August 30th; Clyde Hunt, a boy on August 30th; Edward Kennedy, a girl on August 14th; Ted Butler, a girl on Sep-

tember 6th; Thomas Sweeney, a girl on August 27th; Lloyd King, a girl on August 7th, and Freeman Mercer, a boy on August 24th. . . . William Hammond who was employed with this company before leaving Bell Island in 1912 to take up residence on the mainland visited Wabana during the month of August. It was his first visit to the Island in twenty five-years. . . . Bill Kennedy, son of Mr. Dolph Kennedy, No. 6 Mine employee, is studying engineering at St. Jean Military College, Quebec. . . . Congratulations are extended to Patrick Joseph Duggan, son of Mr. Edward Duggan, No. 6 Mine employee, on winning the King George V Jubilee Scholarship. Patrick entered Memorial University this fall to study engineering. Also, to fifteen-year-old Peter Neary, son of Peter Neary, Sr., of the Traffic Department, on winning the District Scholarship with 516 marks out of a possible 600. . . . Douglas Harney, son of Mr. Herbert Harney, successfully passed a summer school course at Memorial University and has since accepted a teaching position at Twillingate. . . . Congratulations to Mr. and Mrs. John McLean, West Mines, who celebrated their forty-seventh wedding anniversary on August 23rd. . . . Leo Butler, son of Mr. Tom Butler, No. 3 Mine employee, recently visited his parents whilst on leave from the Royal Canadian Navy. Another son, Gordon, is now in Quebec City where he is trying out with the Quebec Frontenacs hockey team. . . . Sympathy is extended to Don Tucker, Section Foreman, No. 3 Mine, on the death of his mother on August 26th. . . . Captain Hodgeson, Master of the S.S. "Durham Trader", which has taken several cargoes from Wabana this year to the U.K., paid a compliment to the boys at Scotia Pier for the fast turnabouts his ship received this year. The Captain said that Wabana was, without doubt, one of the most efficient ore loading ports in the world. . . . Birthday greetings are extended to the following pensioners of the Company:

Thomas Joy who was 74 on August 3rd; George Clarke, 70 on the 5th; Thomas C. Morgan, 69 on the 6th; Patrick Skanes, 67 on the 6th; John Rose, 68 on the 8th; Walter McLean, 68 on the 9th; Richard Walsh, 79 on the 10th; Albert Dicks, 71 on the 12th; Edward Peckham, 63 on the 13th; Reuben Butler, 71 on the 15th; Jim Ryan, 67 on the 15th; Henry Boone, 70 on the 16th; George E. Rees, 72 on the 18th; Walter Parsons, 70 on the 18th; Fred Rideout, 65 on the 22nd; George Badcock, 68 on the 23rd; George Warren, 61 on the 23rd; William Barrett, 71 on the 24th; Michael F. Hawco, 65 on the 25th; John Hunt, 73 on the 26th; Benjamin Butler, 77 on the 27th; Peter F. Kent, 65 on the 28th, and A. Fillier, 70 on the 31st. . . . Mr. Joseph Penney, who came here from Lithuania in 1925 and who went on pension in October, 1953, has now moved to Gardner, Mass., where he will take up residence with his son, Gidomenus. . . . The appointment of William Lindsay as Foreman in charge of all Surface Mechanical Equipment and Compressors effective as from August 10th, was announced by Mr. J. M. Bracken, Assistant Manager, last month. "Bill" held the position of Compressor Foreman prior to his new appointment and we join with his many friends in offering congratulations on his promotion. . . . The many friends of Selby Warren are pleased to see that he is now back on the job after an absence of over a year because of injuries received in an accident in No. 3 Mine. . . . Sympathy is extended to John, Samuel and Ambrose Dean, employees of this Company, whose mother passed away on September 14th. . . . Mr. and Mrs. J. A. Turner, are presently visiting Montreal, New York and other cities on the mainland. . . . William Andrews of the General Surface Department returned to the Island recently after visiting relatives and friends in Boston and New York.



# Where's the Logic?

By ROBERT D. GIDEL

A little one is born, and a new sovereign rules the household. Immediately, the little bundle in pink or blue becomes the axis of all activity.

Pop, having proven there was more there than meets the eye, lays down an ultimatum that nothing shall happen or be allowed to exist that can interfere with the chances of little Noodnik to survive and develop.

Be careful of those drafts; give him some air, that water is too hot; that water is too cold; sterilize that bottle; you're feeding him too much; he's starving to death; don't leave him in those wet drawers; don't sneeze in his face; stop breathing when you look at him; don't smother him, don't wake him up just to change him; has he got enough clothes on; what's his temperature; did you ever see such an intelligent face; etc., etc!

Woe be it to anyone hurting that baby!

But, what does Pop do? Does he think about the welfare of the kid, as far as Pop's concerned? After prescribing the rules for mother to follow for the day, Pop hops in the car roars out the drive, and into the street on his way to work.

Pop's a past master at all the tricks. Weaving in and out of traffic, getting the jump at the stop light, second guessing the other guy, cutting off speed demons, passing on the right, speeding through the caution signal, and—he's got that 30-minute drive to the plant cut down to a slick 23 minutes. Of course that's exceeding the limits a bit in business districts and school and residential areas, but he's not stupid like the drivers those limits were set for.

When Pop gets to the plant he's shrewd too. By strapping one of those control buttons down, he's got a smoother operation. By squinting his eyes a little and blinking at the right time he doesn't need goggles. By being light on his feet, he hasn't needed any safety shoes to protect his toes. He also claims to save time by not putting the guard on for that "short run."

Who needs a respirator for just a couple of minutes on that stuff—haven't you got any guts? This old ladder'll do. I can miss that broken step, and that crack in the side isn't ripe yet. No need to stop the machine to oil it. I'll reach in between strokes and give it a squirt. Why keep the floor clean—let it accumulate and I'll clean it all up at once. Anybody can miss that big hole in the floor—etc., etc.

Pop is always the first one at the time clock at quitting time also. He takes the stairs two or three at a time, roars out of the parking lot, and seven caution lights, five tight intersections, 15 weaves, seven stops on a dime, 21 jet-propelled take-offs, eight horn honkings three grazed pedestrians, two shaved chrome strips, two scared kids on bikes, one angry cop, six passings on the right, three "school crossings," and 987 cuss words later he comes to a stop in his own driveway.

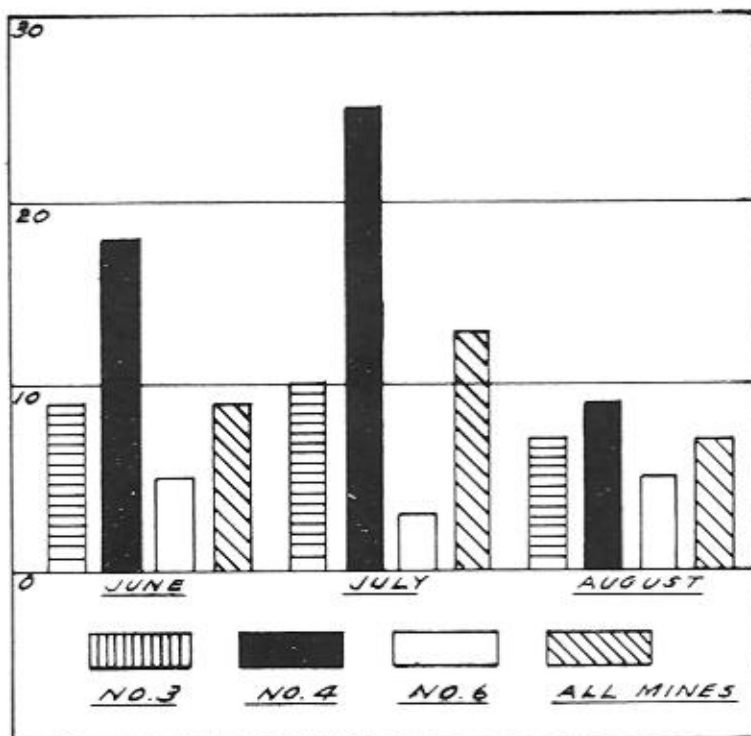
He hops out of the car and yells "where's my boy?" Don't tell me you've let something happen to him! One of these days, yeh, one of these days, "whamme," right in the kisser—if you do. That kid's going to have what I wasn't able to have.

Whatt'd he mean—a widowed mother?

—Robert D. Gidel Senior Engineer, Industrial Department, National Safety Council.

# Accidents Per 1000 Men Working

(Underground only)



# Announcing—Money To Burn!

Instead of having money to throw away, isn't it more likely you could use another TEN BUCKS.

If you are like most of us, some extra cash would come in handy . . . and here is the way to get it:

Just write the best finishing line for the incomplete limerick below, and if the judges consider your entry the best amongst all those received you will win the TEN DOLLAR prize.

This contest is open to all employees and their families; excepting members of the Safety Department. Complete the limerick on the dotted line in the

space provided below, with your name and address, and check number, then mail it to the Safety Department, Dominion Wabana Ore Ltd., not later than midnight October 10th, 1954.

The entries will be judged by the Safety Committee at their regular meeting following the above mentioned date.

The winner will be announced in the October issue of the "Submarine Miner" . . . The decision of the judges will be final.

*Big John was the plant Hercules  
He could lift heavy objects with ease,*

*Now he's loaded with trouble  
That has him bent in a double.*

## ENTRY FORM

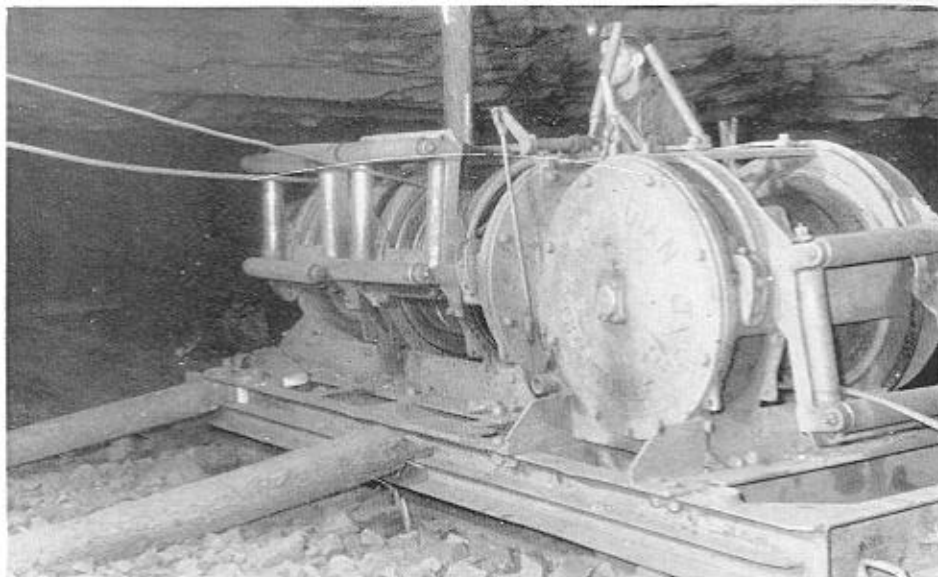
Name .....

Check No. ....

Address .....

**YOUR LAST LINE TO LIMERICK**

.....



60 H.P. MOBILE SLUSHER HOIST OPERATED BY JOHN FITZPATRICK



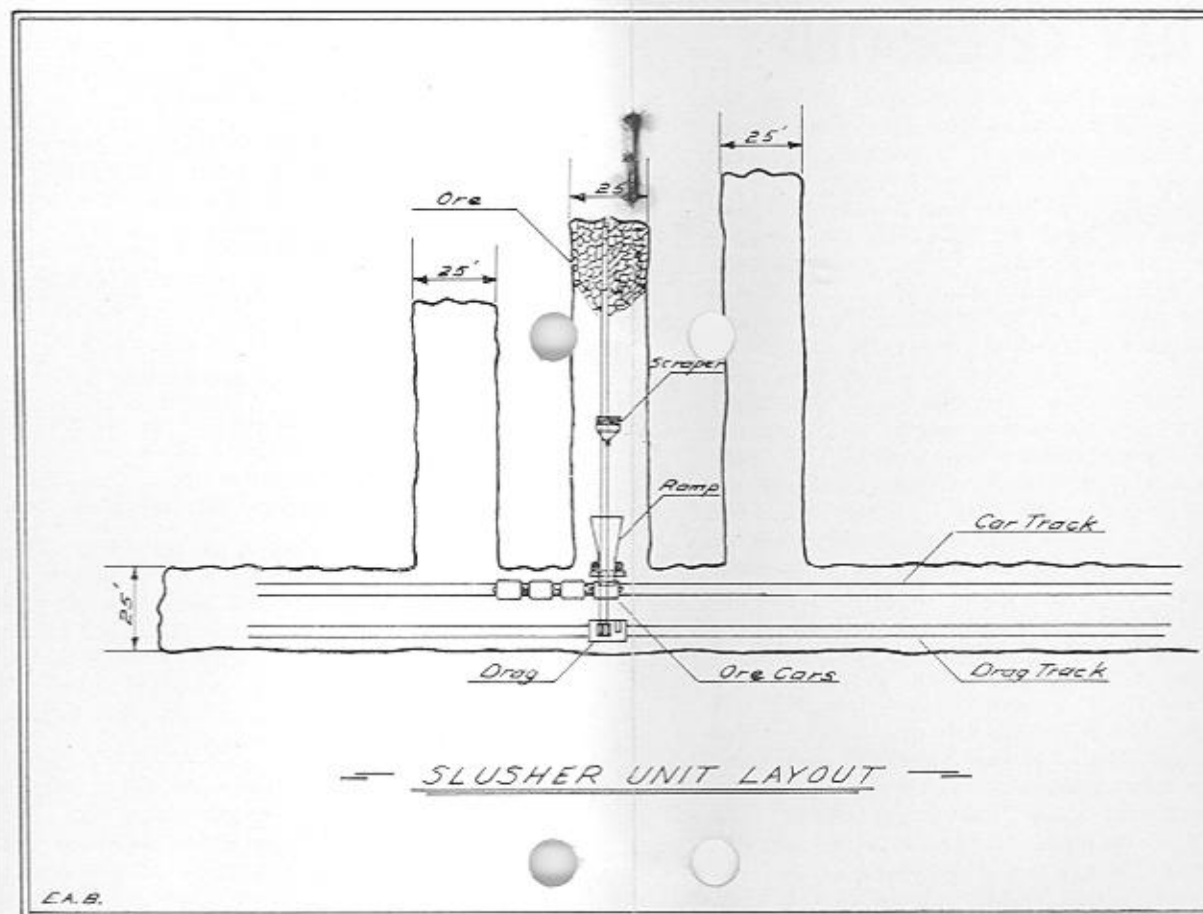
SLUSHER BUCKET BEING POSITIONED AT FACE. IMMEDIATELY ABOVE THE BUCKET CAN BE SEEN THE GYN BLOCK.



SLUSHER BUCKET GATHERING ORE ON WAY TO LOADING RAMP

# LOADING—PART 1

By Leo McCarthy, No. 4 Mine Correspondent



In the two previous issues of the "Submarine Miner", articles describing the drilling and blasting phases of mining were featured. In this, and the next two issues, we will endeavour to describe the various loading or "mucking" methods employed in the mines at Wabana.

Three types of loading machines are in use at present: slusher units (known locally as drags), electrically operated crawler shovels and mobile mechanical loaders. In Nos. 4 and 6 Mines, slusher units are used exclusively while in No. 3 Mine all three types are employed. In this issue we shall confine our description to the slusher loading method.

A slusher, of the type most favoured for use in our mines, is a compact electrically operated loading unit powered by a sixty horsepower motor and consists of two main parts: the slusher hoist (photo 1) and bucket (photo 2). This unit is particularly suited to those sections of the mines where the height of the ore seam is too

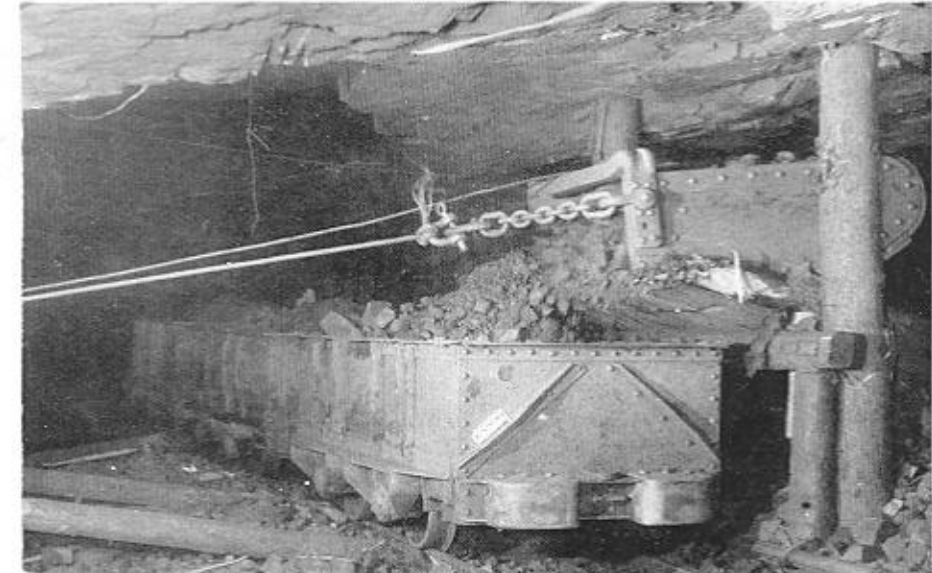
low to accommodate the larger types of loading equipment. This hoist, which is mounted on wheels can be moved from one working location to another by means of its own power. This particular type of slusher was designed especially for our operations. It has three cable drums, one of which is used to pull the bucket with its load of ore from the ore pile to the loading ramp; another to return the empty bucket to the loading area, and the third to lower and hoist mine cars to and from the loading ramp and also to move the unit from one working area to another over 3-foot gauge tracks. Another type of slusher used in our mines is a two-drum stationary unit (photo. 6).

Before a unit can be put into operation, considerable preliminary work must be performed by the three-man crew, consisting of an operator, trammer and gyn block driller. They are assisted by a ramp man and helper, better known as "skidmen," who also service other slusher units in the mine. First of all the ramp is

built and tracks laid in to it. the slusher hoist is positioned on the ramp and the cables are then fed to the drums and attached to the bucket; the other to the front

The bucket, which has a carrying capacity of approximately 2.7 tons of ore, is capable of operating under favourable conditions from three hundred and fifty to four hundred tons in an hour shift. At the present time thirty-two slusher units are in use underground, thirteen in No. 4 Mine; sixteen in No. 6 Mine and three in No. 3 Mine.

Slusher units have been used underground at Wabana since 1826, the first being put in operation at No. 6 Mine. Since that time several improvements have been made to this particular type of loading equipment resulting in greater operating efficiency



SLUSHER BUCKET AT TOP OF RAMP DISCHARGING ORE INTO 4-TON MINE CAR.



LOADING OPERATION COMPLETED. BY MEANS OF THE UPPER CABLE WHICH IS PASSED THROUGH THE GYN BLOCK AT THE FACE, THE BUCKET IS ABOUT TO BE RETURNED TO THE LOADING POINT FOR ANOTHER RUN.



STATIONARY SLUSHER HOIST BEING OPERATED BY BOB LOCKE.

## NORTHWARD WITH PEARY

In the second installment of his story, Mr. Murphy told of the return of Commander Peary and his party to the "Roosevelt" and the rejoicing that had taken place on hearing that they had reached the North Pole. He also related the activities that took place during the long wait for the ice to break up before the journey homeward could be commenced. When the "Roosevelt" finally maneuvered clear of the ice, they proceeded for North Star Bay where they met the S.S. "Jeanie", under command of Captain Samuel Bartlett, and took on fuel and provisions as well as a collection of walrus heads and tusks belonging to a Mr. Whitney, a millionaire sportsman from New York, who had been hunting in Greenland. Mr. Murphy's story continues:

After obtaining fuel and provisions from the "Jeanie," we lost no time in getting under way for home but we found the ship very lonely after losing the company of our Eskimo friends. When we had steamed four days southward, the days became shorter and we would have some hours of darkness. This seemed very strange to us after living so long during recent months in continuous daylight. Crossing Lady Franklin Bay, we ran into a storm and broke our mizzen-mast but with all hands on repairs the damage was fixed in four hours and not much headway was lost.

By this time our supply of coal was again getting short and we headed for a harbour on the Labrador coast. Captain William Bartlett was there in command of the S.S. "Kite" and from him we got thirty tons of coal. That, together with another ten tons which we procured from another ship, enabled us to reach Battle Harbour where we spent a week cleaning the ship and taking on more fuel before setting out for Sydney, Nova Scotia.

A few days out from Battle Harbour we anchored at night near St. Paul's Island where Mrs. Peary and children, Robert and Marie, came aboard. The latter was known as "The Snow Baby" as she had been born on a previous expedition within the Arctic Circle at a point farther North than any other white child. The next day we weighed anchors and headed for Sydney, arriving there at 11.00 a.m. There we received a wonderful welcome. A civic holiday was declared in our honour and our troubles and enjoyments

really began in earnest.

The police that day had apparently been given instructions to go easy on any of the crew who happened to over-indulge. All day long the police had a busy time of it escorting those who found themselves unable to navigate back to the ship. As the day wore on it became more and more difficult to figure out who needed the most assistance, the police or the sailors, as there were times when sailors were helping policeman aboard the ship instead of the other way round.

The next day we moved up the harbour to Whitney pier to take on fuel for our voyage to New York City. The celebrations continued but I, being tired, rested until late evening when I went ashore. I had on a pair of dungarees and a blue sweater both of which were not very presentable. When I returned to the dock, after an absence of two hours, I was dumbfounded to discover that the ship had sailed leaving me high and dry without money or extra clothes. My problem now was to try and find a way to get to New York as I did not wish to be classed as a deserter. I contacted the American Consul at Sydney and managed to talk him into getting me as far as Halifax. There, I again got in touch with the American Consulate where arrangements were made for me to journey to New York, arriving there one week ahead of the "Roosevelt." I was still without money or a change of clothing but I was fortunate in meeting a man named MacKinley who owned and operated a restaurant and tavern at the head of 24th Street. When he had heard the full story of my plight, he gave me a room, meals and a standing invitation to his tavern. When my ship arrived, I asked him for my bill but he would not hear of it but told me that he would be more than satisfied if I could give him a small souvenir of my ship. I promised to see what I could do in this regard and after nightfall I went back to the "Roosevelt" and reported to the Captain. When I had straightened myself out with Captain Bartlett, I began to think of what I could buy, beg, borrow or steal in the way of a suitable souvenir for my very kind host, Mr. MacKinley. Suddenly, I remembered Mr. Whitney's walrus heads and tusks which were stored on board and, besides thinking that one of them would look ornament-

al in the tavern, felt that the loss of one would not be felt too greatly by that gentleman. Accordingly, I picked out a specimen with tusks a little over eighteen inches long. Carrying it in a bag, I got as far as the end of the pier where I was stopped by a police-

man who wanted to know the contents of the bag. I told him not to mind what was in the bag and that I would only be gone five minutes or so and that he would probably be more interested in what I would have in my pocket on my

(Continued from page 6)

## LABOUR DAY CELEBRATED

In spite of the miserable weather that prevailed on Labor Day, a large number of Bell Island people spent the afternoon at the Sports Field where the annual Labor Day program was held sponsored by Local 4121 U.S.A., C.I.O. The Union Sports Committee was assisted by members of the local Lions Club in running the side shows.

The weather proved unsuitable for a juvenile sports program and it is regrettable that conditions were also unsuitable to take photographs of the events that did take place.

The main attraction of the day was the tug-o-war contest between Nos. 3, 4 and 6 Mines and Surface Teams. In the preliminaries, the opening contest was between No. 3 and No. 6 and the boys from No. 6 settled the argument with too straight pulls. In the following preliminary event, the powerful No. 4 Miners eliminated the Surface team and earned the right to compete in the finals with No. 6.

Good natured rivalry between the two teams was strong and there was a tremendous amount of interest in the outcome of the

final event because a win for the No. 4 Mine team would mean permanent possession of the W. L. Stuewe Trophy.

As both teams took their positions for the final try, tension was high. When the referee's whistle sounded, the Miners from No. 6 dropped quickly and gained a nine-inch advantage which they held for three minutes. At this point the husky No. 4 team began to put on the pressure and, inch by inch, pulled the rope away from the opposing team. When the full time whistle blew, they had an advantage of four inches on their rivals giving them the first win in the best of three pulls.

In the second pull, the No. 4 team gained an 18 inch advantage with a quick drop and held it for the full five minute period to win the event and permanent possession of the Trophy.

The "Submarine Miner" extends congratulations to the coach and members of the winning team and to all who participated in this event which proved to be one of the best tug-o-war contests held in years.



Shown above are members of the No. 4 Mine tug-o-war team who won permanent possession of the W. L. Stuewe Trophy. Back row, left to right:—Dominic Slade, Lemuel Bickford, Clarence Bickford, Tom Lahey, Harvey Yetman, Tom Hammond and Joe Hawco. Kneeling left to right:—Harold Bickford, Walter Bickford, William Bickford (coach), Anderson Peckham and Richard O'Brien.

## "SUBMARINE MINER"

Vol. 1 August 1954 No. 4

The "Submarine Miner" is published monthly for the employees of the Dominion Wabana Ore Limited. Unless otherwise specified, material may be reprinted without special permission. Credit would be appreciated.

Correspondence should be addressed to the Editor, "Submarine Miner", Dominion Wabana Ore Limited, Bell Island, Newfoundland.



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

### COVER PICTURE

This month's cover picture was photographed from a hill adjacent to and overlooking the Conception Pier stockpile area. To the left can be seen a section of the ore stockpile and in the centre an electrically operated shovel which is one of two used for lifting the ore. Behind the shovel is the conveyor system which to date has been used to move ore from the stockpile to the loading bins. Trucks are now being utilized to move the remainder of the ore stockpile to the bins. In the background a section of the south shore of Conception Bay.

Mr. Fred J. Burke, highly esteemed and popular telegrapher with the company, was honoured by his co-workers on Friday, September 10th, when a presentation was made to mark the occasion of his retirement. Mr. P. T. Murphy read an address expressing sentiments and good wishes of all those present after which Miss Annie Murphy made the presentation as shown in the photo. Mr. Burke was born at St. Jacques, Fortune Bay, on July 22, 1885, and commenced work with this Company in May, 1907. Except for a break in service when he served with the Marconi Company of Canada during the First World War, Mr. Burke has worked continuously with the Company since he was first hired. The "Submarine Miner" joins with his legion of friends in wishing him continued good health and happiness in the years that lie ahead.

## OBITUARIES

Sincere sympathy is expressed to the bereaved families of the following employees, who died recently.

GEORGE PARSONS, painter who died suddenly at his home in Freshwater, on August 20th, in his 65th year.

ARTHUR P. REES, pensioner, former Shops Superintendent who passed away at his home in Portugal Cove, on August 25th in his 69th year.

## WABANA FLASH BACKS

At noon hour on September 5th, 1942, three boats, the S.S. "Lord Strathcona", S.S. "Saganaga" and the Free French ship the P.L.M. 27, with cargoes of iron ore destined for Sydney were lying at anchor between Little Bell Island and Lance Cove. Without any warning whatsoever, the "Saganaga" was rocked by a terrific explosion and sank within three minutes. It was immediately realized that the explosion was caused by a torpedo from an enemy submarine which had entered Conception Bay without being detected. Of the crew of forty-three, only fourteen survived. The crew of the "Lord Strathcona", realizing that they would probably be the next target quickly abandoned ship and reached shore safely. This action on their part proved to be a wise one as one-half hour later a torpedo struck their ship sinking her in a matter of minutes. The P. L. M. 27, escaped attack on this occasion.

The S.S. "Evelyn B" which was engaged in the coal trade managed to escape attack when her master, Captain Guy, who is now chief mate of the S.S. Wabana, hoisted anchor and steamed out of the danger area.



## NORTHWARD WITH PEARY

(Continued on page 7)

return. He agreed, I then made my way to Mr. MacKinley's establishment. He was overjoyed with the fine "gift" and after a round of farewells I left for the ship with one of my pockets having a noticeable bulge.

On reaching the pier, I picked up my friend the policeman and we both went on board the "Roosevelt" where we drank toasts to Commander Peary, the great city of New York, Mr. Whitney, the New York Police Force and to many other people and places which, for some reason or other, I am unable to recall.

After all these years, I am still

wondering if Mr. Whitney ever solved the mystery of the missing walrus head.

THE END

Editor's Note: As a footnote to Mr. Murphy's story, we should like to advise our readers that it has recently come to our notice that Billy Prichard, who was a member of the crew of the S.S. "Roosevelt", is alive and well and is living in his home town of Brigus, C.B. Also that Matt Henson, Commander Peary's negro servant who accompanied him all the way to the North Pole, is also living and resides in the United States.



Shown above is the newly elected Wabana Town Council. Back row, left to right: M. J. Hawco, Gordon Martin, Stephen A. Neary, Brian Murphy and Thomas Kent. Seated, left to right: Maxwell Boone, M. D. Hutchings, Mayor; Dr. Walter Templeman, Deputy Mayor; and Kirby Hunt.

Though an extensive search was carried out by the R.C.N. and R.C.A.F., no trace of the submarine was found.



Shown above is George Hunter, well known Canadian photographer of Ottawa, who visited Wabana in September to secure up-to-date pictures of our operations. Mr. Hunter's work has appeared in widely known American and Canadian magazines.



Mr. James Ryan, senior employee of No. 6 Mine, who commenced work with this Company at the early age of ten as a "nipper." Mr. Ryan who was 64 years of age in June past, now has over fifty-four years of service to his credit. His only break in service occurred during the First World War when he served in the Royal Navy.

## S. S. "ARTHUR CROSS"—VETERAN ORE CARRIER

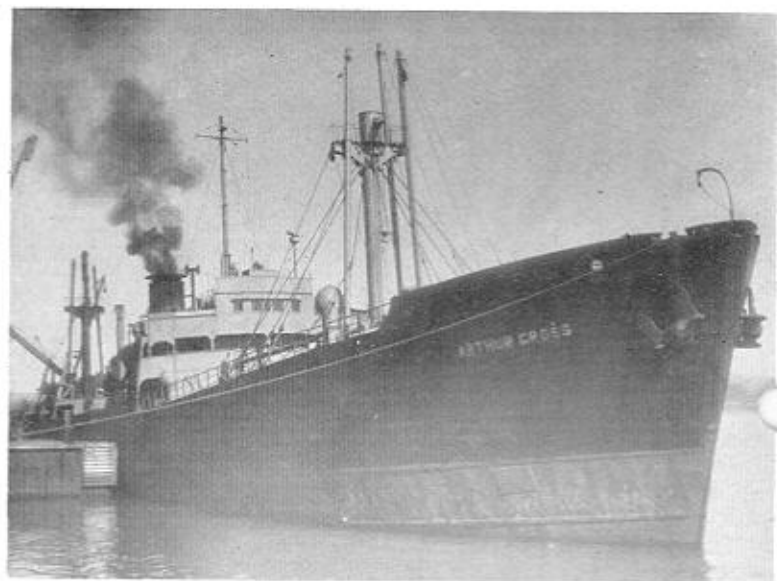


CAPTAIN J. H. WILLIS, MASTER.

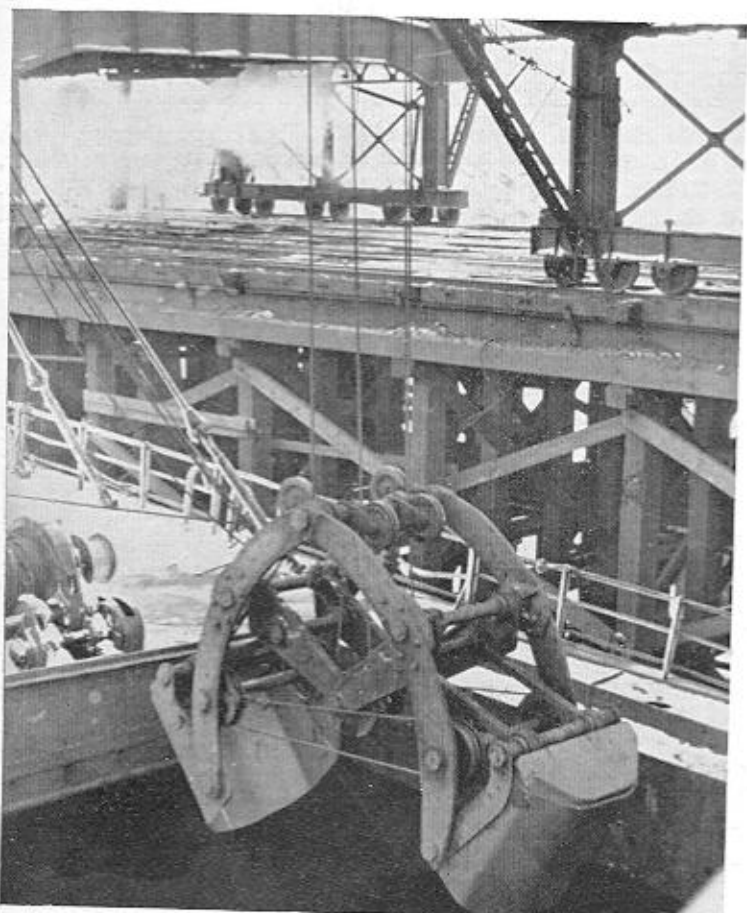
A frequent and always welcome visitor to the Port of Wabana is the S.S. "Arthur Cross", flagship of the Dominion Shipping Company, Limited. She was built by the United Shipyards Limited, Montreal, in 1944 and has an overall length of 424.5 feet; is 57 feet wide and 34.9 feet deep and carries a crew of thirty-nine officers and men.

The "Cross", as she is familiarly known, is under the command of Captain J. H. Willis and has been engaged in the ore carrying trade between Wabana and Sydney since 1946. Captain Willis was born at Fogo, Newfoundland, in 1897, the son of the late Mart and Theresa Willis, and has followed the sea for over forty years, having acquired his early experience in fishing boats off the coast of Newfoundland. He is a veteran of both World Wars, having served in the Royal Navy from 1915 to 1919 and from 1940 to 1946 with the Royal Canadian Navy from which he emerged with the rank of Lieutenant-Commander.

In April, 1946, Captain Willis assumed command of the S.S. "Arthur Cross" and since that time his ship has made 192 round trips from Sydney to Wabana transporting approximately 1,750,000 tons of iron ore to the Dominion Iron & Steel Limited plant at Sydney, Nova Scotia.



S.S. "ARTHUR CROSS" DOCKED AT SCOTIA PIER



Cargo of 9,700 tons of iron ore being discharged at Sydney, N.S. Powerful grabs, such as the one shown in the foreground, unload the ship in approximately 12 hours.



AT SUNSET ON THE GRAND BANKS OF NEWFOUNDLAND ENROUTE TO SYDNEY, N.S.