

93%
Of Employees Buy-
ing War Bonds

NEWS



VIEWS

100%
Of Employees Trying
to Prevent Accidents

Vol. 1. No. 3.

January, 1943.

PLANS MADE TO SINK ANOTHER NEW SHAFT

OPERATIONS BEGIN AT ALLOUEZ NO. 3

Concentrated diamond drilling by Calumet and Hecla has revealed the presence of a moderate sized conglomerate orebody northwest of the New Allouez location. The grade and extent of the ore is sufficiently attractive to justify sinking a shaft and starting mining operations as rapidly as possible. Final approval of the project was given by the Calumet and Hecla Board of Directors at the meeting on January 26.

Excavation of the overburden will start at once. William Cornish will be in charge of this work. Underground operations will be in the hands of Captain Howard MacLeod, who has returned to the Calumet and Hecla organization after several years as captain in the underground department of the Inland Steel Co.

Most of the surface plant will consist of buildings formerly used at the Conglomerate and Osceola lodes. The mine and surface plant will be completely electrified. The shaft will consist of one hoisting compartment and a man-way. Production will eventually reach approximately 1,000 tons per day.

No decision has yet been made as to whether the rock is to be stamped at the Calumet or Lake mill.

When the regular production rate is reached, about 125 men will be required at the mine and surface plant. The name of the new mine will be Allouez No. 3.

Negotiations are still under way with the Metals Reserve Co., regarding the reopening of the Centennial mine which has been closed since 1931. It is expected that a decision will be reached within a short time.

KEARSARGE GOING STRONG

Captain Sam Richards has made a fine record at No. 4 Kearsarge. Starting in February, 1942, with a new organization, including a great many "green" men, he has gradually pushed production of copper rock until he has far exceeded the most optimistic predictions. No small part of the credit should go to Captain Sam's lieutenants who have done a grand job. Captain Oscar Archambeault is Sam's right-hand man. Shift bosses include "Bucky" Wade, Frank Scussel, Ben Masnado and Frank Shaltz. No. 4 miners, trammers, timbermen and others all contributed their share towards boosting copper production

Two Receive War Bond For Naming the "News-Views"

General Manager E. R. Lovell recently presented two \$25 War Bonds to Thomas Trezise of Calumet and Kenneth Edwards of Hubbell, as the prize for suggesting the winning title for our



Left to Right: E. R. Lovell, General Manager; Thomas Trezise, Kenneth Edwards and Jacob Alt, Safety Engineer.

monthly publication. When it had been found that the title selected was suggested by two employees, Mr. Lovell awarded a bond to each of them. The presentation was made at the Central Office of the company at Calumet.

The selection of C. & H. NEWS - VIEWS was made by a committee from the various branches of the company, from a group of 230 titles submitted. The contest suggestions were provided in blank and it was not until the selection was decided upon that the names of contestants was made available and the winners identified. It was then that it was found two had sent in the same proposed title.

The picture below shows committee making the selection.



Left to Right: John Korri, Clyde Miller, Peter Dimmer, John Solvio

E. R. Lovell Named C. & H. Vice-President

January 21, 1942.

At the meeting of the Board of Directors of the Calumet and Hecla held on January 26th, Mr. E. R. Lovell, General Manager, was elected vice-president of the Company.

Mr. Lovell was appointed General Manager on April 16, 1941 and was elected to the Board of Directors on

Mr. Robert Livermore, a director of the Company was also elected a vice-president, as was Mr. O. Z. Klopsch, General Manager of the Wolverine Tube Division. Mr. Klopsch was also elected to the Board of Directors to fill the vacancy caused by the death of Mr. Herrick.

C. & H. COPPER SAILS SEVEN SEAS

By: George Craig, C. & H. New York Representative.

Calumet and Hecla is the world's largest producer of black copper oxide and as such it must supply a large part of the millions of pounds of copper oxide required annually for ship bottom paints by the United States Navy and Maritime Commission.

Only a part of the oxide produced at our Lake Linden and Tamarack



George Craig

plants is sent to the smelter for refined copper production. The bulk of the remainder is shipped to various manufacturing plants where it is converted into red copper oxide. This material is mixed with synthetic resins, which act as a carrier for the copper oxide, and packed in large containers for transport to ship repair stations all over the world.

Various small organisms (commonly known as barnacles) living in the ocean, attach themselves to ship bottoms. As these small shell growths accumulate, layer upon layer, the ship bottoms become fouled and as a result speed is reduced until the vessel can no longer make reasonable headway. Warships in battle must be free to maneuver quickly and unless the bottoms are kept free of these growths by the use of copper anti-fouling paint, top performance cannot be attained. Even though the copper in anti-fouling paints protects ship bottoms for long periods, it is necessary to drydock all types of vessels periodically and scrape the growths from them, after which new paint is applied.

Recent statistics indicate that Calumet and Hecla provides 85% of the copper oxide required by the Navy Department for anti fouling paints.

In addition to the United States Navy's requirements, hundreds of ships in the Merchant Marine are also protected with anti-fouling paints prepared from Calumet and Hecla oxide. Calumet and Hecla copper truly sails the seven seas.

C. & H. News-Views



Published Monthly By The
Calumet and Hecla Consolidated Copper Company
In The Interest of Its Employees.

Editor—Gervase T. Murphy
P. O. Box 231, Calumet, Michigan

News and Views of Michigan's Great Copper Mining
Company and its Various Branches.

Vol. 1. January, 1943 No. 3

CONGRATULATIONS!



Word has been received from Secretary of the Treasury Morgenthau that Calumet and Hecla is entitled to display the Minute Man Flag. This honor is bestowed by the Treasury Department when 90% or more of the employees of an organization are enrolled in the Payroll Deduction Plan for the purchase of War Bonds.

If possible, plans will be made to display a flag in each department entitled to have one. Details will have to be worked out later.

Employees are congratulated upon their achievement. It has been accomplished only through concerted effort on the part of all, and sacrifice on the part of many. Even though this honor has been bestowed, there still remains a little distance to go before one hundred percent of the employees are enrolled in the Plan. At the last tabulation, ninety-three percent of the employees were members.

That 100% mark IS possible. We CAN do it.

YOU OUGHT TO KNOW



Considerable direct war work has been done by this company during the past year. Some 90 sub-contract jobs arranged through the Lake Shore Engineering Co. were put through the shops. These called for the making of over 180 tons of castings in the foundry and some 8500 hours of work in the Hecla and Osceola machine shops.

Many of the jobs called for machining castings and forgings sent here from other concerns. Examples of the work: Bases for anti aircraft guns were cast in the foundry and machined on

PRIVATE ALBERT TUOMALA

We were all happy to meet Private Tuomala during his recent furlough



at home. He formerly worked at the No. 3 Ahmeek and is now stationed at Camp Berkeley, Texas.

the big planer in the Hecla shop. Nine foot covers for stills to be used in making explosives were cast here and finished on the big boring mill, which also had the job of turning and boring steel gear blanks for turbine drives of steamships. Heavy truck beams have been finished in both shops to become parts of ship yard cranes.

Employees of C. & H. have the satisfaction of knowing that all their work on these war jobs has been of the highest quality.

The President has stated that our armed forces will strike and strike hard in 1943. We have confidence in the final outcome of this great struggle. We know that our soldiers, sailors and marines will acquit themselves with glory and that many thousands of them will make the supreme sacrifice.

We must not let these boys down. We on the home front can strike our blow by gladly making the sacrifices that inevitably must go with total war. Everyone of us is a small but vital cog in a gigantic nation-wide production machine which must operate at top speed night and day until there is again peace and freedom on the earth.

This is a war of production. Copper is one of the scarcest and most needed metals in the production of war equipment and ammunition. The steady effort of every employee of Calumet and Hecla, from the blasting of ore several thousand feet underground all along the line through the railroad, mills, reclamation plants, smelter, and down through the fabrication of our product by our Wolverine Tube Division, will surely be felt in winning this war. When the struggle is over, let us be able to look back with pride on a job well done.

This is the third issue of News-Views. Although we who are responsible for planning the paper each month feel that some progress has been made, we also realize there is still room for improvement. This enterprise cannot be successful unless each employee believes that he or she has a definite interest in News-Views. You can help by telling us what you like or dislike about the paper, and if you have any constructive suggestions, do not hesitate to send them in. You can help, too, by contributing news to your branch reporter.

Let us all actively support News-Views.

We Wish

Paul Lassila would tell us about the variety of birds in the Copper Country.

That Dr. W. T. King, would write something about the early day doctor in the Copper Country, or that Carl Lundin would submit some of those splendid pictures he has taken; or that Emil Paulson would get Hedy LaMarr for a subject for his movie efforts; or that Timmy Dwyer would

A hockey team composed of C. & H. employees has issued a challenge to a hockey team composed of employees of the Copper Range Mining Company. What a game this should be.

give us a story on early day skating races; or "Doc Mayo" Ray Cadwel, would write a treatise on the egg industry; or that Johnny Kananen would actually organize a Miner's Glee Club; or that Russell Peland and Jerome "Slim" Gariepy would give us more entertainment; or Hubert Monette would give us one of those delightful canaries he raises; or that Roy "Gabby" Chynoweth never suffers from laryngitis.

Five thousand tons of copper are required every month by the United States signal corps for radio and telegraphic equipment.

Otto Z. Klopsch, General Manager of the Wolverine Tube Division, has generously volunteered to donate a suitable trophy for the inter-department bowling league.

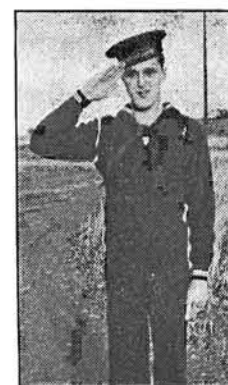
To The Editor

We of the Reclamation Plant which takes in the Lake Linden Dredge and Shore Plant read with interest the article about "B" Shaft and what they accomplished in such a short time. We want to congratulate the "B" Shaft organization for the splendid work they have done. But we of the Dredge and Shore Plant crew go along year in and year out, in all kinds of weather, rain or shine, sleet or snow to keep the No. 2 Regrinding and Leaching Plants in operation 24 hours every day. We think, without boasting, that we have a good, efficient organization, for after all our boys down here have to maintain from two to three thousand feet of pontoon and shore line with the wind at times blowing at the rate of 40 to 50 miles per hour. And in the winter months with ice from one to two feet in thickness, we have to shift our cables as we move ahead, or put in or take out pontoons, depending on the location of the Dredge. So while we take our hats off to the "B" Shaft organization, we the crew of the Dredge and Shore Plant down here in Lake Linden think we are doing a pretty good job.

THE DREDGE AND SHORE
PLANT BOYS

MARY CHRISTMAS WITH US

Christmas was really a Mary Christmas at the home of Frank Spelich, of No. 4 Kearsarge. Mrs. Spelich presented him with a lovely new daughter, on Christmas night.



Edwin Bate, former Library employee, now Seaman 1st Class, located in Maine.

On Saturday, January 9th, a crew of men and the new tractor were called out to rescue an exhausted skier near the Gratiot River. After revival the would-be skier, a large blond man from Detroit, departed without giving his name.

"Echo" please copy.

Every outstanding success is built on the ability to do better than good enough.

CORRECTIONS

In our last issue Anton Battuelo appeared in a picture story on page 8, with the name "Dominic" instead of ANTON. Sorry, Tony, we'll do better next time.

Our other "apol" goes to JORDAN HILLENBRAND, who appeared on page 3, with a deer he shot.

Compensable Accidents During The Past Year

January

14th—Peter Curto—Foundry—Chipper—Iron ball box slipped off of car and struck his legs. Contusion of both thighs—18 days lost time.

29th—James MacDonald—Calumet Surface—Foreman—Helping unload some 6"x12" timber, was struck on left thigh. Contused left thigh—23 days lost time.

February

27th—Albert Leskela—Douglass Underground—Laborer—A rock rolled on his foot. Fracture of right 2nd and 3rd metatarsal bones. 50 days lost time.

March

13th—Simon Hocking—No. 3 Ahmeek Underground—Captain—Slipped and fell. Right wrist sprained and back bruised. 23 days lost time.

April

4th—Adolph Christle—Calumet Machine Shop—Floor Man—Crane rope broke and casting that he was cleaning hit him. Sprained right knee. 12 days lost time.

15th—Francis Nelson—Ahmeek Surface—Laborer—While taking the brake off of railroad car, was thrown off of car. Dislocated left elbow. ? days lost time.

20th—Frank Klobuchar—Douglas Underground—Machine fell on foot. Contused and fractured right foot. 11 days lost time.

May

2nd—John Bucket—No. 4 Kearsarge Underground—Trammer—Rock rolled down stope and struck his leg. Crack of left leg. 7 days lost time.

16th—Richard Butler—No. 4 Kearsarge Underground—Trammer—Lifting chute pole, rock struck him and knocked him off of car. Compound fracture of right thigh. ? days lost time.

June

None

July

20th—Alfred Beaudoin—Ahmeek Surface—Laborer—Lockers slid off of truck, causing him to fall to the ground. Fracture of two ribs. 19 days lost time.

August

4th—John DeFilippi—No. 4 Kearsarge Boilerhouse—Fireman—Bumped right elbow against rock. Contused right elbow. ? days lost time.

5th—Raymond Koski—Peninsula Underground—Trammer. Dropped tram car door on his foot. Fracture of right metatarsal bone. 23 days lost time.

September

21st—James Quello—No. 3 Ahmeek Underground—Slipped and scratched his finger. Infection of finger. 21 days lost time.

October

4th—George Yowell—No. 2 Ahmeek Compressor—Operator—While oiling, hand got caught between dash pot and exhaust valve. Amputation of right middle finger through middle phalanx. 35 weeks compensation.

6th—Verne Rowe—Calumet Surface—Iron plate slipped and fell on

his leg. Contused lower right thigh. ? days lost time.

11th—Hubert Monette—Tamarack Reclamation—Classifier—Putting launder on leaching tank, finger got caught between launder and distributor clevis. Joint off of right index finger. 60 weeks compensation.

13th—John Somrak—Central Underground—Laborer—Ladder dropped down shaft and struck him. Fatal accident.

19th—Robert Dwyer—"B" Shaft Surface—Laborer—Chopping down a tree, it fell on him. Small crack fracture of frontal bone. ? days lost time.

30th—August Koukkari—No. 3 Ahmeek Underground—Miner—Rock rolled down stope and struck him. Fracture of two ribs. ? days lost time.

29th—Russell Korby—Peninsula Underground—Water hose burst, water and dirt went in his left eye. 25 days lost time.

November

5th—Ernest Rheault—Lake Reclamation—Flotation Helper—Fell off of platform. Fracture of right forearm. ? days lost time.

10th—Matt Harkonen—No. 4 Kearsarge Underground—Miner—Some dirt went into his left eye. 8 days lost time.

12th—Wesley Heikkila—No. 4 Kearsarge Underground—Rock came down over chute and hit his foot. Contused right ankle. 45 days lost time.

14th—John F. Mattson—No. 3 Ahmeek Underground—Trammer—Rock glanced off of a car and struck his hand. Deep cut on left index finger. 25 days lost time.

December

2nd—John Smrekar—No. 4 Kearsarge Underground—Using wrench on pipe, he twisted his arm. Rupture of a few muscles of upper left arm. ? days lost time.

7th—George Hensley—"B" Shaft Surface—Loading rock, slipped on ice and fell. Fracture of right shoulder blade. ? days lost time.

15th—Clifford King—Ahmeek Mill Boiler House—Coal Passer—His arm got caught in pulley of conveyor belt. Fracture of right upper arm and right forearm. ? days lost time.

21st—Karl Parks—"B" Shaft Underground—Unloading timber from truck, one fell on his toes. Fracture of left big toe. ? days lost time.



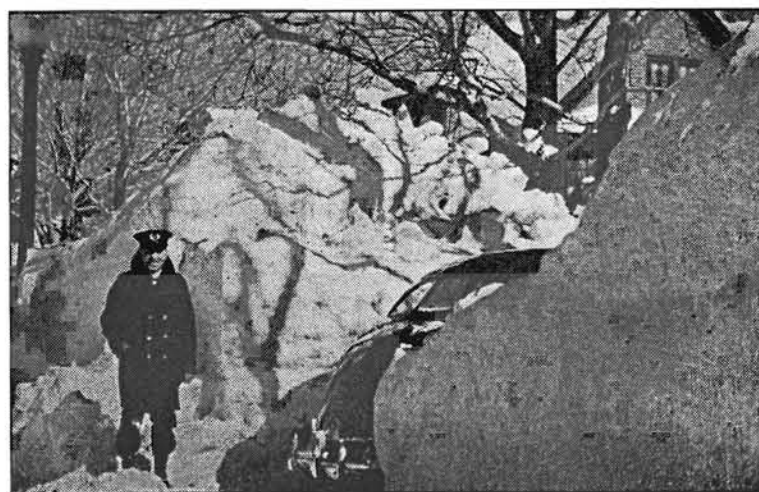
Staff Sergeant Clement Miller, now located at Newport, R. I., was formerly a still operator at the Tamarack Reclamation Plant.

The C. & H. Electrical Crew

The employees of this department on January 1st, 1943, had completed 4,499 days or 71,700 shifts or 573,600 man hours without a compensable accident. The last compensable accident of this department was September 5th, 1930.



Top Row: Homer Savard, John Effinger, William Curl, Lawrence Picotte, Fred Therrien, Robert Renwick, George Schneller, Frank Smith, John Goraczniak. Center Row: Carl Fichtel, Supt., Joseph Geshel, Gervin Fraser, John Ormsby, Charles Cloutier, Dante Tambellini, Frank Lokar, Jacob Kapsh, Joseph Szesnusk. Bottom Row: Francis Benney, John DeFilippi, Harold Guy, John Richards.



Peter Murphy, Chief of C. & H. Police, Admiring a "Little" Snow Bank

Folks You Know

Miss Della Cosso of the Warehouse Office force, evidently stole a march on her friends. Her marriage last June to Joseph Quilici, of Painesdale, was announced during the Christmas holidays.

William Vogeler recently visited his parents, Mr. and Mrs. William Vogeler of Caledonia Street. William, Jr., was on a short furlough from active duty, while the cruiser Wichita, on which he is serving his country as a seaman was docked at an East Coast port. The Wichita was one of the escort ships escorting troops to Africa and William saw plenty of action at Casa Blanca. William, Sr., is a moulder at the C. & H. Foundry.

Employees of No. 3 and 4 Ahmeek are fortunate in having Oscar Peterson, of Calumet, as their weather forecaster.

Residents of New Allouez are wondering who got the electric train for Christmas.

Einard Jukuri, of Peninsula, may have been good at conveying troops in World War I, but what happened to his thumb when he tried hitch-hiking?

Joe Sterk, of the surface crew has two brothers in the United States Army. They are Pvt. Frank A. Sterk, Fort Lewis, Washington and Corporal John R. Sterk.

Mr. C. H. Benedict, Chief Metallurgist, explained the gilding metal process at the regular meeting of the Calumet Lions Club, held at the Mis-cowaubik Club, on January 5th.

Otto Z. Klopsch, General Manager

of the Wolverine Tube Division, spent several days in Calumet in January. During his spare time he took bowling and bridge lessons from several Calumet sharks.

Mr. and Mrs. Joseph Ceretto are the parents of a daughter, born December 22, at Memorial Hospital. Joe is one of the "Still Gang" at the Tamarack Reclamation Plant.

George Bashaw is said to be collecting lead for the scrap drive, having recovered several pieces from the rabbit he shot recently.

Leo Klein, formerly of the Ahmeek-Tamarack division truck drivers, was recently home on a furlough. He is now driving the big ones for Uncle Sam.

The Tamarack Rink has shown us many a pretty figure lately—mostly sprawled all over the ice. Is that so, "Ed"?

We forgot to mention last month that Al Kaurala, the Ahmeek Mill watchman, not only walked to work from Calumet in the Thanksgiving Day storm, but also walked home.

Mr and Mrs. Carl Hensley are the parents of a daughter, born January 9th, 1943. Carl is employed at the Central Mine.

Mr. and Mrs. Ernest Haataja are the parents of a son, born January 9. Ernest is employed at the Ahmeek Mine Machine Shop.

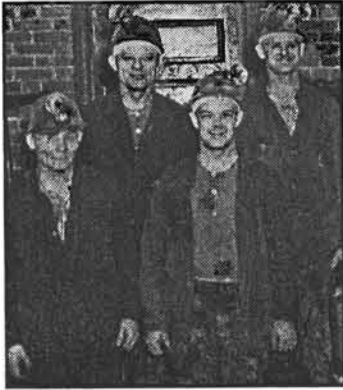
Mr. and Mrs. Peter Tikkanen are the parents of a son, born Christmas day. "Pete" is employed at the Smelter. One grand Christmas present "Pete."

A chip on the shoulder indicates wood higher up.

New "Two Machine" Drifting Record Is Set

During November 1942 the miners and trammers on the 36th level No. 4 Ahmeek Shaft, established a new record in the Copper Country for driving an 8½x12 foot drift in Peninsula territory. Two Gardner Denver Automatic Drifters were used along with the Ahmeek scraper type loader.

The drift was advanced 407 feet in 73 working shifts or 5.44 feet per



Top: John Alatalo, Onnie Lahti
Bottom: John Waara, Ahti "Spike" Aho
shift, making the high rate of 2.72 feet per miner shift.

During the month of December, the same crew would have beaten the above record if they had not stopped to cut a switch opening. However 403 feet of 8½x12 foot drift was driven in 72 working shifts which makes an average of 2.80 feet per miner shift.

And still the men mentioned below are predicting they will beat this record.

Congratulations to:

Miners: John Waara, John Alatalo, John Tolonen, John Oja, William Hawke and Peter Lukonich.

Trammers: Joe Vranesich, William Leskela, John Lahti, Harry Hill, Onnie Lahti and Ahti Aho.

Our congratulations and best wishes go to Mr and Mrs. Verne Rowe, who were married on December 23. Verne, who is employed in the Calumet Surface Department, took as his bride, Miss Elsie Lindstrom. They are making their home here.

PROGRESS SHOWN AT NEW QUINCY PLANT

Back in May, 1941, the Government asked Calumet and Hecla to design, engineer and erect a reclamation plant to treat amygdaloid tailings belonging to the Quincy Mining Company and accumulated at Mason during the early days of that organization. Calumet and Hecla agreed to do the job.

Because of the usual Washington red tape, final Government approval was not given until July, 1942. Further delays occasioned by priority difficulties have postponed the completion of the project.

With steel plates on the "forbidden" list, a wooden dredge hull constructed of Douglass fir was the only answer. The hull is being built on a sand bank off Lake Linden where the icy winds never stop blowing. Believe it or not, Mr. Roland C. Buck, the contractor, expects to launch that

hull on the ice or through the ice before spring.

The plant at Mason will consist almost entirely of buildings provided by Calumet and Hecla. The main building was formerly No. 1 Re-grinding Plant at Lake Linden. The Shore Plant was once the old T. O. L. tailings disposal building which used to be perched out in the lake off the Tamarack shore. All sorts of used equipment are being supplied by the Calumet and Hecla, while a small amount of material is being furnished by the Quincy Mining Company.

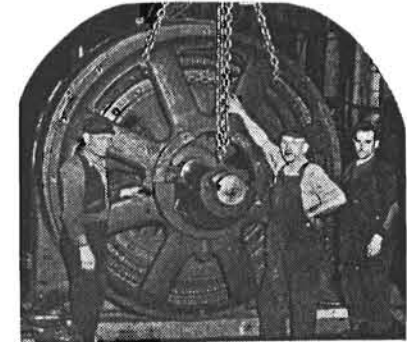
Electric power for the entire plant, including the dredge, will be furnished by Calumet and Hecla over a new transmission line soon to be erected from Tamarack to Mason.

In spite of heart-breaking delays and terrible weather conditions, the plant will be completed nearly on time and turned over to the Quincy Mining Company for operation.

Rebuilding Huge Motor For Reclamation Plant

The 1000 H. P. motor that will drive the main 20" pump on the dredge at the Quincy Reclamation Plant. This motor formerly operated the pump at the T. O. L. tailings plant, which handled the tailings from the Tamarack, Osceola and Lake Mill when they were operating. It has been idle since 1930.

It was necessary to recondition this motor and it required over 700 hours



of drying at a temperature of 100 degrees centigrade to restore the insulation resistance to its proper value. The coils had to be rebraced and re-wedged. This work was done in the Calumet electric shop and was a painstaking and tedious job. The work was done by Joseph Geshel and John Ormsby, and when completed, the motor will meet all the test requirements satisfactorily.

Just one of the things the electrical gang is called upon to do.

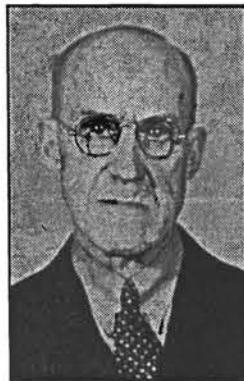
ACCIDENTS IN THE HOME

Accidents in the home result in more deaths and serious injuries than do accidents on streets and highways, in industrial plants, or in other places. Based on recent records, an average of one person dies every 14 minutes as a result of a home accident. In addition one person is permanently disabled every three minutes and someone is temporarily disabled every six seconds.

Nearly all home accidents can be prevented. Parents and other adults in every home have a responsibility to see that safe conditions are provided and maintained.

VETERANS COMPLETE FIFTY-FOUR YEARS IN COMPANY'S SERVICE

Joseph H. LaRoche

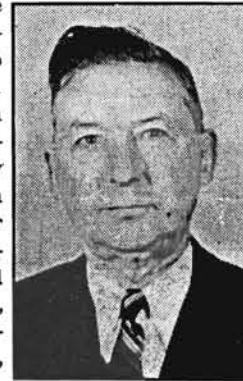


Joseph H. LaRoche, foreman at the L. L. Reclamation Plant is our champion Old Timer. He has worked continuously for the C. & H. for FIFTY-FOUR YEARS and always in the same department.

"Joe Stone," as he is familiarly called by his many friends, started to work at the Stamp Mill in 1889 and is still in the very same department. For several years he has been the foreman of repair and construction.

When asked to comment on his remarkable record of service with the company, Joe stated, "I started out to work for the company for the rest of my life. After fifty years it became a habit, and I like it."

Livingstone C. Wareham



Livingstone C. Wareham started to work at the C. & H. back in 1886, and except for a few years has been one of us ever since. 'Liv' began his record as a carpenter, continuing until Feb. 26th, 1895. He returned to us on July 17, 1897 to re-

sume his work in the Motive Power department, became a foreman and has been continuously on the job ever since, making a total of FIFTY-FOUR YEARS OF SERVICE.

"Liv" is an amateur philosopher. He suggests, "If you want to take copper out of a mine, take the lead out of your heels."

INVEST IN AMERICA - BUY BONDS

Completes One Year of Work Without a Compensable Accident



On December 28th, 1942, the men on W. Paull's shift completed one year without a compensable accident. On the same date, all of the employees of No. 2 Ahmeek completed a year or 365 days without an avoidable compensable accident. The men in this shaft on December 31st, 1942, completed a calendar year or the year 1942, without an avoidable compensable accident. It is the first shaft in the history of the Calumet and Hecla to have made such a safety record.