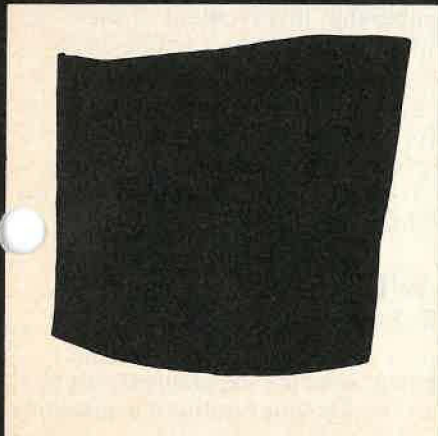
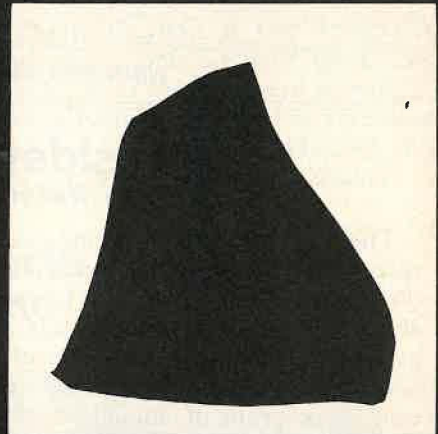


Bulletin

March



*The
Manitoba
Professional
Engineer*



**NORTHERN
SPECIAL**

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WINNIPEG, MANITOBA, MARCH 1980

President's Message

By Walter Saltzberg, P. Eng.

The Council has, for some years, recognized the special problems of our out-of-town members in keeping abreast of Association activities and matters of interest to the profession. In order to improve this situation, a program of annual visits by members of Council and staff to centers outside of Winnipeg with a large population of Professional Engineers was instituted.

The events of such a recent trip to three of our Northern centers are reported in detail further on in this issue.

In addition to the visits, Council has tried to encourage involvement in Association activities by our out-of-town members in various other ways, such

as sponsorship of delegates to the annual meetings, payment of expenses to out-of-town Council members to attend Council meetings, and sponsorship of corresponding members to various committees.

I believe that your Council has done a fair job of keeping all members well informed on Association activities and has provided adequate means for membership involvement in these activities, whether they reside in Winnipeg or outside. The amount of information each member obtains or involvement he or she undertakes, irrespective of where he or she lives, is; I believe, strictly up to the individual.

From Winnipeg with Love

By R.A. Kane, P. Eng.

When one considers the future of Canada and Manitoba the northern

segment is where the greatest potential must lie. Despite southern aspirations

to the contrary the place to get immediate returns for our country is within the realm of opening up the unexplored and inaccessible areas of our country. It therefore must be obvious that those few members of our Association who are leading the wave of the future within our ranks deserve more recognition than they get. Keeping this in mind this special edition of The Bulletin is dedicated to the members in the outlying regions of Manitoba.

Through the years The Bulletin has endeavoured to maintain a connection with the North by way of having reporters assigned in each of the Northern communities.

The vastness of the area presents many problems to engineering and it is easy to feel that you are isolated from the rest of the group. In fact, on occasion, it must appear that the Southern-

ers work with no knowledge whatsoever that there is a vital group outside the boundaries of the Winnipeg city limits who have something to offer the APEM as a whole.

When Council embarked on the Northern visits a few years ago it was a move to try to bring the two factions into some form of unity. Judging by the reports of those who have attended these Northern meetings it would appear as though both groups have discovered each other and the cynicism which may have jaded the views of people in the past is being eroded.

The publication of The Bulletin is made more complete with the articles coming from the Northern reporters. This edition is our way of expressing that there is a Northern Manitoba and it is worthy of special recognition.

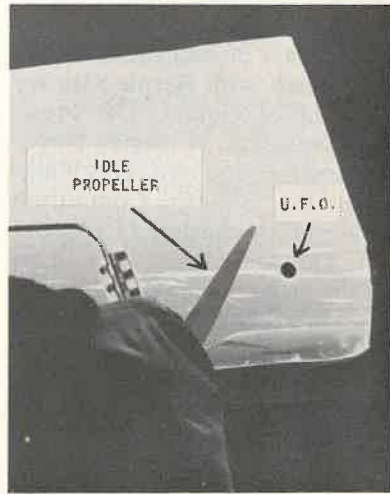
The North En Route

It was January 29 and the schedule called for lunch with Bernie Osiowy and his group at Gillam. The President, Past President, Managing Director, their spouses and two representatives from the Bulletin Committee were to take off by chartered Cessna at 8:30 a.m. The passengers were all on time but the plane had a sick tachometer and wasn't ready for take-off until 9:25 when the travellers soared off into the blue, little realizing that a replacement tachometer was to be the least of the problems of that plane or its successor. Terry sat beside the pilot to give the passengers added confidence. Photographer Ben Rogers sat behind the pilot, his main problem being where to put his long legs, suitably attired in red long undies-



Diagnosing the problem of the ailing engine.

ALOFT



Gillam

Meanwhile up at Gillam Bernie had laid on a fantastic smorgasbord, to be served at 11:30 to the local Engineers and Messrs. Saltzberg, Johnson and Algeo and members of the press, at which time the local Engineers would be given an opportunity to air their views.

It was **MOVED** by Mr. Osiowy and **SECONDED** by Mr. Clouston that the visitors from the south should be advised that things run on schedule in Gillam and that the meeting that had been originally scheduled for 1976 and had been deferred until 1980, was again overdue, and that the members in Gillam felt that this was an unusual number of deferrals.

It was **MOVED** by Mr. Dhaliwal and **SECONDED** by Mr. Gibson that the word 'unusual' should be deleted and the word 'extraordinary' substituted.

The Chairman interrupted the proceedings at this point to state that he had noticed Mr. Manning was sneaking goodies from the smorgasbord and that this procedure, under either Robert's or Bourinot's rules of order was a procedural no-no. Mr. Mian rose on a point of order to advise the Chairman that he felt Mr. Manning was well within his rights to be nibbling at the smorgasbord because Mr. Manning was only touching what had been laid out for the Executive in 1976. The Chairman asked Mr. Mian if he would please not talk with his mouth full, and directed those present back to the amendment to the main motion. Was there, he asked, any discussion on the amendment. Mr. Li rose to say he would rather discuss the smorgasbord. Mr. Beaudry said he would like to second Mr. Li's suggestion. The Chair-

man ruled that one did not second suggestions and would the meeting please get back to the topic.

Mr. Beaudry said it would be with great reluctance that he got his mind off the smorgasbord and drew the attention of the meeting to the fact that it was already 1980, the third last day of January and well past noon. The Chairman said that he did not regard 2:30 in the afternoon as being 'well past noon.' He called for a vote on the amendment, four hands (two holding chicken legs and one with a ham sandwich) were raised in favour of the amendment, and two holding coffee and two with pickles voted against the motion. The remainder abstained. The Chairman said that he would rather get on with his sandwich than break the tie so would those members who were huddled around the smorgasbord please get back to the meeting. Mr. Beaudry rose on another point of order. He stated that when he had asked the Chairman to hold his sandwich while he voted he had not expected the Chairman to consume it.

The Chairman said that in view of the tenor of the meeting which seemed to indicate more interest in eating than in waiting for the President and his entourage to arrive, he was going to allow those present to adjourn long enough to consume the smorgasbord that had been laid out for the 1976 meeting, but, he added in the strongest terms, they were not to touch the magnificent spread laid out for the 1980 meeting. At this point Mr. Osiowy was called to the telephone. He returned to advise that there would be a slight delay in the arrival of President Saltzberg and his group, Terry Algeo having phoned in such a message to Mr. Osiowy's secretary. One member, who wished to remain anonymous, asked if the southern vis-

itors were travelling (and phoning) on local time or were they on Greenwich time. He said he felt it was already apparent to those assembled that there had been a slight delay quite some long time ago. Mr. Osiowy said he felt it was inappropriate, yet, to criticize the Executive since it was only 3:15 Gillam mean time. He removed his injunction at 4:30.

One member, who had been reading Alice in Wonderland, raised his hand and asked if Mr. Osiowy had any actual proof to the effect that there really was a President and an Executive of the APEM. Mr. Osiowy replied that unlike the assurance Virginia received that there really was a Santa Claus, he was having serious doubts himself about the existence of an Executive.

At 4:35 the Chairman advised that it would be all right for those assembled and still awake to partake of the noon-hour smorgasbord. Unfortunately there was no one left to receive this message, so we leave Gillam, pretty much as we found it, the smorgasbord laid out, and the Executive still, again, yet, not having arrived — For those in Gillam it is very much a *deja vu* situation. Mr. Osiowy wrote the final words in the minute book — “Stood up again.”

En Route

We turn the clock back now to 11:00 a.m. Winnipeg time aboard the aircraft with the replaced tachometer and Ben Rogers' red drawers, headed for lunch at Gillam. The first hint that lunch might be somewhat delayed came with the announcement from the pilot that there was a problem with oil pressure. Below as far as the eye can see (and far beyond) are frozen lakes and bush. The word is that one engine will have to be shut down — and so it was. An

intermittent buzzer can be heard over the sound of the remaining engine. The plan now is to forgo the magnificent smorgasbord at Gillam for the time being and head for Island Lake. What do people do when one engine has conked out and they seem to be in a crisis? The pilot announced that everyone should do up the seat belts and he pointed out where the emergency exits were. No one mentioned how comforting it was that the tachometer was working. Richard Johnson was not saying, “Stand not upon the order of your going, just go.” Terry Algeo lit a cigarette. Peggy Algeo slept on. The pilot put on his earphones. Walter Saltzberg turned around to face his flock and give them a few words of comfort. Ben Rogers quickly got out his camera and began to get things (we weren't sure what things) in focus. This reporter had been asked many times by a dear friend to please swallow her diamond rings in case of an air crash so the friend could claim the body and thus the rings. Instead a note was written to the friend. ‘Sorry. I'm not in the mood to swallow the rings.’ This was followed by a codicil to the Will, and then it was back to notes about the other passengers and the situation. The intermittent buzzing ceased. The plane began to descend. Terry put out his cigarette. Walter stopped addressing his flock. Ben continued focussing his camera ready to record whatever. The notes read, “The lakes here are bigger and more plentiful. We seem to be gliding down.” Touchdown. An escort of two crash trucks. Welcome to Island Lake.

The pilot announced that it would be about 45 minutes before another aircraft would be there so the group filed into the Island Lake terminal which had a picture window but no lunch

room or coffee bar. Terry tried to make contact with Gillam to say that, once again, there would be a delay in getting to Gillam, and ran into a busy party line. The first ones who ventured outside to the His and Hers washrooms recommended that the others not follow suit.



Island Lake Emergency Mechanic at Work on Disabled Aircraft.

President Saltzberg, who was cut out for total leadership, scouted around outside until he located a highways department official who had a truck. The airline announced a longer delay in getting a replacement so Walter marshalled his group, in two relays, along the only road around, across a lake and up to the Island Lake Lodge where Mrs. Knowles provided lunch to those who had been subsisting, thus far, on Elaine Johnson's emergency supply of Mars bars. Elaine's emergency kit also contained two decks of cards so a bridge game was soon underway. President Saltzberg paced up and down reviewing the luncheon speech he had intended to

deliver at Gillam, Terry Algeo caught forty winks and the Johnson's challenged the Bulletin Committee to bridge. To their regret.

Thompson

The return to the Island Lake terminal was made by truck and helicopter, and, eventually, it was off to Thompson at 6 o'clock Newfoundland time. Martha and Blake Maxfield were the first to greet the travellers. Martha was wearing a magnificent pair of mukluks, which, she explained, she had been forced to buy because Blake hates cold feet. Carl Goddard was there, with no new recruits. Keith Somerville is taking his new status as a registered member seriously and was shuttling drinks from the bar. Pat and Bill Clement were, as always, very hospitable. Pat lectured Walter Saltzberg on the brevity of the trip — she thought the tourists should stay longer. Offhand we don't know of anyone else who would lecture Walter on any subject, but Pat was certainly undaunted. Alex Murchie was among those present, but did not jog over.

Our favourite nephew (by adoption not birth) had big news. Mrs. George Williams gave birth to Daniel Thomas Williams eleven months ago, and we haven't seen a picture yet. Come on, George!

Ken McDonald reported that he has no new hobbies, he is still concentrating on centrefolds. And on this lofty note the men adjourned to another room (it was Blake who blew the whistle on the subject of centrefolds) for a meeting. There were three main topics at the meeting, funding at the University of Manitoba, the Tritschler report and the Winnipeg Arena situation. President Saltzberg said that he would be pleased to receive any comments

THOMPSON



that could be considered as guidance. If there were any complaints, Walter said, they should be directed to Past President Richard Johnson. Thompson Engineers are certainly well informed. They had many questions about the three topics and others. Charlie Hews, having distinguished himself by achieving an almost perfect mark on the professional exam required of all new members, made an impassioned speech in favour of professionalism, all the more commendable since at the time he spoke he did not know how well he had done on the exam that he wasn't at the time sure Bill Clement should be putting him through anyway.

After the meeting Ray Prochera was running interference to the bar for Barry Hadfield. Some members would rather ask questions than drink and at one point during the meeting session Barry had sent a note across the room to Blake Maxfield reading: "This meeting is 100 minutes old. We are overdue at the bar."

We had a few words with Frank Turley who moved to Thompson from British Columbia. A usually reliable source advised us that Smiley Hallam and George Stewart are NOW the best bridge players in Thompson. "Blake and Martha Maxfield have slipped from third place to second rate third." The Phelan-Menon team has split up which seemed somehow to have altered the Maxfield standing, slightly. John Harkness, who came to Canada from Scotland, decided to take out his Canadian citizenship. Where else could he get to vote every six months? The Manitoba Department of Mines was represented by Val Kukoraitis, who has been living with the same wife for 30 years. Malcolm McKenzie announced that his hobby had remained unchanged since our visit 18 months ago. He is still interested in married women. Another bridge reporter advised that George Stewart plays psychic bridge. "He psychs out Martha Maxfield." We wish we could psych her out of her mukluks.



Carl Goddard, Keith Somerville, Barry Hadfield — Thompson.

Sylvia Peters, who has an English sheep dog named Winston, gave a brief seminar on how to tell the back end of a sheep dog from the front and offered to knit sweaters for her husband Norm and Ben Rogers out of Winston's hair. Milt Goble, who has a very pretty wife, made a comment we were sure was worth reporting but George Stewart said it could not be reported so that was that. The highlights of Richard Wisniewski's life since our last visit to Thompson were the acquisition of wife Diane and a Caribbean cruise, definitely in that order. Richard who had stopped smoking two years ago was giving Walter Saltzberg (on day 11) plenty of encouragement.

John Harkness gave a brief talk on the raven situation. The dogs in Thompson are trained, by the ravens, to remove garbage can lids. Then the ravens move in and spread the garbage in all directions. If the dogs go on strike the ravens manage to get the lids off the cans themselves. John has recently completed a raven census and says there are 5000 of them, 3000 on the city dump and the rest in the city. They disappear during the summer into the bush, returning in droves each winter. John is in charge of ravens, dogs and noxious weeds in Thompson.

At this point it was rumoured that Martha Maxfield had eaten all the cashews so everyone went home. And this reporter hopes that Walter Saltzberg was well tuned into Pat Clement's soliloquy.

Lynn Lake — Leaf Rapids

Walter was the first to breakfast, the first to the front door, and we suspect that no one has ever waited for Walter anywhere. He was also off in the first cab to the airport. The Johnsons and the Bulletin Committee were in the

second cab, only because it took Ben Rogers so long to get the frozen trunk open so the luggage could be stashed. The second cab passed the Saltzberg cab half way to the airport. By this time Walter thought maybe he was jinxed. His cab had conked out.



Tour Guide and Bulletin Reporter Don Taylor.

The Bulletin Committee did not do as well in the bridge department en route to Lynn Lake and had to concede two rubbers to the Johnsons. The troupe was met in Lynn Lake by Ann Margaret Plummer and Sheila Taylor had a cheery "Welcome to Lynn Lake." The ladies went to Ann Margaret's for lunch and Don Taylor drove the workers to Fox Lake. Here one discovers what is meant by virgin snow. It is pure white, no soot, no sand. Beautiful white snow marked only with tracks of various animals. The boys at Gillam will be surprised to learn that arrival at Fox Lake Mine was on schedule, 11:30.

Walter Saltzberg spoke, as did Richard Johnson, and the same three topics were covered — funding at the University, the Tritschler inquiry and the arena situation. Walter invited questions and got them. One person ventured in where angels would cer-

LEAF RAPIDS — FOX LAKE — LYNN LAKE



tainly fear to tread and asked what the benefits of membership were to the individual. Walter replied in no uncertain terms. If one wishes to practise professional engineering in Manitoba one is registered — one must be, by law. Registration gives to an engineer the equivalent rights that licence plates give to the owner of a car — the right to operate legally. There were many questions, about the practice of professional engineering, the definition, about geology, qualifications. Then it was time for lunch. A smorgasbord, a first for Fox Lake, arranged for by Don Taylor through the Lynn Lake Lioness group, and it was delicious. There were three Manitoba graduates in the group, 13 from other Canadian universities and four from universities outside Canada.

David Olszowiec has been in Lynn Lake for two years, after working in mining engineering for four years in Africa. Bill Hedderson has been there for two and a half years, having come from Agnew Lake near Sudbury, Chris Thomas worked at Lynn Lake for one summer and returned after graduation. Ken Major has been there for two and a half or three and a half years — it is so long, he explained, that he is no longer sure of the time. Ray Adams is a real old timer, having been there for ten years. Laurie Bergen and Dennis Bergen (Mr. and Mrs.) who came from B.C. have been at Lynn for 8 months. Rick Sawyer is a geologist as is Mike Guttman, Both From Montreal. Ken Armstrong, who is already registered in both Ontario and Saskatchewan, said his aim is to get a complete set.

Jack Macrory who hails from Ireland stood back politely and let everyone else eat first. Peter Goodwin is back at Lynn Lake after a short stint in Ontario — he says he came back

voluntarily. Phil Olson, a geologist, is one of the old timers having been there for three and a half years. John Ple-cash, a geologist, hails from Sudbury. Michael Tansey, a 1970 graduate in geology, is a real old timer, having been at Lynn for ten years. John Kelly, who comes from Ireland as all Kellys should, cannot qualify as an old timer yet as he had just completed his first week.

Missing from the meeting because they were at another very important meeting were Ian Plummer and Bob McCombe. Along with Don Taylor they had made all the arrangements, including bringing a planeload of engineers in especially for the meeting from the Ruttan Mine. The Ruttan mine people live at Leaf Rapids and the Fox Lake mine people at Lynn Lake. Don Taylor, who is in the latter group, leaves home every morning at 7:05. The staff at Fox Lake have twenty minutes for lunch and get back home, 30+ miles away at Lynn Lake, travelling by bus, shortly after 5 p.m. This is something city slickers could mull over as they get into the 8:30 a.m. traffic and take a two hour martini lunch.

Don Taylor drove us back to Lynn Lake, easily fielding all questions. We left Lynn Lake with the only regret being that Ian Plummer and Bob McCombe had been urgently tied up and we had missed seeing them. We did see some of Ian's birds. Then it was back into the plane and another ignominious defeat at bridge at the hands of the Johnsons.

Flin Flon

The effort exhausted Dick Johnson and while we waited for transportation at the Flin Flon terminal Dick stretched out over four seats and went to sleep. And we have two pictures to

prove it, which should teach him to beat the photographer at bridge.

The format at Flin Flon was similar to that at Thompson — a brief reception, either expel the ladies or leave them, a business meeting, and then reunite with the ladies and continue the reception. Jim Aitken, who was with Wardrop & Associates, is temporarily located at Flin Flon. Stan Liss, who represented Flin Flon at our most recent annual meeting, was there. We met Stewart Graham, who comes from Trail and has been in Flin Flon for a year. Louis Dinneen, a civil engineer from Ireland, is working on the design of a new casting plant. Skip Hills was learning about the fine points of hockey from Dan and Stephen West. Ron Typliski is also a keen hockey player and was trying to make sure that his trips to the bar were no more frequent than those of the West brothers so that they would all be in the same sort of shape for the next hockey game which was taking place that very evening. Tony de Vette does not play hockey but was described as a 'super curler.' Ian Christianson, originally from Selkirk, works for the city of Flin Flon and he reported that the raven situation is nowhere near as critical as it is in Thompson or Lynn Lake.

Lew Parres, who first went to Flin Flon in 1929 with his father to prospect, was very much tuned into the federal electioneering going on then and said he 'votes the way any intelligent person would vote' and produced a membership card to prove it.

Terry Chachula, a chemical engineer who has been in Flin Flon for ten years, has access to a hidden fountain of youth, the location of which he would not divulge.

Frank and Blanche Gira made the

arrangements for the reception which was certainly a success. The meeting portion of the evening is handled differently in Flin Flon. In Thompson when it is meeting time Blake Maxfield herds the men out of the reception area into a room where only coffee is available (and it is ignored) and the ladies stay with the bar. In Flin Flon the ladies are expelled and the men remain with the bar. This was the longest meeting of the three. The three main topics were again discussed. Many more questions were asked about those topics and others. Walter Saltzberg emphasized professionalism and the main purpose of the Association, that it is there to protect the public. Suggestions ranged from lower fees for non-Winnipeg members to establishing a provincial curling playoff. The hockey team left in the middle of the discussion and we have yet to hear who won.

In the morning Frank Gira and Stewart Graham picked up the troupe and took them on conducted tours of the plant. Those in Frank's group also got a tour of the city, which included a brief visit to Flin Flon, Saskatchewan. Frank submitted a problem that had arisen in the matter of workman's compensation. A worker fell from a point in Manitoba and landed (in the same building) in Saskatchewan. In claiming compensation (which was 5% higher in Saskatchewan at the time) it had to be determined if the accident occurred at the point from which he fell or at the point where he had landed. Fortunately for the worker it was decided the accident occurred in Saskatchewan so he qualified for the higher rate. The building in which this accident occurred is not the only one that lies in both provinces. Frank showed us a house, the front door of

FLIN FLON



which is in Manitoba and the back door is in Saskatchewan. In order to avoid sales tax the owner can order goods in Manitoba and have them delivered to the back door. The orange hard hat did not match Joan Saltzberg's pink coat but other than that it was a harmonious tour.

Then it was farewell to Frank and Stewart and off to the airport where it was learned that the plane had greeted the day with the tachometer in tact but with a dead battery so the engines had to be hand started. This meant that the passengers had to board with the propeller going. Important notice to all ladies — never board a plane with the props going unless Ben Rogers is right behind you. As you near the plane, purse in one hand, briefcase in the other, the sudden wind velocity will tear the hat from your head and swirl your skirts aloft. The procedure is to drop the briefcase and grab the hat. Ben will gallantly pick up the briefcase and hold down the flying skirts. Any female who would give even a passing nod to women's liberation groups has not met chivalrous Ben.

En Route

Walter decided it was time to show even more leadership so he took over the seat beside the pilot. 'They' swamped 'We' at bridge, and that leg of the trip was without serious incident, writing of codicils to a Will or focussing on what might have been the final picture. Elaine Johnson produced more emergency rations for lunch.

On arrival in Winnipeg Walter quickly switched from his role as navigator to that of taxi dispatcher and shortly thereafter everyone was off somewhere. Ben even went to work, as did Walter.

Punctuality and patience are two things Walter gets top marks for. He was always first for breakfast, always at the appointed spot before the appointed time, and he kept to himself his thoughts about various delays. He must certainly have impressed the members in the north the way he impresses us, as someone who is forthright, fair and fearless. Everywhere he invited criticism and met it all head on. Ben Rogers recorded it on film, as well as looking after ladies skirts and luggage. We could and should learn a lot from the people in the north. They are a lot more hospitable, a lot friendlier, than we are. They take more time to be people. If only we could get to Gillam. We checked the map. There actually is such a place. There may even be engineers there. Let's hope the twain shall meet one day. Bernie, would you please put wax paper over the food until we do make it. Thanks — S.J.A.



Ben Rogers — Our Favourite Photographer.

NORTHERN BELLES



Where is the North?

We are big on polls this year. Although some of the P. Eng.'s offered suggestions about what we could do with polls, poles, pole axes, north poles, south poles, Poles and pole-itics, we treated these with elegant shrugs and didn't do what they suggested. We had just one skill-testing question: "Where is the North?"

For the last 20 years we have heard about all the jobs, wealth, industrialization, roads, tourism, etc. that were going to be created "in the North". So, it seemed logical to ask where this place was. We thought it would be easy to get consensus. It was not.

One historian type said it was north of Boundary Creek at Winnipeg Beach. A political type said it was beyond the 60th parallel because that's where his authority stopped. An Elmwood man said he thought it was North Kildonan. A Winnipeg councillor said wherever it was, if he could get the listing of all that real estate, he'd sell it. A Thompson man said it was in an area bounded by Broadway, Assiniboine, Osborne and Edmonton Streets in Winnipeg where there was advanced thermokarst of the brain with a little solifluction thrown in to complete the degradation. A Leaf Rapids person (sex unknown) said it was at Snow Lake and a Churchill lady said it was outside the Community Centre.

Now polls have come to be regarded as having an accuracy of plus or minus 2 percentage points so it was obvious the results would make a major contribution to the Constitutional discussions. Therefore it seemed necessary to explain the results to the dumb populace. The CBC was busy interpreting others so we committee-ized the results. The Committee reported that "north" is a direction towards the

role Star from Miami on the east and

EDITOR'S NOTE:

The Committee Report is so long we do not have space to print the definition but we feel confident that it is west of some place called Miami but we do not know whether that is in Florida or Manitoba.

Thompson News By B.E. Maxfield, P. Eng.

Martha and I very much appreciated the opportunity to again attend the Annual Meeting. We thoroughly enjoyed seeing everyone again and had a great time at the dinner and dance. The meeting proved very interesting again this year.

We extend congratulations on behalf of the Thompson members to new President Walter Saltzberg and Vice-President Rudy Isaak as well as Councillors D. Cross, G. Swift, J. Lewis and F. Jost.

Members and staff of the Association visited Thompson on January 29, 1980, continuing the program of meeting with Professional Engineers in the north to bring us up to date on matters of current interest and concern to the profession and give us an opportunity to discuss with them matters of interest to us.

Thanks to a well "engineered" aircraft, the visitors made an unscheduled visit to Island Lake that caused them to miss their planned meeting at Gillam. I'm sure you will find details in their reports of the trip.

A fairly good percentage of our members turned out to meet Walter and Joan Saltzberg, Richard and Elaine Johnson, Terry and Peggy Algeo, Loreen Dunklee and Ben Ro-

gers. Rudy Isaak was unable to attend so Bulletin photographer Ben Rogers substituted, probably reflecting on my performance as photographer for the previous trip. Walter and Richard led the business meeting, outlining the Association's position and activities including accreditation of the University of Manitoba Engineering program, the Manitoba Hydro Inquiry (Tritschler Commission report), the Winnipeg Arena investigation, relationship with MANSCEET, professional responsibility and professionalism.

The meeting certainly must have been interesting as it went on considerably longer than scheduled. Thanks were expressed to Barry Hadfield for his gentle nudging of adjournment and we joined the ladies for the reception, thoroughly enjoying the conversation and refreshments that followed.

Over the past few months, the following new Thompson members were granted registration: K.L. Somerville, I. Tomlinson, M. Toderian and D.G. Drake.

Bob Kerr, Inco Mines Planning, was elected president of the Thompson Branch of the Canadian Institute of Mining and Metallurgy for 1980, succeeding Barry Hadfield.

Inco Limited recently released its 1979 Annual Report. It was a turnaround year for Inco. Net sales were almost \$2.5 billion, an increase of \$400 million over 1978, reflecting improved prices for all of our principal products. Net earnings were \$142 million or \$1.58 per common share, by no means satisfactory given the magnitude of Inco's investment in the business, but indicating an improving trend. Earnings in 1979 were adversely affected by costs and expenses of the Sudbury strike and charges (largely interest ex-

pense) applicable to the Guatemalan and Indonesia projects.

Non-communist world nickel consumption in 1979 was over 1.3 million pounds, a new record. Producer inventories are estimated to have further decreased to approximately 300 million pounds, towards the lower end of the range considered "normal".

Inco's subsidiary, ESB RAY-O-VAC was reorganized in 1979 and early 1980 and its name was changed to Inco ElectroEnergy Corporation. Under Electro-Energy, there are four core companies: Exide Corporation (industrial, automotive and specialty storage batteries), Exide Electronics Corporation (uninterruptible power supply systems and emergency lighting products) RAY-O-VAC Corporation (dry cell and button cell batteries and portable lighting devices) and Universal Electric Company (fractional horsepower motors).

Letters

Bulletin Committee:

Re: "From the Archives" Contest

(This letter is written in accordance with the principles on page 21 of the February '80 Bulletin.)

Correct identification of the youths on page 27 of the same issue, from top to bottom:

- Russell Sharpe
- Bryan K. Johnston*
- Ron Gordon
- Angus MacLeod

* The spelling of this name should be your tie-breaker; I'm sure Bryan would agree.

I meet your qualifications for eligibility; I am **not** a Highways Department Engineer. In fairness, I must

admit I was, during 1963 . . . but on the other hand, I was nowhere near the bonspiel where the picture was taken, or any other bonspiel before or since. And in further defense of my eligibility (for your prize!) and prowess, may I state that in my haste to be first to reply (in case that's your tie-breaking criterion), I did not consult any printed (i.e. the Roster) or written material for correct spelling (though having Dave Sharpe's picture on page 31 helped reassure me that Sharpe, like Clarke, should be spelled with an "e").

Send the prize to:
Edward W.J. Clarke, P. Eng.

Editor's Note: Congratulations Ted Clarke. The prize will be delivered as soon as she is wrapped up.

Moving?

PLEASE let us have your change of address

Walter's March Theme Song (Dedicated to Sean Kavanagh)

Roses are red
Violets are bluish.
A leprechaun told me
St. Patrick was Jewish.

USE OF SEAL

Section 18 of The Engineering Profession Act reads as follows:

Every person registered under this Act shall have a seal, the impression of which shall contain the name of the engineer and the words "Registered Engineer, Province of Manitoba," with which all estimates, specifications, reports, working drawings, plans and other documents issued from his hand shall be sealed.



Past President Johnson catches forty in the Flin Flon air terminal.

MIXED DOUBLES

