



### Ungava Ore To Start Rolling This Summer

SEPT ILES, Que. (CP)—With the approach of spring and the thaw, the 2,000-odd folk of this town are looking expectantly towards the northland of Ungava which in a few months will send forth its first ore-laden train.

It will be the start of a procession that will probably continue for the rest of the lives of a good number of inhabitants of this St. Lawrence river port, 350 miles northeast of Quebec.

The 300-mile railroad linking Sept. Iles with Knob lake, heart of the \$200,000,000 project, has been completed. By the mid-summer, according to an announcement made recently by Premier Duplessis in the Quebec legislature, the first of about 400,000,000 tons of ore will start flowing out of the bleak region.

At first, about 10,000,000 tons of ore, carried in 125-car trains, are expected to pass through Sept. Iles each year. Here the ore will be transferred to boats for the long journey to smelters in the northern United States.

Experts feel this quantity would

TORONTO, (CP) A 12-year-old girl, Betty Reid, died Wednesday in hospital after collapsing earlier on the street on her way to school. Coroner Dr. Wilfred Christie said he believed the girl died of a heart attack.

### International Nickel Co. Earnings Show Increase

TORONTO, (CP)—International Nickel Company of Canada, Ltd., had net earnings in 1953 of \$55,894,526, or \$3.54 a share, compared with \$38,891,282, or \$3.90 a share, in 1952.

This was after income taxes of \$43,945,837, compared with \$43,898,993. Out of the earnings, \$36,192,506 was paid in dividends, compared with \$30,837,138.

While earnings were third highest in the company's history, net sales set a record at \$338,870,995, compared with \$314,228,747 in 1952.

Decrease in earnings from last year, says the annual report, signed by John F. Thompson, chairman, and Paul D. Merica, president, "was due principally to generally higher costs of labor and materials, and to increased provision for depreciation." (\$12,854,560, compared with \$10,461,438). All figures are in United States currency.

Demand for nickel continued high in 1953, says the report. There was some falling off in military requirements at mid-year but supply remaining for civilian use "was still far short of need."

Full Capacity  
From "present indications" the company expects to operate at full capacity in 1954 and sell all the nickel it produces.

The Ungava project, financed by a group of companies under the title of Iron Ore Company of Canada, is expected to fill the place on the nearly-exhausted Mesabi range in the U. S.

increased its annual capacity and production rate by 24,000,000 pounds of nickel and 20,000,000 pounds of copper. This increased production is being sold to the United States government under a five-year contract, with deliveries starting early this year.

Current assets at year-end were \$248,589,451, up \$13,746,090, and current liabilities were \$57,870,286, up \$1,046,701, indicating working capital of \$190,705,165, up \$12,699,299.

A new plant now being built to treat pyrrhotite ores will initially treat 1,000 tons a day of nickel-bearing pyrrhotite—the first unit of an operation "which will ultimately recover 1,000,000 tons per year of iron ore in addition to nickel." Up to now, iron content of nickel ore has been rejected in slag and tailings.

Exploration for new sources of nickel in 1953 cost \$8,084,742, which the company believes "is the largest expenditure for exploration in any year by any mining company in Canada."

In addition to exploration in Ontario's Sudbury basin, centre of the company's operations, exploration was carried out in Western Canada, particularly in Manitoba and the Northwest Territories. Extensive work was continued at Manitoba's Mystery Lake, "where a large low-grade nickel deposit is indicated."

### Eat More Beef, Mutton But Less Pork In 1953

OTTAWA, (CP)—Canadians ate more beef, veal and mutton and lamb but less pork per person in 1953 than in the previous year.

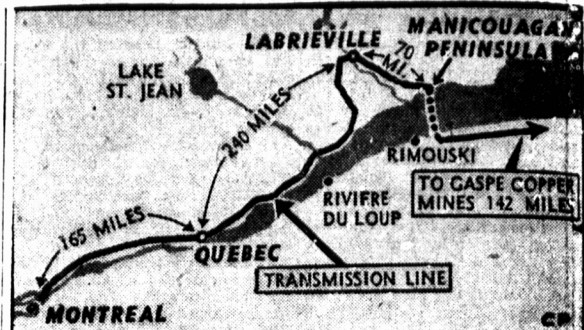
The bureau of statistics reported Wednesday that this was mainly because pork was in short supply and cost more than during 1952. The opposite situation held for beef.

Per capita consumption of all meats, on a cold dressed carcass weight basis, increased to 140.1 pounds from 132.9 pounds in 1952. Beef consumption rose to 59.1 pounds from 44.7, veal to 9.1 pounds from 6.7, and mutton and lamb to 2.3 pounds from 1.9. Pork dropped to 57 pounds from 65.9, canned meats to 7.4 pounds from 8.2, and offals to 5.2 pounds from 5.5.

#### GREENVALE W. I.

The March meeting of Greenvale Women's Institute was held at the home of Mrs. B. Wonnacott with an attendance of six members, and two visitors were present.

It was decided to pack woollens



HYDRO DEVELOPMENT — Thousands of construction men are working in the wilds of northeastern Quebec to harness the Bersimis river. When their work is finished, Quebec will have the second largest hydro installation in Canada. This map shows how power from the Bersimis development will be carried to Montreal's industrial area and across the St. Lawrence river to the copper mines of Gaspe.—(CP Photo).

Tuesday night in school if enough are sending. It was reported towels were needed for the school. Red Cross convener reported a sweater and two pairs of pants had been handed in. It was decided to donate \$5 to the Red Cross.

It was decided to invite the New Haven Jamboree to Hunter River Hall when suitable.

Mrs. MacRae read the paper from the convener of citizenship and education of youth, Mrs. McGuigan.

Program consisted of reading by Mrs. Selby Spence and Miss Joyce Easter, also a contest put on by Mrs. MacRae.

Roll call for next meeting is to be answered by a housekeeping hint or recipe.

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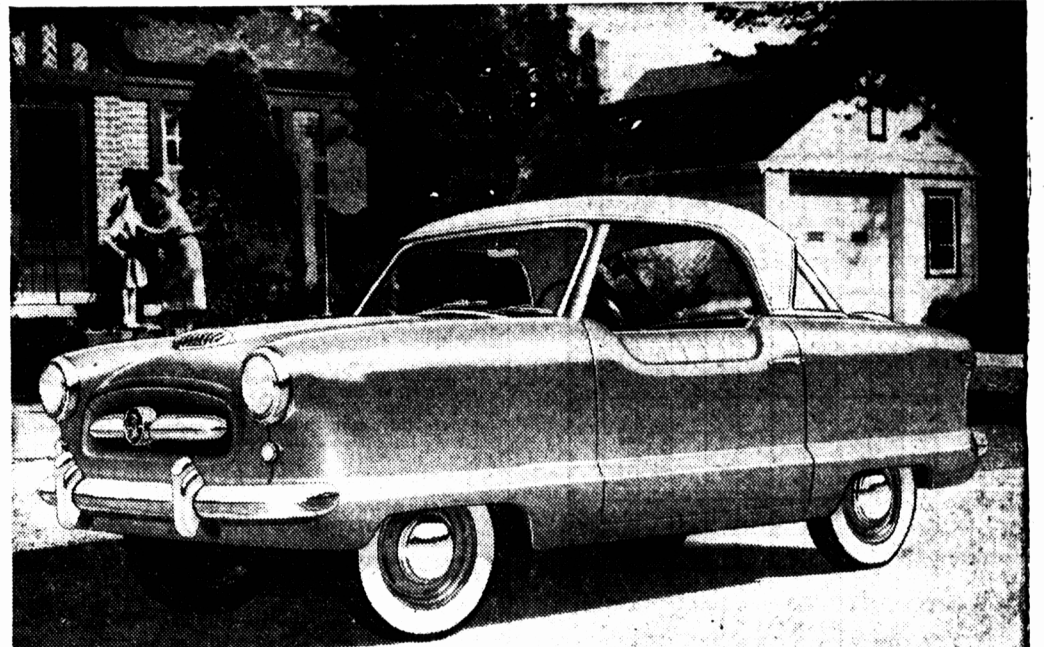
#### WHO DID NASH BUILD THE METROPOLITAN FOR?

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The Metropolitan is available in two stunning models—Hardtop and convertible—in new, stylish two-tone colour schemes. It features the famous Austin A-40 overhead valve engine, mounted in Nash's strong, dependable Airflyte Unitized Construction . . . lowest full price, with all extras included . . . lowest down payment . . . lowest operating costs.

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Your Metropolitan comes complete with radio, Weather Eye Conditioned Air System, directional signals, continental rear tire mount, two inside sun visors, cigarette lighter, foam cushion and nylon and leather upholstery. Yes, you get all this included in the low, low price!



WHAT HAPPENED ON THE RALEIGH 24 HOUR TESTS?

Two stock Metropolitans—after being driven 800 miles from the factory to the speedway at Raleigh, N.C.—completed grueling 24-hour speed, endurance, and economy tests.

On the 24-hour non-stop economy run, the Metropolitan averaged 34.8 m.p.h., at 51.87 miles per gallon!

The other car completed 1453 miles at an average speed of 62 m.p.h. during 24 actual running hours. These tests were supervised by the National Association for Stock Car Auto Racing, and they prove beyond doubt the Metropolitan is rugged, comfortable, fast, yet wonderfully economical to run.

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