

SULPHURIC ACID GIANT PLANT

Plans are well advanced to build the largest metallurgical, gas-based, sulphuric-acid plant in the world in the heart of Canada's nickel belt, it was announced recently in a joint statement by The International Nickel Company of Canada, Limited, and Canadian Industries Limited.

The plant is to be entirely financed by INCO at a cost of almost \$20 million. It is being undertaken, coincidentally with expansion of the iron-ore-recovery plant and the construction of a new nickel refinery, to prevent the plant complex becoming a source of air pollution, not only from sulphur dioxide but also from dust. All dust must be removed as a prerequisite to sulphuric acid production.

The sulphuric acid plant is part of an environmental-control program, costing about \$40 million, that is being undertaken by International Nickel in the Sudbury area. In another phase of the program, a 1,250-foot stack, with associated precipitation equipment, is being built in Copper Cliff at a cost of \$15 million.

The plant, which will have a production capacity of 2,300 tons of acid a day, will be an adjunct to CIL's present sulphuric acid complex. The fourth plant in the complex, it will increase production of sulphuric acid from INCO smelter gases at Copper Cliff to a total of 5,000 tons a day.

CIL has started the engineering of the new project, but tenders have not yet been called and no contracts have been awarded. Completion is scheduled for the second half of 1972.

WORLD MARKETS

Markets for the output of the new plant will be largely overseas, and the operation will include a number of strategically-placed distribution depots to be built at additional cost. These will be serviced from Copper Cliff by unit trains. At least one of the depots will be on tide-water, giving year-round access by sea to world markets.

CIL inaugurated in 1967 the first unit-train shuttle service to transport sulphuric acid from the Copper Cliff works, and this service will also be used in connection with the new plant.

SULPHURIC ACID IN CANADA

A pioneer in Canada in the production of sulphuric acid and liquid sulphur dioxide from sulphur-bearing gases, CIL completed its first unit on the INCO site to manufacture acid from this raw material in 1930. Since that time, recovery of sulphur values from INCO's smelter gases has been expanded at an ever-increasing rate.

Manufacture of liquid sulphur dioxide began on the INCO site in 1952. Sulphuric acid operations there were expanded in 1957, 1963, and 1967. The plant that came into production in 1967 with a capacity of 1,400 tons a day was at that time the largest of its kind in the world. In contrast, the new plant will have a daily capacity of 2,300 tons. This steady expansion is the result of collaboration between INCO and CIL and a program of process development and marketing and distribution innovation.

REPAYMENT OF NOTES TO ITALY

Finance Minister E.J. Benson has announced the repayment of the last two blocks of Government of Canada notes issued to the Italian Exchange Office in May 1968, at a time when Canada's official international reserves were depleted. The repayment totals the Italian lira equivalent of approximately \$68.2 million (U.S.); the transaction took place on June 24, 1970. A previous repayment totalling the Italian lira equivalent of about \$32.2 million (U.S.) was made on May 15, when the first block of notes matured.

AUTO TRADE ASSISTANCE

The Automotive Manufacturing Assistance Regulations have been extended for one year to June 30, 1971, it was announced recently by Mr. Jean-Luc Pepin, Minister of Industry, Trade and Commerce.

Mr. Pepin said that the Regulations had established the basis for the Automotive Adjustment Assistance Program. The extension of the Regulations, which were announced in August 1965, was

necessary to the completion of the adjustment process resulting from the new market conditions created by the Canada-United States Agreement on Automotive Products.

The Regulations provide for repayable interest-bearing loans to auto parts and accessories manufacturers; to suppliers of materials, tools and dies; and to manufacturers of specified commercial vehicles and buses who have been affected by the auto agreement and who are unable to obtain financing on reasonable terms to restructure their operations. In addition, they provide for certification of the eligibility of workers laid off by eligible employers as a consequence of the auto agreement to apply for transitional assistance benefits.

The Adjustment Assistance Board, which administers the program, also considers applications for remission of custom duties paid by eligible manufacturers on certain production machinery and equipment which they are unable to obtain from Canadian production in time to meet their commitments for the year.

Since 1965, the Board has authorized 88 loans