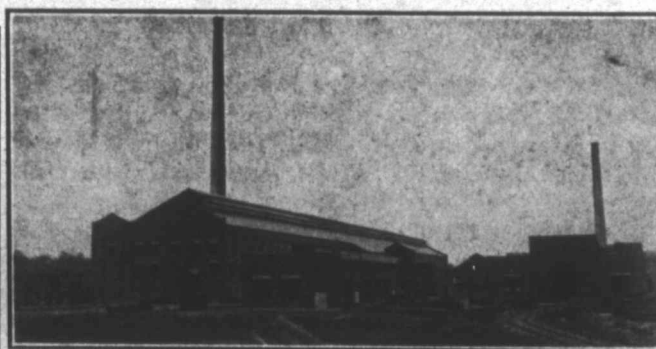
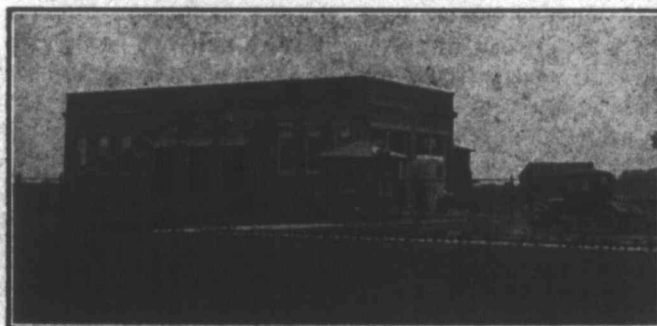
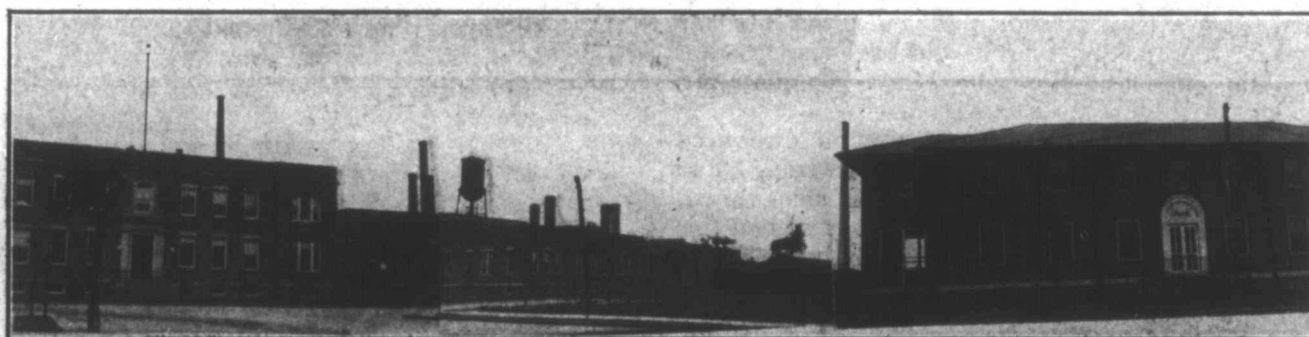


International Nickel Co.'s Refinery at Port Colborne

On July 1st, 1918, the plant of the International Nickel Company of Canada, was put into operation for the treatment of nickel-copper matte. A large supply of matte has been shipped to this refinery during recent months from Copper Cliff, where it is produced at the smelter of the Canadian Copper Company. The bins have also been well stocked with fuels and salt cake. The first operation—smelting the matte with salt cake—is now being carried out in one of the three furnaces. It will take a few weeks to fill up the plant, and then the production of refined nickel on a large scale will have begun. The plant was designed to produce about fifteen million pounds of nickel per year. There will

The Foundation Company, Ltd., of Montreal, had charge of the entire construction. From four to nine hundred men were employed on this work. The buildings are of steel and brick construction. The Dominion Bridge Company, of Montreal, supplied, fabricated and erected the steel—about 10,000,000 pounds. About 51,000 tons of concrete and 6,000,000 bricks were used on the work.

The first view of the works shows two enormous and three smaller stacks rising from a well-laid group of brick buildings. Approaching the plant from Port Colborne, we find a handsome office at the end of a court flanked on either side by very attractive club-lodging



The new nickel refinery at Port Colborne, Ont.

be produced at the same time about half this amount of copper. There is at present no provision for recovering the precious metals at the Port Colborne plant, and the slimes will be sent to the New Jersey refinery of the International Nickel Company for treatment.

The site selected for the refinery is at Port Colborne, adjoining that of the Canadian Furnace Company. It is close to the Welland Canal and to a branch line of the Grand Trunk Railway. Port Colborne is on Lake Erie at the entrance to the Welland Canal, and the transportation of fuels by water will, therefore, be possible.

houses. At the left of the office is the hospital and time-recording office. At the right is the laboratory building.

The railway sidings enter the yard from the north, the main supply line leading to the bins at the east side of the furnace building. The approach to the bins is over a very substantial concrete trestle. From these bins the matte, fuel and salt cake are loaded into cars resting in pits in the concrete floor of the building. These cars are hoisted to the feeding floor.

The furnace building is a large one—746 ft. by 125 ft. It houses three blast furnaces and three converter