

professional classes perched on a hill above town, and when the unions sent organizers in the early 1940s they were sometimes set upon by hired goons.

Sudbury today is still an ethnic mosaic. Today's work crews are more sophisticated, more prosperous and much more independent. There are Finnish neighbourhoods and a big French section called the Moulin à Fleur. There are some 700,000 Francophones in Ontario, and most of those who don't live in the Ottawa area live in and around Sudbury. It has been a bilingual city officially since 1972.

Other marks of the past are also being effaced.

Since the turn of the century dense clouds of sulphur dioxide had blown off the raw ore being roasted in open smelters.

The International Nickel Company solved the basic problem by putting the smelters indoors and funnelling the smoke off through the world's tallest stack, but this contributed to the creation of another problem that no one had anticipated. Emissions from high smokestacks may be carried by the winds to produce acid rain hundreds of miles away.

In recent years the production of the gases has been greatly curtailed, mostly through Inco's air-cleaning efforts mandated by the provincial government, but partly by a closing down of operations caused by the weak international demand for nickel. Much of the barren land has been reclaimed through a program that began in 1969 and that has been gathering momentum ever since. The first effort—the immediate planting of several thousand trees—was almost totally unsuccessful, but step-by-step efforts which began by applying limestone and fertilizer and planting grass and legume seeds, have had remarkable results. Even the application of limestone alone, to inaccessible rocky hillsides, has resulted in the germination and growth of native plants such as grasses, birches, poplars and willows.

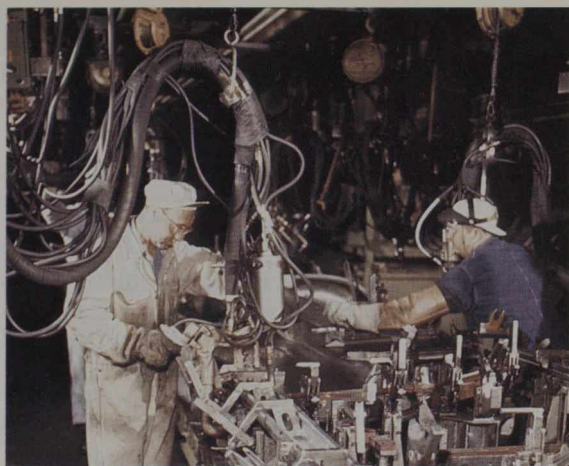
Sudbury looks prosperous. A new \$12.2 million theatre centre opened last fall with a full house of \$100 ticket holders at a performance of *Oliver Twist*, and the suburban highways shine with neon lights and shopping malls. There are five new chrome and glass office complexes downtown, and a new \$22-million-science centre shaped like a flying saucer will open this spring.

Windsor

Windsor is about as far south as Canada goes. Visitors are surprised to learn that it is at the same latitude as Rome and below certain parts of California.

It occupies part of a peninsula between Lake Erie and Lake St. Clair, across the Detroit River from the city of the same name, and has the greatest concentration of industry in Canada. It makes whiskey, chemicals and pharmaceuticals and—most particularly—automobiles.

It was settled more than 200 years ago by French farmers, who called it L'Assomption. After



the American Revolution it became a town called Sandwich and in 1836 it became Windsor. Its association with the automobile industry began, more or less, in 1900 with the arrival of the Regal Motor Company in Walkerville. The Two-in-One Auto Company followed in the nearby town of Amherstburg with what was considered a better idea—a touring car that could be converted into a delivery truck by replacing the tonneau with a box. Regal expanded its plant, Dominion Motors Ltd. offered the Royal Windsor Touring Car and the Canadian Top and Body Co. made tops and bodies.

The Canadian companies were relatively small and were soon engulfed by big ones from across the river. The Hupp Motor Car Co. moved in, and Ford built a three-storey plant in Windsor in 1910 and a four-storey one in 1911. The E.M.F. Company (Everett, Metzger and Flanders), makers of the EMF 30 and the Flanders 20, sold out to Studebaker. General Motors arrived in 1919 and Chrysler in 1925.

Between 1911 and 1921 Windsor's population went from 17,829 to 38,591 and today is 192,083. The Auto is still King, though its throne was recently rocked.

The last two years have been critical. The United Auto Workers agreed, for the first time in history, to revise existing contracts downward. It gave back between \$3 billion and \$4 billion in scheduled wages and benefits to General Motors and Ford and won "lifetime jobs" for a sizable but limited number of workers. At Chrysler the road was somewhat rockier. The union made concessions valued at more than \$1 billion, but it also demanded pay adjustments for inflation. Their cost-of-living adjustments had reflected inflation in the United States, not the higher rate in Canada.

An agreement was reached in December of 1982 and this one, which gave the Canadians a \$1.15 (Cdn.) hourly raise, and the Americans 75 cents (U.S.), bringing wages to an approximate equivalence, was approved on both sides of the border.