

These photos show work underground at the Nutrien Rocanville mine.

Above is an employee at the mining face in one of the mining rooms.

Above right is one of the mining machines at work boring into the potash seam.

Right is potash on one of the conveyors that carry the ore to the skip which raises it to the mill at the surface.

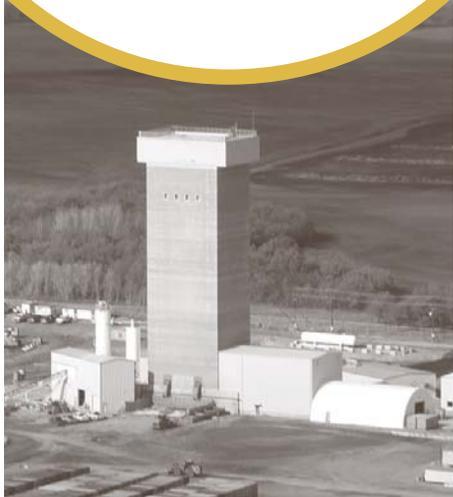


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'We are feeding the world through potash and agriculture'

Kevin Weedmark of the World-Spectator spoke with Saskatchewan Chamber of Commerce CEO Steve McLellan about the 50th anniversary of the Nutrien Rocanville mine. Following is the full interview:

It was 50 years ago when the first rail car of potash left from the Rocanville mine. How important was that first moment, the start of that mine?

That is an interesting question. Obviously a lot of work went into getting the mine built and getting to that point.

But now we look at the legacy of that moment and all the good that 50-year-old mine has done. It's amazing. There are people whose livelihoods have been made by that mine, and we see second and third generations working there. We see the taxes that have been generated by the employees and the company itself, the people in different parts of the world who have eaten better because of the contents of those rail cars.

Everything about it is simply outstanding and we can sometimes be a bit complacent about potash as we can be around our ag sector—but we are feeding the world through potash and agriculture and we can't take that for granted nor should we. This is a good time to stop and reflect it and celebrate it a little bit because that was a big day 50 years ago. Without that first car of potash, nothing else would have come after.

How important is the potash industry to Saskatchewan?

I think it is absolutely fundamental. As a matter of fact there is an argument that we should be taking it more seriously. A couple years ago in the provincial budget there were some surprises for the sector without sufficient consultation in terms of their tax and royalty structure, and I think it was unfair.

I think we should be looking at that as an opportunity to build more jobs, to build more communities around those mines, and of course for every mine worker there is a contractor that is doing work on those places too—it's not just the direct



First potash produced at Rocanville

It was September 25, 1970 when the first railcar load of potash was produced at Rocanville.

mine jobs that are critical. We should be sitting down and saying 'listen what can we possibly do as the people in this province to help you ship more potash because we've got lots more than we will ever use. Decades, and hundreds of years of supplies—what could we possibly do to get more out there, to take advantage of the fact we have it?'

How much of a contribution do you think the potash industry has made to Saskatchewan over the last half century? How different of a province would this be if we didn't have that entire industry?

That's interesting to think about. It's hard to imagine the scale of the contribution to this province. The full direct contribution to tax alone, the number of jobs, the number of high schools that have been built with those tax dollars, the number of college educations that have been paid for, the number of universities that have been paid for with the tax revenue that goes through the province to the universities. We would be a whole different province without potash. We would not be as

strong. We would not be as well trained. The contributions of Nutrien to the communities that they're in and the province generally is amazing. We see their logo everywhere and it's because they're committed to the province—and that is the visible dollars. The invisible dollars are the tax revenues that have paid for hospital wings without putting a logo in front. We would be a whole different place without them.

What do you see as the future of the potash industry in Saskatchewan?

I think it is very bright if we do it right. If we take it seriously. The companies are exceptional. The people that work in and run those companies are the best in the world and the product that we have is the best in the world, and our capacity to get it to where it needs to go is the best in the world. The problem we have and the only stumbling block I would argue in keeping us from getting more volume out of the province is the fact that our regulatory environment—federal and provincial—is not working as hand-in-hand with the

sector as we would like to.

We've added new environmental requirements that make no sense for the potash sector. We've charged royalty rates that may not make sense when we have an excess of supplies as we do underground. So we're taking the industry for granted and charging them things that make no sense when we could make more money as a province by simply saying 'hire more people, keep all the mines open' and those taxes will generate much more collective benefit. We've got the wrong attitude toward that sector.

The federal and provincial governments look at potash and say 'well they can't move because this is where the potash is,' whereas those companies indeed have reduced some of their investment because it is more expensive to do business here and there are more jurisdictions in the world starting to get their potash out of the ground without the environmental, labor, and human rights requirements that we have here. The potash companies in Saskatchewan perform at the highest level. We're taking them for granted and we shouldn't be.

What does the province need to do to ensure a strong future for the potash industry?

They need to go to the table with the companies with a blank sheet and say 'what can we do to get you twice as busy as you are now?'

That means more people working in the mines. It means more products being shipped and more people in the world eating better because of it.

With that sort of a clean slate attitude they can start to invest in the future of this province. It's not like the companies don't want to pay any taxes or don't want to play by any environmental or human rights rules—that's not the case, but they need an open book and that's the opportunity we haven't taken, haven't give them.

Instead of that, what do we do? We surprise them the day before the provincial budget with some new costs, which is again taking them for granted.



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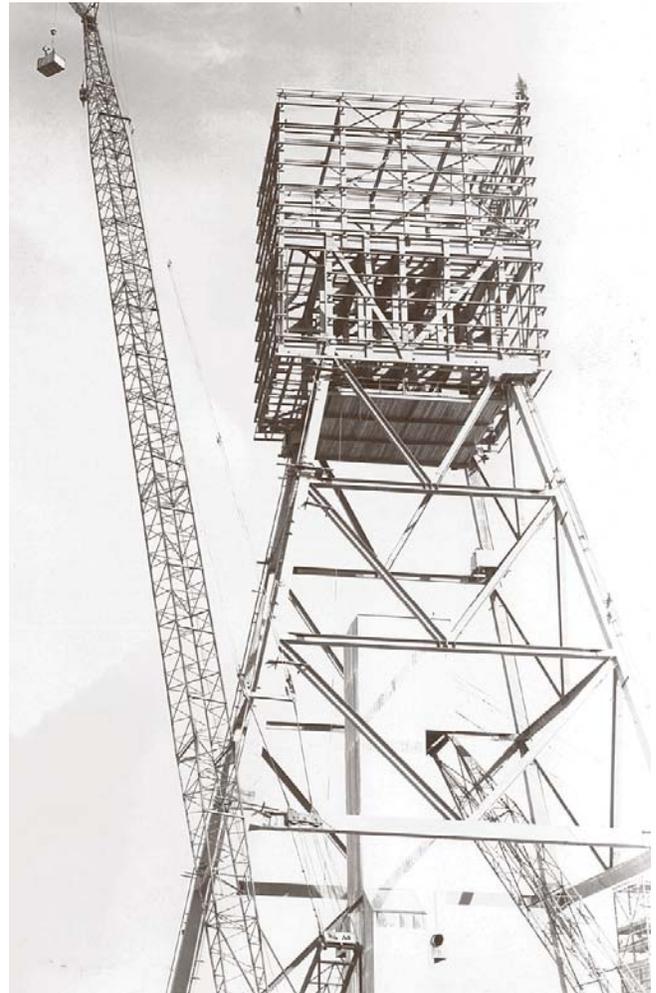
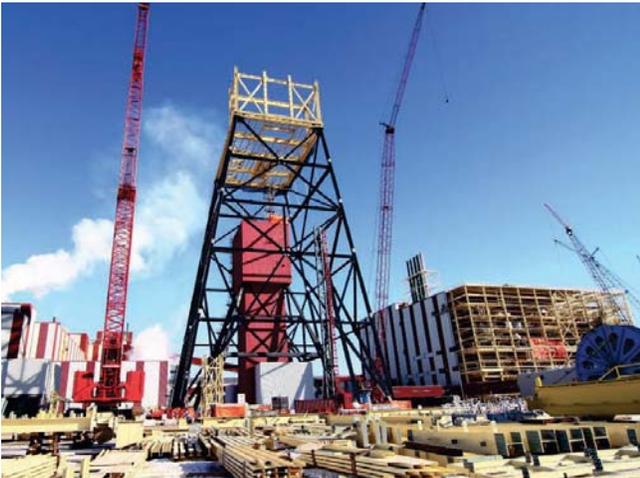
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Above and right, construction on the headframes during initial construction of the Rocanville potash mine. Below, a new headframe under construction over top of one of the original headframes when the original service shaft was converted to a second production shaft, and a new service shaft was developed at Scissors Creek in 2011.



Congratulations to Nutrien's Rocanville mine for 50 years of successful potash mining and production.

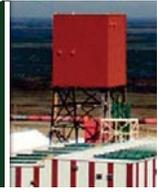


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Mahindra Roxors are modified for use underground in Saskatchewan mines at Universe Satellite Sales in Rocanville.

Universe providing Roxors for mining industry

BY KEVIN WEEDMARK

Rocanville's Universe Satellite Sales is filling a need for Saskatchewan potash mines—the company is providing vehicles to transport people underground at the massive potash mines at Rocanville and Esterhazy.

Owner Stan Langley says that as soon as he saw his first Roxor he knew the vehicle would work for the mines, and the vehicles are being modified in Rocanville to meet the precise needs of the mining industry.

"We have supplied other vehicles to work underground like the Kiotti's, and I had been after the manufacturers to build a vehicle specifically for the mines, but they didn't because it costs a lot of money to design some for the mines," he says.

"A friend of mine wanted us to get into selling Roxors because he wanted to buy one, but we didn't really want to take on another line, and when he went and bought one in Alberta he came home and he says 'you got to come out and have a look at this.' We drove down there and had a look at it. As soon as I walked in the door I said 'holy, that is exactly what the mine needs.'

"So we went after the dealership, got it right away, and the first thing we did is we got a couple guys from the mine to come in and said 'if you could build a perfect mine vehicle, what would you do to this vehicle?'

"The first thing they said was it was a little too high so you would need to get it lowered, which we did by changing out to smaller wheels. You would need all the lights for underground, and need the scrubbers for the exhaust. They said you need different bumpers because everyone is going to bump into the wall—they are going to bust the taillights and everything on it.

"So we just took all the notes, and then I got Scott Norton down who was involved in building some of the first mine vehicles when Sylvite was first doing it when he worked for Goodman's. (Sylvite of Canada first developed the Rocanville potash mine.)

"He designed the front and rear bumpers for us and he started making them for us and we got the first one down underground at Rocanville, and they like it. It hasn't been underground for a year yet and I think it has around 36,000 km on it."

Universe's modified Roxors are now underground at both Nutrien Rocanville and Mosaic Esterhazy mines.

"We've got five at Nutrien and one at Mosaic, and I'm sure we'll have more—it's just a matter of time," said Langley. "They are quite a bit less money than some of the other vehicles they are using. They've been really dependable. We've changed a

couple light bulbs and a speedometer and other than that they've been working really good."

How much customization goes into the vehicles?

"We put on the heavy duty front and rear bumpers, we change the batteries in them, and the ignition comes out of them. We put in a push button start and do away with the key on them," explains Langley.

"We put light bars on them. We put a scrubber system on the exhaust. We put on the tow hitch and now they can actually tow with them now, so we're actually putting electric brakes on them as well now. Plus they have all the warning lights on them, and we put the reflective tape on them. We do a fair bit of work to them to make them mine ready."

The bumpers come off to get the vehi-

cles down into the mine.

"The bumpers have to be off them when they put them down in Rocanville," said Langley. "They are exactly 144 inches if we take the bumpers and taillights off, which makes it really nice for them—they fit right in the man cage and down they go."

Langley said Roxor is 100 per cent behind his efforts to get the vehicles into the mines.

"Roxor is right behind us," he said. "They've actually had one of their guys from California, one guy from Edmonton and another guy from Ontario come out and they actually toured both Mosaic Esterhazy and Nutrien Rocanville underground and talked to the people that were running them and they just said 'Okay, what would you change if you could do anything to them?' and they had a couple ideas. We were actually supposed to meet a couple other guys. We are going to be going down to Detroit to meet with them and sit with the engineers and spend a couple days right at Roxor where they are building these things and talk to all their engineers, but Covid-19 came along, so that got put on hold."

Langley said he believes the potential for the vehicles is huge in the mining industry and other industries.

"The potential is huge," he said. "CP Rail is actually starting to use them in their yards. They are putting cabs and air conditioning in and they outlast the half tons because half tons are not meant for that type of terrain. There are some mines in B.C. that have taken them underground. We've had a lot of the dealers from the U.S. call and say 'what are you doing to these things to make them mine ready?' So I think the potential is really big because of the simple fact that we can probably do them for a third of the price of some of the bigger man carriers."

Langley said he sees lots of potential for more businesses in the region to develop products for the mining industry.

"There is probably lots of economic development potential around the mines. You just need to find out what they need. They are buying product from all over the world. This is the niche that I found, but I'm sure there are other things that businesses could provide locally for the mines. It's no different than agriculture. Everybody grows wheat and there is no reason why they couldn't be milling wheat around here and making flour, but we send it all away.

"I think there is lots of potential for different things around the mine. This is our niche and we're filling a need for the mining industry, and I think there's also potential for the farming industry because the ranchers are buying these things up like crazy."

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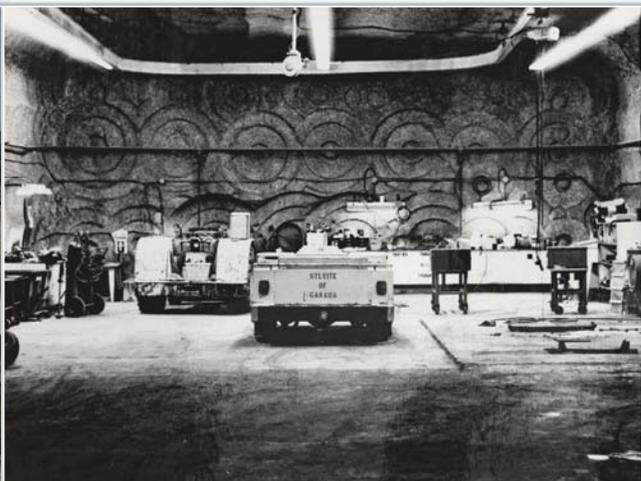


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Sylvite's first carload of potash

The first potash to be produced at the Sylvite of Canada division of Hudson Bay Mining and Smelting Company Limited, was loaded September 25, 1970, at Rocanville, just 26 months after shaft-sinking began.



Nutrien is proud to have been a part of the local economy for the last 50 years!



Nutrien Rocanville mine marks half a century of production

This Friday, September 25 marks 50 years from the day the first train car load of potash left the Rocanville potash mine. These aerial photos of the Scissors Creek site, above, and the original Nutrien Rocanville site, right, were taken by Kevin Weedmark recently. The two sites are miles apart but connected underground.



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Massive storage buildings

The massive potash storage buildings at Nutrien Rocanville were built as part of the most recent major expansion of the mine.

The combined roof area of the buildings is more than one million square feet.

Both buildings measure 132 feet tall at the peak.

They cover a width of 317 feet across with the smaller at 1,000 feet long and the larger at 1,225 feet.

The larger building was the world's fourth largest building constructed without internal supports when it was built in 2011.

The buildings are designed to hold 526,000 tonnes of potash, about five weeks worth of production.

That translates into enough potash to fill almost 5,000 railcars, which would stretch for about 68 kilometres placed end to end.

The milled potash needs to be protected from moisture to prevent it from re-solidifying.

Two buildings are used to separate fine-milled potash from the more coarsely milled product.

All told, the buildings used more than 8,700 tonnes of steel, with materials sourced among several suppliers to deliver the large quantity of product required in a short time frame.



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Resource Minister says Rocanville mine important to Sask

World-Spectator editor Kevin Weedmark spoke with Saskatchewan Energy and Resource Minister Bronwyn Eyre Friday about the 50th anniversary of Nutrien Rocanville. Following is the interview.

It was September 25, 1970 that the first potash was produced at the Rocanville mine. From your perspective how important was that moment for the potash industry and for Saskatchewan?

It was very important and happy birthday Rocanville! What a facility! It was the beginning of production at what would become one of our premier potash mines. Nutrien has said that the expanded mine is the company's largest, lowest cost potash facility, it was the last new potash mine for almost five decades until of course K+S came to town, so it's really quite significant. Roughly 10 per cent of the global potash market originates from Rocanville. That's pretty amazing.

Overall how important do you think the potash industry is to Saskatchewan?

Well of course it's pivotal and it is part of mining of course which is so important, such a major economic driver. Exploration spending last year in the province was over \$200 million.

The mining sector generated \$7.4 billion in sales. So very, very important as a sector in the province and an essential driver.

The safety response, the operational response through Covid-19 most recently allowed the sector and the potash mines certainly to operate through the pandemic. Potash kept going as you know pretty seamlessly—northern mines not so much, although they've come back online in the uranium and gold. But because the potash mines could keep on going through the pandemic it really helped stabilize things and certainly helped to buffer some of the economic impact on the province.

Just in terms of potash generally, we have the largest industry in the world. It accounts for roughly one-third of global production, so it is very, very important to the province.



Saskatchewan Energy and Resource Minister Bronwyn Eyre

Overall how would you quantify how the potash has contributed overall to the province of Saskatchewan in the last 50 years?

It really started what one could call the green revolution when science and technology began to realize some of the potential benefits of commercial fertilizers on crop yields and on crop quality. The Saskatchewan potash sector has helped farmers all over the world improve their crops.

We're feeding the world's growing population and so it has become a vital part of the world's food security and obviously a very essential sector in the province. There has been more than \$20 billion invested in new potash mines since 2005, also in mine

expansions in the province, and that really has propelled the economy forward and it is one of the reasons that we here in Saskatchewan weren't as impacted by the 2008 recession as other jurisdictions. The industry has also stayed relatively stable and resilient through the recent pandemic.

What do you see as the future in the potash industry in Saskatchewan?

As demand for food continues to increase with world population growth and diets shift toward better quality foods in developing countries and developing economies, potash is pivotal to serve that growing demand for what is a vital crop input.

Saskatchewan will certainly be pioneering new methods of production that can lead to better production efficiencies and better competitiveness certainly in addition to the mine expansions over the last decade and the development of our first new mine with K+S in over 45 years. There is interest in the development of new mines from other companies, including international mining giants—BHP and Rio Tinto—so lots of promise, lots of room for growth and a really important arm of our economic stability in the province and growth.

Do you think there is anything the provincial government needs to do to ensure a strong future for potash in the province?

Certainly we recognize that the mining companies that are operating in the province are global leaders in innovation, also in social and environmental responsibility.

We have to be sure that regulation and policy are always well tailored to the sector so it can be as competitive in global markets as it can be and allow us all as people in Saskatchewan and as Canadians to benefit from what they do best.

I think we have to make sure that we continue to advocate for our strong sectors in energy and resources. We've been dealing a lot lately with raising awareness around the clean fuel standard for example, which has an impact on mining—a very clear impact on mining. Some of these micro issues

that we can address really impact when we're talking about competitiveness. The clean fuel standard for example focuses hard on switching to electricity for transportation and heating. That doesn't take into account the more carbon intensive nature of power generation in this province when you compare it to hydro and nuclear powered grids in other provinces, and our mining companies of course have to transport over much greater distances which already adds to cost.

Some in the potash industry are saying they think this is an inappropriate time for the government to review the entire regulatory and tax regime that they operate under because they are seeing more of the competitors come to the field from places like Russia and Belarus which don't have the same costs as Canada. Do you believe this is the time for that kind of review?

Well the review in 2015 was paused. It was put on hold because there were weaknesses in the commodity and it wasn't the right time to go forward, and right now the review of potash royalties remains on hold.

We in Saskatchewan have introduced significant investment incentives which potash producers certainly benefit from.

We're always looking at regulatory regimes, tax regimes for the minerals produced in the province, just to make sure that it does remain as competitive as it can be with other producers' jurisdictions.

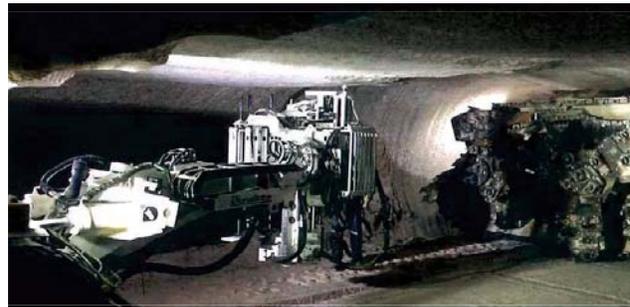
Periodically we make adjustments when they're appropriate, but let's not forget that the potash royalty and production tax system in the province has attracted over \$20 billion in expansions and new mine construction in the last 12 years.

We have the highest royalty and potash profit tax structure. We collect the most revenue in the world—higher than jurisdictions such as Israel, Belarus and Russia, so it is always a balance in terms of making sure that the people of Saskatchewan of course benefit from what is produced, and it is a fine balance always, but we believe it is a stable, strong one at the moment.



Congratulations to Nutrien Rocanville on 50 years and thank you for all of the support you give to our local communities!

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History of expansions

The history of the Nutrien Rocanville mine involves successive periods of growth and expansion. Kevin Weedmark took the aerial photo above of the pilot hole being drilled for the Scissors Creek site in April 2009. At left, work on the expansion of the mill in 2011, part of a \$2.8 billion expansion completed in 2016.



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The first railcar load of potash leaves the loadout facility at the Rocanville potash mine September 25, 1970—half a century ago.




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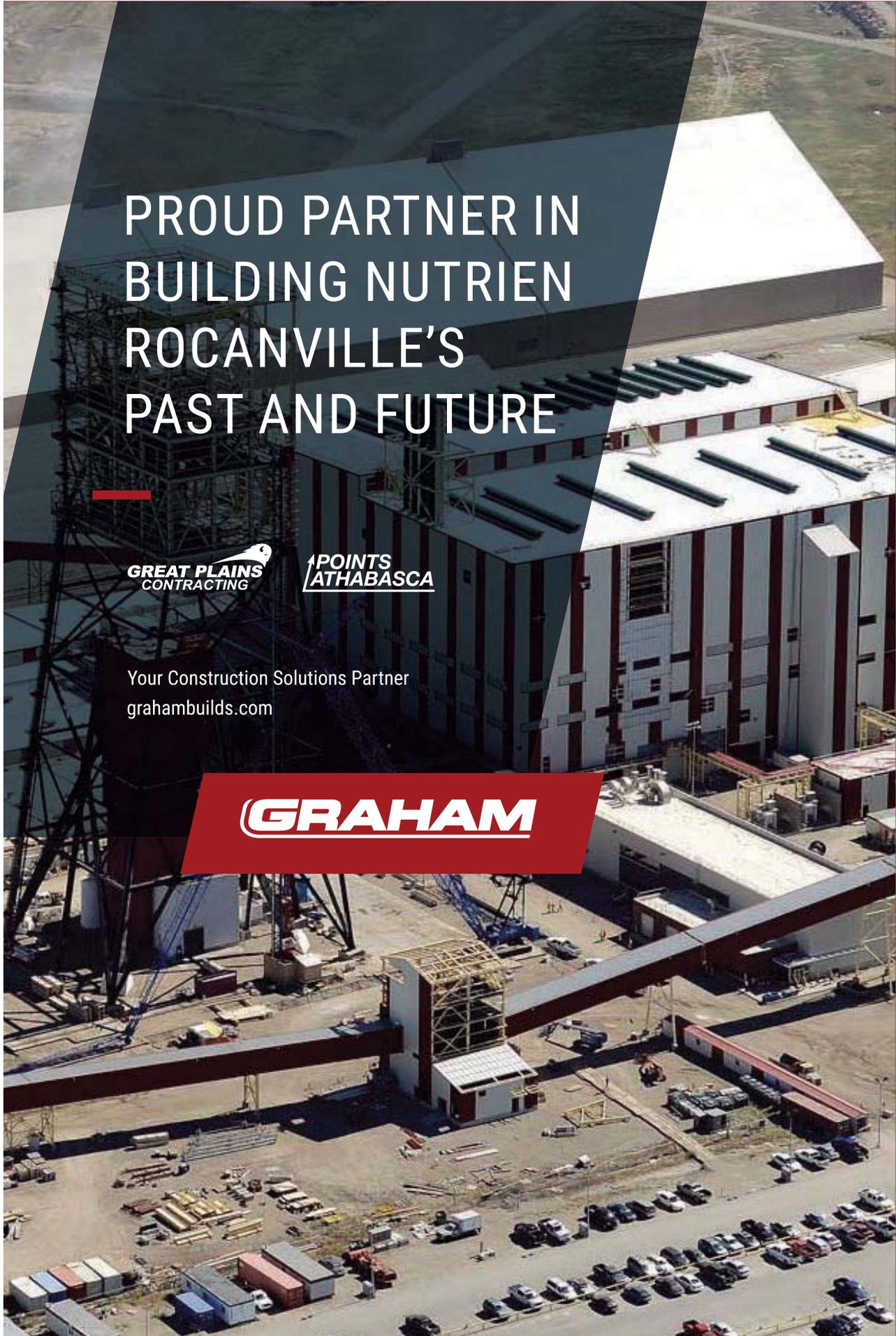
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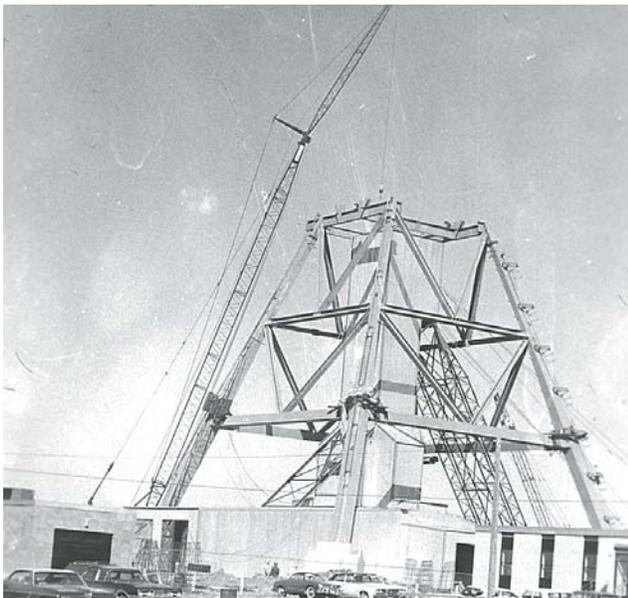
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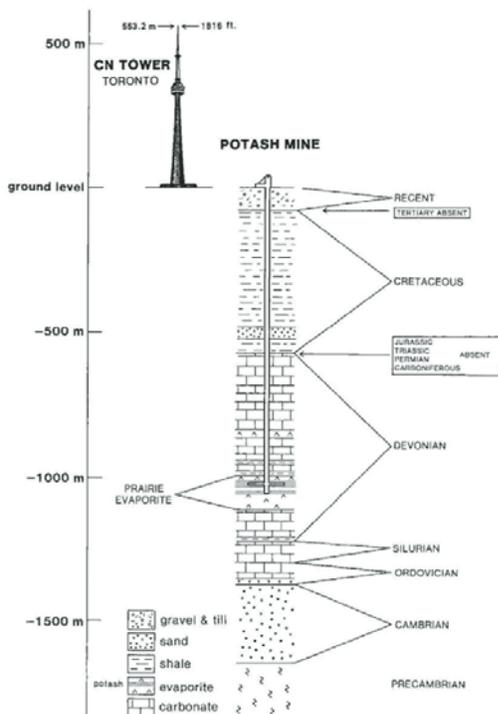


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Above, a headframe under construction at the Rocanville potash mine. At right, the front page of the World-Spectator when the first potash was shipped out from the Rocanville mine. Below, potash is mined from the Prairie Evaporite formation about 1,000 metres underground.



AT SYLVITE COMPLEX-

First potash car loaded

The first car load of potash has been loaded at the Sylvite of Canada potash mine near Rocanville. This major achievement comes just 36 months after shaft sinking began.

Sylvite of Canada, a division of Hudson Bay Mining and Smelting Co. Limited, started July 23, 1968, on the seven openings of the two shafts for the \$70 million mine and re-located the premises of the shaft. Excavating was done by using heavy potting.

The shaft bottom — at 3,142 feet — was reached in the service shaft on January 17 of this year. At that time the twin production shaft was within 100 feet of the shaft. Excavating was done by using heavy potting.

Blasting was not done until the shaft was 1,000 feet of shaft sinking. William Lord Ltd., of Vancouver, B.C., was the contractor for the surface motion, at the way base facilities.

New alarm system will be used next year

A new telephoning system provides a test for the fire department, which is situated at the mine. S.G.T.'s direct in the telephone system. Separate fire telephones and the service was installed at the last mining locations and all of the telephones will ring when from Sask. Tel.

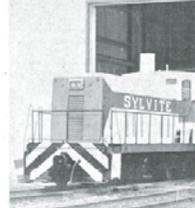
A Homecoming '71 feature-

School re-union set for July 3rd

A reunion of former students of Moosomin High School will be held on Saturday, July 3, 1971. The reunion will be an exclusive meeting of Moosomin High School Alumni Association, last Monday evening, July 26, at 7:30 p.m. at the school auditorium. The reunion will be held at the school auditorium. The reunion will be held at the school auditorium.

Workmen check product as loading begins

Workmen check the product as the first car load of potash begins to flow into the car in the load-out area of Sylvite of Canada's potash mine complex, near Rocanville.



The World-Spectator

SERVING THE COMMUNITIES OF MOOSOMIN, ROCANVILLE, MARYFIELD, WAPELLA AND SURROUNDING DISTRICTS.

Published in Moosomin, Saskatchewan, Wednesday, September 30, 1970, Volume 87 - No. 1

Plan expansion at Queen's



Three council gave approval of the preliminary plan for a major addition to the Moosomin Queen's Hotel, at a special meeting on Thursday afternoon.

The dimensions of the addition are 75 feet by 60 feet and it will be erected on the east side of the existing building.

The plans call for a cocktail lounge that will seat 55 persons, and a dining room for 100 persons. A dance floor and other amenities are also included.

The Queen's Hotel is operated by P. & M. Hotels Ltd., a firm headed by Paul Lachlanovich of Regina. They took over operation of the hotel on May 18th of this year.

SCOUT REPORT PRESENTED

A report given at a recent meeting of Moosomin Boy Scout Group Committee, showed that the local Scout Troop had an excellent year of activities.

The movement of some Scouts were indicated in the report. The report also mentioned that the Scout Troop had a very successful year.

Sylvite diesel pulls out first car load

A single vehicle accident at about 8:45 p.m. Saturday, took the life of Dale S. Panney, 19, of Moosomin. The accident took place just northwest of Kipling.

UNIT NOMINATION DAY OCTOBER 20

The terms of two members of Moosomin School Unit Board are up this year, and nomination day will be Tuesday, October 20. The three-year terms of M. L. Fredrickson, trustee for Sub-unit 3, and John Beauson, trustee for Sub-unit 4, conclude at the end of 1970.

Congratulations to Nutrien Rocanville on 50 years as part of our local community!

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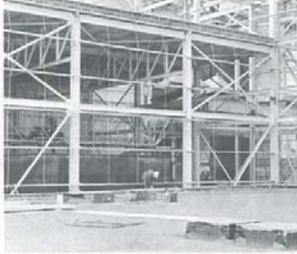
We wish to congratulate Nutrien Rocanville on their 50 year anniversary!

We are proud to have been working with you for the past 30+ years and look forward to our continuing partnership for many years to come!

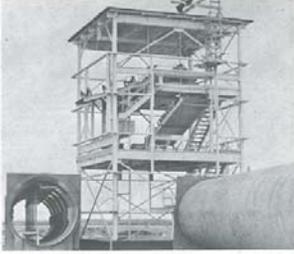
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SYLVITE Construction



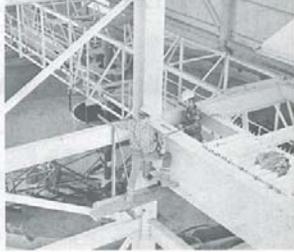
This photo was taken from the machine shop roof, and looks into the refinery. A few feet of the hot thickener can be seen at left.



It is at the transfer house (above) that the ore comes up from the headframe and changes direction to the raw ore bin at the refinery.



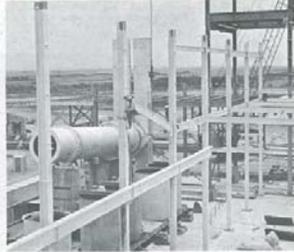
A portion of the re-agent mixing area at the refinery. At the extreme upper right can be seen a part of the dryer.



Workmen preparing for the pouring of the concrete floor above the hot thickener.



A welder is seen here at work on the interior of the hot thickener in the refinery.



Steel columns for the refinery. A section of the product dryer at left resembles a gun barrel.

Highlights

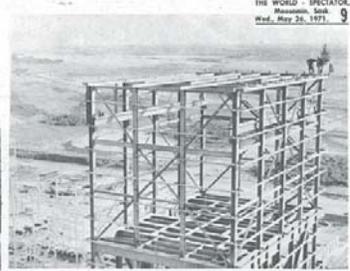
The photos on these two pages were taken at various stages of construction at the Sylvite of Canada potash mine and refinery complex. Construction started July 23, 1968.



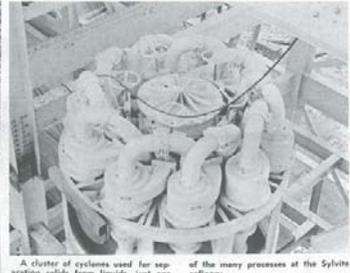
Some of the refinery steelwork. Upper right shows the load-out, and the area at the bottom center is for re-agent storage.



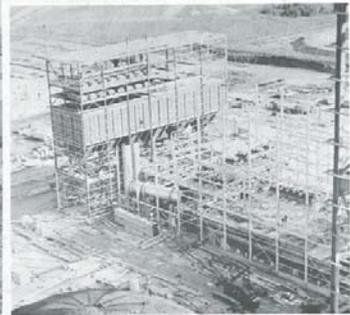
Workmen are seen here closing in the huge main building for the refinery and load-out facilities.



A mining tradition was observed as this evergreen was planted on the highest plate piece of steel at the top of the soaring headframe.



A cluster of cyclones used for separating solids from liquids, just one of many processes at the Sylvite refinery.



Some of the hundreds of steel columns and girders for the giant refinery and load-out. At right, a section of one of the headframes.

Massive project

Photos of construction of the Rocanville potash mine from the centrespread of the first special section the World-Spectator dedicated to the Rocanville potash mine. The mine was built by Sylvite of Canada, became part of the Potash Corporation of Saskatchewan, which was originally a Crown Corporation, became part of PotashCorp, and became a Nutrien mine with the merger of PotashCorp and Agrium to become Nutrien.



CONGRATULATIONS TO NUTRIEN ROCANVILLE!

You have been a leader in the potash industry as well as our community.

We're proud to continue working with you as one of your local service providers.

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**CONGRATULATIONS
NUTRIEN ROCANVILLE
ON REACHING YOUR 50-YEAR MILESTONE!**

*We appreciate all of your
continuing support!*

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Nutrien Rocanville mine has massive footprint

Above is the original site of the Nutrien Rocanville mine northeast of Rocanville, and below is the Scissors Creek site west of Highway 8. The two sites are miles apart, but are connected underground.



Nutrien Rocanville
Congratulations on
Your 50th Anniversary!

Together, the employees of Procon, Kitsaki, and our Kitsaki Procon Potash partnership send our congratulations to Nutrien and the Rocanville Potash Mine on achieving this significant milestone. You have our best wishes and support for your continued success!



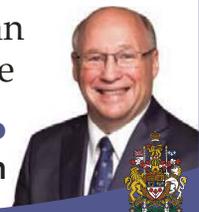
We'd like to congratulate Nutrien Rocanville on 50 years of potash industry success!

306-743-2290

Langenburg, SK
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Congratulations to Nutrien Rocanville on 50 years of meeting the growing needs for our Agricultural and Industrial businesses in Saskatchewan and worldwide

DR. ROBERT KITCHEN MP
 Souris-Moose Mountain



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Congratulations to Nutrien Rocanville on your 50-year anniversary

We greatly appreciate your
community support over
the last 50 years

You are a major part of our
community, and a
community leader

We wish you many more
years of success in the
potash industry and look
forward to working with you
for years to come!

306-645-2022

rocanville.town@sasktel.net | www.rocanville.ca