## INVESTIGATION OF SMELTERY CHARGES IN BRITISH COLUMBIA.

The promised investigation into the affairs of the Canadian Consolidated Mining and Smelting Co., with special reference to its schedule of charges in connection with the Trail Smeltery, still hangs fire. Over a month ago it was thought that the inquiry would proceed, a committee, appointed by the Associated Boards of Trade of British Columbia, having been endorsed by the Dominion Government, which evinced its practical interest by retaining Mr. E. R. Whittaker, of Denver, Colorado, the mining engineer who compiled a report of a recent commission appointed to deal with similar business in Colorado, and also voted $3,000 towards the expenses likely to be incurred. Messrs. S. S. Fowler, Ivan de Lashmutt, and James Anderson were those named; Mr. W. E. Zwicky being selected to act in an advisory capacity. There was some delay in getting the committee together following the Dominion Government's action, owing to the illness of Mr. Fowler, but finally a meeting took place. The deliberations were short, coming to an untimely conclusion, when it was found that $3,000 would be much too little to carry through the work and that the committee had no authority to hear sworn testimony. It was decided, therefore, to petition the Dominion Government to appoint a Royal Commission, with power to go fully into all disputed points as between the company and the mine operators of the Province. To make a thorough inquiry, it is the opinion that $10,000 at least will be wanted, and the Government has been asked for such an appropriation. While nothing definite has been learned, reports of an authoritative character have been circulated to the effect that the Federal authorities have decided to accede to the demands of the operators and that the Commission will be established in a short time. It may be said incidentally that the recent action of the Dominion Government in setting aside $400,000 to provide for what is termed a bounty on the production of zinc in Canada has resulted in the development of a somewhat stronger feeling against the Canadian Consolidated Company, because the latter will obtain the entire benefit. Operators of mines which produce ore carrying large percentages of zinc, maintain that the Government vote should be termed a subsidy, as it will go altogether to the company. On the other hand, it is argued that, as the company went to considerable expense in the installation of its electrolytic plant, it is entitled to the support granted. The mine owners contend that the stimulation of the production of zinc should have been carried out as was that of lead, namely, by the granting of a bounty on the basis of the zinc contents of the ore mined, the same to be established by assay.

## McGILLIVRAY COAL AND COKE CO.

At the annual meeting of the McGillivray Coal and Coke Company held at Coleman, Alberta, recently, Mr. Lorne A. Campbell, formerly Minister of Mines for British Columbia, was re-elected president; Mr. J. A. Newell, of St. Paul, Minn., vice-president; and Mr. C. B. Smith, secretary-treasurer. The officers, with Mr. Henry L. Simons, of Glencoe, Minn., and Mr. Fitzhugh Burns, of St. Paul, Minn., were elected to the directorate. Much of the stock of this company is held in Spokane, Wash., and the adjacent district.

## VANCOUVER ISLAND COLLIERIES ARE PERMITTED TO RAISE PRICE OF COAL.

Permission has been granted by Fuel Controller C. A. McGrath of Canada to the following Vancouver Island (B.C.) Collieries to advance the selling price of their coal seventy-five cents per gross ton: Canadian Collieries (Dunsmuir) Ltd., The Pacific Coast Coal Mines, Ltd., The Nanoose Collieries, Ltd.

The maximum allowed heretofore at the mines has been $5.80 per gross ton and to this the Canadian Western Fuel Co., Ltd., at present the largest of the Island producers, is held by the ruling of the fuel administrators.

An application for this concession was made to Fuel Controller McGrath by the operators some months ago and, pursuant to the policy inaugurated in the Provinces of Nova Scotia and New Brunswick, an investigation of costs and of general conditions was ordered and entrusted to Mr. Kerr, the Fuel Control Auditor; and Mr. Nichol Thompson, Fuel Administrator for British Columbia. In carrying out the inquiry they had the co-operation of Mr. George Wilkinson, Chief Inspector of Mines for British Columbia.

The announcement of the advance authorized was accompanied by a statement, one paragraph of which explains the action of the Administrators in differentiating between collieries, the most notable instance of which is the withholding of permission to the Western Canadian Fuel Company to increase prices at the mine. This paragraph follows:

"As can readily be appreciated, some coal operators are placed very favorably as compared with others in the same province. This may be due to better coal seams or other more advantageous conditions attending the practical operations. The Fuel Controller fully realizes that the country requires all the coal that can be produced. At the same time he has decided that in granting permission to increase the selling prices, there will be allowed only fair and reasonable profits. The result is that in order to procure the best possible output and at the same time to avoid any operator making undue profits, it has been necessary in some instances to have different prices prevail at different collieries which supply the same markets. In the case of the operators on Vancouver Island a differentiation in prices has been necessary in order to meet the situation there."

## OPENING SMALL COAL MINES TO SUPPLY LOCAL TRADE.

The present demand for coal, and the prospect of a much greater demand in the course of the next few months, has led to an interesting development in both Alberta and British Columbia. Coal properties are being opened up by individual miners in both Provinces and are giving their enterprising operators good returns. There are quite a number of these propositions in Alberta, a few men being engaged in the summer in digging the lignite coal, which, in the winter, is carted over the snow by sleigh to the farmers and other residents within reach. In British Columbia a bituminous mine has been opened on the line of the Grand Trunk Pacific Railway and a short distance from the city of Prince Rupert. It is being worked by a few coal miners who are looking forward to supplying the Prince Rupert market this winter, the proximity of the property to the city making it possible to effect delivery at a much cheaper rate than it can be obtained from the mines of Vancouver Island and of other sections of the Province.