

Mining Throughout British Columbia

Receipts and Shipments at Trail Smelter—Granby Dividend —Necessity of Zinc Reduction Works in Canada.

Two mines which have not hitherto figured in the shipping reports this year shipped ore the week ending June 12th to the Consolidated smelter at Trail. They are the Iron Mask of Kamloops and the Monarch at Field. The shipments and receipts that week are as follows:

Nelson.		
Queen	38	570
Other mines		1,126
Total	38	1,696
Rossland.		
Centre Star	3,680	85,347
Le Roi	3,343	63,554
Le Roi No. 2	394	8,096
Other mines		5
Total	7,417	157,002
Slocan and Ainsworth.		
Surprise	217	694
Rambler Cariboo	44	484
Number One	293	2,076
Other mines		1,567
Total	554	4,821
East Kootenay.		
Sullivan	506	19,186
Monarch	33	33
Total	539	19,219
Boundary.		
United Copper	241	2,136
Ben Hur	129	5,130
Knob Hill	75	1,146
Iron Mask	72	72
Caaba	48	48
California	29	29
Other mines		5,118
Total	594	13,679
Receipts of Consolidated Co., Trail.		
Centre Star	3,680	85,347
Le Roi	3,343	63,554
Le Roi No. 2	394	8,096
United Copper	241	2,136
Sullivan	506	19,186
Rambler Cariboo	44	484
California	29	29
Iron Mask	72	72
Monarch	33	33
Number One	292	2,076
Surprise	217	694
Knob Hill	95	1,146
Ben Hur	129	5,130
Queen	38	570
Caaba	48	48
Other mines		7,816
Total	9,142	196,417

—Nelson News.

A despatch from New York, under date of June 15th, states that a dividend of \$1.50 per share was declared by the directors of the Granby Consolidated Mining, Smelting & Power Company, Limited, after a suspension since last summer. The last quarterly dividend of \$1.50 was declared May 19, 1914. The dividend is payable August 2, to shareholders of record July 16.

R. F. Green, M. P. for the Kootenay, who has just returned from a trip of investigation to that district, says that one of the problems confronting the mining centres in the Interior just now is that of disposing of the zinc output. Owing to the high prices which the metal brings in the United States many low-grade properties, which would not otherwise be worked, are now being operated, with the consequence that there is no demand for the British Columbia product. The remedy for this state of affairs, in Mr. Green's judgment, is the erection of reduction works on the Canadian side of the line, and there seems some promise that this boon to the mining interests will be forthcoming at no distant date. There is a big market for the refined product.

Mr. R. T. Ward, one of the pioneer placer operators of the Quesnel and Horsefly districts, has sublet to a Victoria company the leases on the Horsefly River owned by the Horsefly River Gold Dredging & Mining Company, and the new owners of the property have built two mammoth dredges which will be installed and in operation by August.

The property in question covers some of the richest placer grounds in the world. Mr. Ward has already taken out \$182,000 from this ground, and has never reached bed-rock. Under the old system of working by shafts and drifts the property could no longer be operated to advantage, but with dredges the balance of the gold can be secured, and the ground not yet touched is richer than that which lay above it. Test holes show that the gravel runs from \$15 to \$90 per cubic yard in gold, and Mr. Ward has secured as high as \$600 from a single pan.

With these two dredges in operation, even though they will have only a fraction of the season in which to run, there will be an appreciable addition to the gold output of the Province for this year. The ground was examined by Engineer Loveridge of Victoria, upon whose recommendation the deal with Mr. Ward for the property was completed.

The Broken Hill property is one of the few prospective mines upon which work has been steadily prosecuted during the financial stringency, and its early success, which is now a certainty, will be due to the pluck and faith of those who have provided the development funds. Vancouver will largely benefit by its addition to the list of British Columbia producers, since much of the stock is held in this city, though American capital is also largely interested.

The Broken Hill is situated on Bridge River, within eight miles of the P. G. E. Railroad, and within one and one-half miles of a wagon road. It is the intention of the company to install a concentrator on the property, there being ample water-power available for this purpose, and to ship out the concentrates by power trucks and rail to the Coast for smelter treatment. Owing to the high values contained in the ore, as well as to its immense volume, it will not be necessary to have a smelter at the property for profitable treatment.