

August 2021 Trip

Between August 22 and August 25, Kent Zehr and Victor Eng visited a number of places important to the future of Pacific Booker Minerals and the Morrison Mine. The locations are described below.

The team assembled in Prince George on August 22.

They drove to Topley Landing on August 23. There they met with the barge operator and after some very general discussions they rode the barge across Babine Lake to the forestry road landing and drove to the Morrison Lake mine site. The barge operator was accommodating and interested in more work. Along the way to the mine site the team noted there was a beaver dam on the Morrison Creek. The beaver lodge appeared to be older than this season but the dam appeared to be new. There were about one hundred sockeye salmon bottled up below the dam and by their splashing, they were having no success getting past the dam. The team arrived at the property boundary where the road became impassable due to vegetation growth. The team travelled on foot from there past the large pond feature on the usual maps and got as far as the first cut line previously built on the property. After some observation time, the team returned to the barge landing.

Re-crossing Babine Lake, the team proceeded to Granisle and toured the village. After touring Granisle the team drove on to Smithers, arriving that evening.

The next day the team went to the Department of Mines Office in Smithers. The leader, Howard Davies, Regional Director, was too busy to meet, but did have his assistant provide the names of the recommended contacts in the Major Mines office in Victoria.

By good luck, the water consultant, Ray Carrier, had contacted John Plourde, and was able to have a brief meeting with the team before they left Smithers. A general discussion of the pertinent characteristics of the salmon run into Morrison Lake was held and actual water requirements for the future mine operation were briefly discussed as well.

The team proceeded to drive to Stewart arriving that evening. Contact was then made with Neil Rowe of Stewart World Port and a meeting set for the next morning, August 25.

The team met with Neil Rowe and toured the port facilities of World Port. When asked, the team provided the information that PBM expected to be trucking between four (4) and seven (7) loads of concentrate a day from the mine and probably would be shipping 10,000 tons from Stewart at a time, so depending on contract allowances, would need to store up to 30,000 tons at the wharf. There was also brief discussion about handling bagged molybdenum concentrate and since it would be forklift/crane work, a smaller storage facility could be used. The port offered that they were currently handling the import of SAG mill grinding balls for other customers and could do so for Morrison as well if desired. In addition, they offered that they could handle the import of heavy machinery through the port.

Following the port visit, the team proceeded to the Arrow Transfer yard near the port. Discussion about the number of trucks in the circuit, travel times, and the total fleet size needed to support routine operation of the Morrison Mine were held. As an ancillary question, the team questioned Rob Davies of Arrow about the prospect of hauling concentrate to Trail, BC, as an alternate to overseas shipping. The team departed Stewart headed for Terrace and the end of this trip.

Some photos were taken on the 23rd. They have been included on the following page.

