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MORRIS SUMMIT GOLD MINES LIMITED

PRELIMINARY REPORT TO OCTOBER 1946

The program planned in November 1945 to commence on January 1, 1946 using Weasels as the principle vehicle for crossing the glacier, was started at the end of February without Weasels, which were not available. A D-8 Caterpillar tractor was used for breaking trail and road building, and this work over the first part of the trail was completed by April 1st. Basically the freighting problem was solved but the lack of proper equipment and also the delay in starting the operation created increasing difficulties. Subject to check by taking inventories at year end, more than 400 tons were taken onto the glacier and the major portion of this has been delivered to the property.

The first supplies taken in were building supplies for the bunkhouse and the heavier machinery and mining supplies were held on the glacier until after breakup of the lake on July 17th. Some air freighting was done on Thursdays when weather permitted during the stop over of the regular weekly service to Stewart, and a Stranrear flying boat was stationed at Stewart during the month of October. The loss of the Skeena Queen aircraft on August 31st when on the way up to do the freighting seriously handicapped the operation, and it will take several months yet to put the operation in the shape it would be in now, were it not for this accident.

Some of the main items of freight taken over the glacier for starting the running operation are:

- 1 D-13000 Power unit and an X.V.H. Ingersoll Rand Compressor for 531 feet of air.
- 1 Complete lighting plant
- 6 Rock Drills and accessories
- Mining supplies such as mine cars, welding equipment, air receiver and oil storage tanks, rails, pipes and fittings for 2000 feet of drifting and other miscellaneous items for starting the low level development.

Various building supplies were taken in, and in addition to the bunkhouse the following buildings have been put up:

Dryhouse 26 x 20 with 12' studs  
Storehouse 28 x 20  
Powerhouse for enclosing power and lighting plant  
Blacksmith shop.

The groceries for 26 men together with three tons of meat were put in during October.

The supply of diesel oil and powder is only sufficient to last until early in January, but it is hoped that a trail can be broken to the property for freighting supplies by this date.

DIAMOND DRILLING:

A total of 2137' of diamond drilling was done to the East and North of

the previous drilling. The deepening of Hole #2B showed a continuation of the B vein and gave an intersection of .29 oz. over a width of 6 feet. The hole to the North was discontinued due to caving ground and although values were generally low in the holes to the East, they indicated that the structure persisted in this direction.

From six intersections on the A vein an ore body 240 feet long and 480 high with a width of 73 inches, grading .56 oz. is indicated. The tonnage calculations and dollar values are as follows:

$$\text{A Vein: } 240 \times \frac{480}{12} \times \frac{73}{12} \text{ tons.}$$

Add 15% to the tonnage for dilution and decrease the grade by 15%.

$$67,160 \text{ tons grading } \$16.66 \text{ -- } \$1,118,885.60$$

The structure on the B vein is not as strong as the A vein, as Hole #1A was not drilled deep enough to intersect the vein. Due to this missing intersection the block on the B vein is taken as half the size of the block on the A vein, with a width of 54 inches and a grade of .75 oz.

$$\text{B Vein: } \frac{240}{2} \times \frac{480}{12} \times \frac{54}{12} \text{ tons}$$

Add 15% to the tonnage for dilution and decrease the grade by 15%

$$24,840 \text{ tons grading } \$22.31 \text{ -- } \$554,180.40$$

Total tonnage, grade and dollar of the A and B veins:

$$92,000 \text{ tons grading } \$18.18 \text{ for } \$1,673,066.00$$

No addition has been made for the ore shoot indicated by the drifting at the 3600 elevation or the other intersections in the A and B series of Diamond Drilling.

#### TUNNELLING

As at October 31st the lower tunnel has advanced 430 feet.

#### CLAIMS

Eight claims were staked to the South end West of the present claims. The property now consists of twenty claims and a fraction.

#### ESTIMATES

Allowing for a credit being left on the plane purchased, there is \$88,815.00 left from the original estimate of \$300,000.00 to complete the tunnel into the ore zone. The job should be done for this amount but there will be capital

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expenditures needed immediately to carry the operation into the next season. The more important of these are:

D-4 Tractor	\$8,000.00	
Snowmobile	3,000.00	
Power Unit	6,000.00	
Fan	1,000.00	
Locomotive	6,000.00	
Jumbo	<u>2,500.00</u>	<u>\$26,500.00</u>

Additional funds will be required for building up stores, such as diesel fuel, lubricating oil, powder, drill steel and bits and groceries. This will amount to \$16,500.00 and should be available as soon as the material can be transported over the glacier. The monthly cash requirements for payroll and operating supplies will be \$13,000.00

Due principally to having no road to the property, there is a change in the time cycle of operation.

It has to be assumed at the present that the operation will be continuous from now to the end of the year, with the total advance at January 1st of 1000 feet. It must also be assumed that the trail to the camp is opened up by this time and that the equipment available can furnish all supplies necessary for speeding up the program in January.

The cycle of operation should now be as follows:-

December: Establish winter road so as to keep camp operating.

January: Take in extra supplies and increase crew so as to speed up development in the tunnel

April: Development completed to ore zone

April-May: Heavy freighting of supplies over the glacier

June: Preliminary development of ore zones completed

July:

Aug.: Surface construction on the property and a general

Sept: slowdown of mining operations.

October: Surface work completed. Start driving shaft raise and development of the intermediate levels.

March 1948: Mine development completed.

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April 1948: Mill plans laid and the material for construction of mill  
May building taken over the glacier. A summer road will still  
be required for taking in the mill machinery.

Respectfully submitted

A handwritten signature in black ink, appearing to read 'E. Harris', with a long horizontal line extending to the right.

EVAN E. HARRIS  
Mine Manager

Vancouver, B.C.  
NOVEMBER 26, 1946