REPORT ON

RED ROSE GROUP

Omineca Mining Div.

BRITISH COLUMBIA.

This property is located on Rocher De Boule LOCATION: Mountain, near Hazelton, British Columbia. In reaching the group, the old Rocher De Boule Mine sead, up Juniper Creek, is used for 9 miles of it's length, starting from Skeena Crossing a Station on the Canadian National Railway. A good trail 3 miles long, with easy gradients, takes you the rest of the way to the "Camp in Timber" which is within striking distance of the mine. The Rocher De Boule road is in good shape except for some minor washouts above the old power house site. In extending the read along the existing trail to the "Camp in Timber" or in building a road northerly to Armagosa Creek, a little or no rock work would be involved and it would not be a costly operation to have truck transportation to a point less than a mile from the workings.

HISTORY: This property was located in early days as a gold prospect. The tunnels shown on the map were driven many years ago on lenses approximately parallel to: but not identical with the tungsten vein located on the summit. Some very intermittently high gold assays were obtained; but very little chance of making a gold mine here was indicated to the writer and apparently to everybody else who has examined this groupd.

Visited by various engineers from time to time, the tungsten possibilities of this property were usually ignored.

In the summer of 1928 attention was called to the writer of the interesting tungsten assays being obtained where the vein crosses the summit and it was then sampled by him. Shown on the assay map are the results of his sampling and also those of a previous sampling, marked "Harris." The Consolidated Mining and Smelting Company of Canada assays, taken in 1939, are also shown.

GEOLOGY:

In this area the sedimentary "Hazelton Formation"
has been largely penetrated by diorite, which is
part of the batholith, taking in most of Rocher
De Boule Mountain. This Hazelton Formation extends from the south

to the quartz outcrop shown at the south end of the alsay map. From here, northerly, along the various exposures of ore, the formation is diorite. The depth of the Hazelton Formation in this locality is shallow, being everywhere underlain by diorite.

The vein has a quartz gangue, with scheelite the prevailing tungsten mineral. According to various authorities this is a typical scheelite deposit, with a good chance of going down. It is also typical in regard to the irregular deposition of the scheelite, high assays and low ones being close together.

GENERAL DESCRIPTION & PROPOSED DEVELOPMENT:

This groupd is amply covered by 8 non# Crown Granted claims, called "Tungsten No.1 to Tungsten No. 8."

Owing to interveining slide rock and at the time of the Consolidated examination, patches of snow, the sampling of this vein has been necessarily irregular. It would appear obvious however that what may be an important deposit of tungsten occurs here. The Consolidated summary, for instance gives 2.4% WO3 across 4 feet for 400 feet along the vein, with the ore still continuing to the north. This of course is only an indicated value as the cuts are too far apart and unevenly spaced.

TRANSPORTATION:

Located on a highway or the railway, a cheap mill could be built and concentrates produced without waiting for too much development; but the case is different here.

Skeena Crossing, 15 miles west of Hazelton and a station on the main line of the Canadian National Railway, would be the shipping point for this property. The distance to Prince Rupert, the terminal of this railway on the Pacific, approximates 100 miles.

Getting to within less than a mile from the workings is easy. This only means about four miles of cheap road construction to a point in the timber, where a mill could be built. The gradients throughout to this point are wasy. In connection with the new road construction, what looks like the best route would be to branch off the existing trail and make the terminal of the road on Armagosa Creek, as indicated on the map. A short aerial tramway from a tunnel site below the present cuts would connect these two points. A study of conditions there next spring when what slides there may be there are down, would be in order here. Another alternative would be to extend the present trail, or road as it would be then, up the creek from the "Camp in Timber" as far as the Brunswick camp, with an aerial tram connecting this point with a tunnel located on the south slope of the hill.

It might pay to break this tram at the cabin on the flat half way up, making two shorter trams out of it.

Drifting below the showings from which ever side SUMMARY of the hill was decided upon, is clearly indicated, as a preliminary.

In the writer's opinion these showings justify getting a portable compressor up there next season and attacking this development in earnest, with the idea of getting into production as soon as possible, if the proposition stands uo.

A. W. Davis Alebaers







