

RIDGEWAY R. WILSON
MINING ENGINEER
VICTORIA, B. C.

016595

94c/11E

94c-2

2619 Cavendish Avenue,
January 29, 1929.

Mr. Douglas Lay,
Resident Mining Engineer,
Hazelton, B. C.

INGENIKA MINES LTD.

Dear Mr. Lay,

Replying to your letter of January 23rd: I did not see the blue prints before they were sent to you but will check the arrow indicating north next time I go to Vancouver. I have no copies of the prints here and left my original sketch in Vancouver. The course of #4 Xcut tunnel is approximately as you have stated and I thank you for calling attention to the matter.

I believe that eight feet can be taken as a fair average of #2, 3 & 4 Veins. You will remember, however, that the cross cut from 200' Level #2 & 3 veins was in ore all the way. It therefore appears that #2 & #3 veins are really one, with about eight feet of good ore next both the hanging and foot walls. The limestone between is strongly silicified and mineralized.

The drift from the cross cut on the 400' level, as shown by the sketch, was started next the foot wall of #2 vein. You will remember that we encountered the outcrop of #3 vein in the floor of the cross cut, where we first encountered solid ground, left side bottom Xcut. This refers to the Xcut tunnel on the 400' level.

RIDGEWAY R. WILSON
MINING ENGINEER
VICTORIA, B. C.

I don't quite understand the last paragraph of your letter. Assuming that it refers to the cross cut driven from the 200' level on #4 Vein by Jack Mullan. The 200' level #4 vein was started close to the foot wall, the cross cut therefore started in the foot wall of #4 vein and was driven through the limestone between #4 and #3 veins, but not far enough to cut continuation of #3 vein. The cross cut is mostly in barren limestone although there are two small showings of ore of no commercial importance except to show that the limestone between #4 and #3 veins is mineralized in certain places and may contain shoots of commercial ore. I stopped work in the cross cut as soon as I reached the property in the spring as it was being driven diagonally across the limestone formation.

My idea, as explained to you in Victoria, is that the ore deposits are replacement deposits in certain beds of the limestone and may be expected to continue throughout a wide area. The limestone beds throughout the area appear to have been fractured, sheared, and folded, thereby affording splendid opportunities for the circulation of mineralizing solutions.

The drift #2 vein, 400' level, still had a good face of ore when the last reports were received from the mine.

We completed new two story, peeled log, mess house about 24' by 36' with big root house beneath, also assay office, put new roofs on the old bunk house and old cook house to provide better sleeping accommodation, so we now have very comfortable camp for the men, radio etc.

56 claims and three fractions have been surveyed and steps are being taken to secure crown grants.

RIDGEWAY R. WILSON
MINING ENGINEER
VICTORIA, B. C.

We cut out $18\frac{1}{2}$ miles of road from the mine to the "FERGUSON LANDING" on the Finlay River, which will be completed next summer. We have built about nine miles of road throughout the property, connecting with the Onward Group, across Delkluz or Trout Lake, and are building a bridge across Swannell River this winter.

We have ten men working this winter and had maximum of thirty two men last summer, including the rivermen or freighters.

We have built a good warehouse at Finlay Forks and are building one of galvanized iron at Summit Lake this winter.

We have incorporated Ingenika Mines Ltd. N.P.L. with head office 506 Pacific Building, Vancouver. Money for all preliminary development work was furnished by W.R. Wilson & Sons.

It will be of interest to you to know that we have recently arranged for a strong group of Canadian men to join us in the northern ventures, friends of my fathers. For your personal information they include Gen. J.D. McRae, Col. Victor Spencer, Col. Nelson Spencer, A.B. Trites, W.H. Malkin, Jonathan Rogers, R.W. Eaton Toronto, etc. We have had a number of advances from large Canadian and American organizations to purchase the property and could have sold out at a handsome profit. Father, however, adopted the attitude that he was more interested in accomplishing something worthwhile than in making a lot of money quickly. After taking all the preliminary risks ourselves he decided to take them in on practically the same basis as himself.

I have a lot of confidence in that north country, Mr. Lay. It seems to me that it is the beginning of a new important mining district.

RIDGEWAY R. WILSON
MINING ENGINEER
VICTORIA, B. C.

The present indications are that the railroad or railroads will be constructed by the time we are ready for them, and in the mean time the rivers form a splendid highway for all preliminary development purposes.

The district needs roads and trails, as you know, to make the country paralleling the contact of the granitic range accessible. It is an easy country to build roads and trails in. The expenditure should be looked upon as an investment that will be repaid many times over in taxes, royalties etc to the Provincial Government. I will appreciate anything you can do to assist us in having the money we pay into the Government in connection with the lands aquired in that district in the vicinity of Finlay Forks expended on roads and trails in that district.

You asked for an assay map. I have not had an opportunity to get one out yet having been tied up in connection with some of our other operations. I, however, have a sketch map in my own note book of the different levels showing where the samples were taken and we have a large scale assay map of all the open cuts. The samples were all representative channel samples taken at five foot intervals on both sides of the levels underground and at regular intervals across the back.

With kind regards and best wishes.

Yours sincerely,

R. R. Wilson

AND DONT FORGET. The district needs roads, trails, telegraph, rocks blasted out of the Finlay and Ne Parle Pas rapids and improved mail service.

R. R. W.

Feb. 6th 1929.

Ridgeway R. Wilson, Esq.,
2619 Cavendish Avenue,
VICTORIA, B.C.

Dear Mr Wilson,

re Ingenika Mines, Ltd.

I have your letter of Jan. 29th last, for which I am much obliged, and the contents of which I can assure you I very carefully note.

The need for roads and trails is very fully appreciated by myself, but unfortunately available funds are inadequate to cope with mining development.

With reference to the last paragraph of my letter of Jan. 29th last relative to No. 2 tunnel, that is the tunnel you refer to as the 200' level on No. 4 vein:- My reason for this query was that I noted that on your sketch plan you had indicated ore as being showing some distance in the foot-wall, and I wondered what assays you got.

I leave Hazelton tomorrow for Victoria, where I am due on Monday morning the 11th inst. I shall be in Victoria from Feb. 11th to 14th, and again from Feb. 18th to 22nd probably, so that I shall hope to have the pleasure of a chat with you. On the dates mentioned I shall be at the office of the Provincial Mineralogist.

With many thanks for your greetings, which are cordially reciprocated,

Yours very truly,

B. Lay
Resident Engineer.