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REPORT  
OF PRELIMINARY EXAMINATION  
OF THE  
JONES GROUP OF MINERAL CLAIMS  
ON  
TASSOO HARBOUR, MORESBY ISLAND  
QUEEN CHARLOTTE ISLANDS, B.C.

To  
Waddington Mining Corporation Ltd.  
414 Credit Foncier Building,  
Vancouver, B.C.

By  
Charles C. Starr,  
413 Granville St.  
Vancouver, B.C.

April 6, 1953

### INTRODUCTION:

Three days were spent on the property, accompanied by Albert Jones, the locator of the claims, and his son, Clifford, both of Skidegate, Queen Charlotte Islands. Examination of the surface outcrops was prevented by a foot or more of snow at and above the tunnels.

LOCATION & ACCESSIBILITY: Six of the mineral claims are situated on the south shore of the Southwest Arm of Tassoo Harbour on the west coast of Moresby Island; the Tommy claim is on the northeast shore of the same Arm, about 4000 feet from the other claims.

The airline distance from Queen Charlotte City to the claims is 34½ miles. The water route from Q.C. City via Skidegate Inlet and the open Pacific Ocean is approximately 72 miles. It is said that a logging company now operating on the east coast of the Island intend to continue their logging road to the northern end of Tassoo Harbour.

The Canadian Pacific Airlines run a daily service from Vancouver and Prince Rupert to Sandspit, whence a water taxi takes passengers to Queen Charlotte City. The Union Steamship Co. also handles passengers and freight between Vancouver and Queen Charlotte City on a weekly schedule.

At Queen Charlotte City either a small plane or a fishing boat may be chartered to Tassoo Harbour.

### PROPERTY:

The property consists of six claims in a block, held by location, as follows:- (see map) West Jack #14526, Pauline #14527, Berta Fr. #14528, Elizabeth Fr. #14529, Rose #14530, Dela Fr. #14531. The seventh claim, Tommy #14532 also held by location, is situated across the S-W Arm of Tassoo Harbour. The claims are owned by Albert Jones and family of Skidegate, Q.C.I.

These mineral claims are drawn on the map herewith as they are sketched on the Mining Recorder's map, which would indicate that the upper tunnel is about 3,000 feet from the shore. However a sketch in the Minister of Mines Report for 1913, based on the survey for the tramway, gives the distance of the tunnel from the shore as 2035 feet. It is therefore probable that the claims as staked are considerably shorter than the 1500 feet they are supposed to be. Therefore their position relative to the adjoining Crown Granted claims will be considerably different than is shown on the map herewith.

### HISTORY:

In 1908 twenty claims, including the ground above mentioned, were optioned and development was begun. In 1913 and 1914 an aerial tramway was built and 1100 tons of ore were shipped to Tacoma smelter which ran 1.50% copper, 0.02 oz. gold, 0.42 oz. silver, 62% iron. The last work of which there is any record was done in 1916 and "some ore shipped". Apparently through some mistake all the original claims, including those on which development was done, were dropped except the four Crown Granted claims shown on the map, Lot numbers 604, 609, 615 and 616. The remainder of the area of the original 20 claims is apparently open to location.

#### EQUIPMENT:

While the property was operated in 1914 it was equipped with camp buildings and an aerial tramway from the upper tunnel to a bunker at the shore and cars, track etc. At the present time none of this is in usable or repairable condition.

#### DEVELOPMENT:

Development on the block of six claims consists of two tunnels, the upper of which is a crosscut starting on the Dela Fr. claim at approximately 1240 feet elevation and 2000 feet from the shore, and extending 280 feet southwest to the face. At 80 to 120 feet from the portal a stope has been mined out 20 to 25 feet high for 15 feet to the westward and 60 feet to the eastward. At 260 feet from the portal a stope 25 feet long, 13 feet wide, and 15 feet high has been taken out. A winze said to be 80 feet deep, now full of water, has been sunk at 115 feet in from the portal; it is said to be all in ore.

The lower tunnel at approximately 1100 feet elevation starts at the No. 1 post of the Dela Fr. claim and is driven southwest for 195 feet.

According to report some trenching and open cutting has been done on the surface but could not be seen on account of snow.

#### GEOLOGY:

From the southwest Arm of Tasso Harbour granite is the chief rock underlying the claims for 1600 feet to the southwest. Beyond that point to the southwest and in the tunnels the country rock is a dark, fine grained, intrusive hornblende porphyrite marked "Greenstone" on the map, containing irregular inclusions of crystalline limestone, (G. G. S. Summary Report 1909, pp. 72-81)

The upper tunnel cuts five bands of crystalline limestone and five bands of ore; the remainder of the tunnel is in porphyrite which is, in places, weakly mineralized. The ore is a replacement of the porphyrite by magnetite chiefly, with some chalcopyrite, pyrite and possibly a little pyrrhotite. The limestone appears to contain little if any mineralization. As exposed in the tunnel the strike of the orebodies varies from N 50° W to N 70° W; the dip appears to be variable but probably is northward at a moderately steep angle.

The lower tunnel is entirely in the hornblende porphyrite and only traces of mineralization were noted although the downward extension of the ore at the portal of the upper tunnel should have been cut if its dip, which is there indeterminate, is northward or vertical.

#### SAMPLES:

(See also Map) All samples were taken in the upper tunnel. The portal orebody (samples #632 & #633) is 21 feet wide across the strike and assays 1.37% copper, 62.8% iron. The first stope (samples #625, #626, #627) faces average 1.44% copper, 60.6% iron over a width of 17.2 feet.

At 160 feet from the portal (sample #631) 5.5 feet of ore assays 1.0% copper, 58.2% iron. At 195 feet from the portal (sample #630) 18.0 feet of ore averages 1.7% copper, 61.3% iron. The second stope, near the face of the tunnel (samples #628 & #629) averages 1.03% copper, 58.2% iron over a width of 12 feet.

The average of all the above samples is 1.38% copper, 60.8% iron over a total width of 73.7 feet. All of the above are weighted averages. The specific gravity of a composite of the above samples is 4.274, or about  $7\frac{1}{2}$  cu. ft. to the ton of ore.

Ore was evidently mined from the portal of the tunnel and from the two stopes in the tunnel. The larger stope alone must have produced around 4,000 tons of ore. According to Minister of Mines reports 1,100 tons of ore were shipped in 1914 and "some ore shipped" in 1916; no work was done in 1915. It would therefore appear that the ore shipped must have been mined selectively or have been hand sorted before shipping, since there is no record of any work having been done since 1916.

THE TOMMY MINERAL CLAIM:

No real examination was made of this claim as the owners of the boat were anxious to leave for fear of being storm bound the next day, and some time was lost in finding the tunnel. The tunnel is at an elevation of about 500 feet and is driven northeasterly from the base of a hundred foot cliff. Debris from the cliff have dammed up the portal and backed up water in the tunnel so that it cannot be entered without hip boots. Its length is uncertain but it is said that it has not yet reached the ore. There was not time to find a way around the cliff and still get back to the boat in time to leave the same day for Queen Charlotte City. Mr. Jones states that there is 20 feet of 12% copper ore showing on the surface above the tunnel.

Sample #634 is from several chunks of ore at the foot of the cliff which assayed 20.1% copper, 0.005 oz. gold, 6.0 oz. silver.

CONCLUSION:

For reasons outlined above, the examination of the property was incomplete, but enough data was obtained to indicate that the property has some merit, and that a further examination and some surface work to determine the lateral extent of the orebodies is justified, both on the block of six claims and on the Tommy. If the orebodies prove to be extensive enough to be worked on a large scale, and a market can be found for the iron in addition to the copper, the property should have the makings of a profitable mine.

I therefore recommend a further examination of the property after the snow is gone and that some surface trenching be done to determine the size of the orebodies.

Respectfully submitted,

*Charles C. Starr*

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