

THE GOVERNMENT OF
THE PROVINCE OF BRITISH COLUMBIADEPARTMENT OF MINES
VICTORIA

WHEN REPLYING PLEASE REFER TO

FILE NO.

801349

October 15, 1953.

Messrs. H. D. Forman and W. M. Sharp,
Consultants,
Kootenay Mining Service,
Ainsworth, B. C.

Dear Sirs:

Thank you for your brief on the Scranton
Mine Road.

As far back as 1931 the promoters of the
Scranton Company approached the Department for
assistance in constructing a road up Woodbury Creek.
Our engineer was of the opinion that road building
was premature. The Scranton Company or their
contractors approached the Department in 1933, 1934
and 1935, and again assistance was refused.

In 1940 the Company tried to get the
Metals Controller interested and again our engineer
was of the opinion that road construction was not
justified.

The matter was discussed a few years ago
with the Parks Branch of the Department of Forests
and again a few days ago and that Department is not
interested.

Scranton Mines Limited own the road and
have a right to charge tolls for all wheeled traffic,
which they are doing.

Our engineers are still of the opinion
that road construction was premature and I think
this is confirmed by the fact that the Scranton
Company, up to the end of 1952, had mined only
4,195 tons of ore.

I understand the Scranton right-of-way is good until some time in 1956.

I expect we shall make a thorough examination of the Victoria Mines property in relation to an application for assistance on their branch road. Apart from that and the work done by the Scranton Company the situation does not appear to have changed greatly since Cairnes surveyed the headwaters area of Woodbury Creek.

From the foregoing you will gather that we are not prepared to recommend any payment to the Scranton Company.

Yours very truly,


Deputy Minister.

JFW:DB

October 1, 1953.
Ainsworth, B. C.

Mr. J. F. Walker,
Deputy Minister of Mines,
Parliament Buildings,
VICTORIA, B. C.

Dear Sir,

Mr. Bailer, the Manager of Scranton Mines, has requested me to present a short brief on conditions governing the Scranton Mine Road up the North Fork of Woodbury Creek near Ainsworth, B. C.. This road has been the subject of much controversy to the district and it is his hope that an equitable settlement can be worked out with all interested parties.

The road was built in the year ¹⁹⁴⁵1940 at an approximate cost to Scranton Mines of \$95,000.00. Since supply and labour costs have risen over sixty percent since this time, the above would appear a conservative estimate of it's present value.

Until recently the only interested party in this valley was the Scranton Mines. In the past two years however, other companies have commenced activities in the area and have used the Scranton Road for access to their properties. The Scranton Mines have attempted the levying of a system of tolls in payment for the use of the road by other parties. This method has proved difficult to enforce and has also created ill feeling throughout the district. The idea of private individuals holding control over the only accessible route up a large mountain valley is undemocratic and it's enforcement without police aid is almost impossible.

During the past season the road was used by Mining Companies, Loggers, Prospectors and Sportsmen. Scranton Mines, employing twenty men and Victoria Mines employing six men, were the active mining companies. Several prospects in the area were worked to the amount of their annual assessment. One of these, the "Jessie Bluebird", would have undertaken more extensive development had the future status of transportation been assured.

Glacier Lumber Company employed ten men in logging operations and established a camp in the valley. Several hundred sportsmen made use of the road for fishing in the upper reaches of Woodbury Creek.

The mining future of the valley has considerable merit since the important values are in silver and gold. The vein systems are narrow, but persistent, and offer reasonable assurance of developing profitable operations. All companies at present active intend to continue development.

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It would appear that the logical solution to the present transportation problem would be for the government to assume it's share of the road cost and the road be made available for public use.

An investigation of the mineral possibilities of the area by government engineers would be welcomed by all parties. This could be further extended to include a general survey of the usefulness of the road. From the survey, an equitable settlement to all parties for road expenditures could be arrived at.

Your Department's opinion on this matter would be appreciated.

Yours very truly,

KOOTENAY MINING SERVICE

Consultants

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