

F. A. Kerr 1936

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Properties on Thornhill Mountain

Buggay
Blairrose

Globe Claim

- References: Annual Reports of the Minister of Mines, B.C.:
- (1) 1920, p.41; (2) 1922, p.49; (3) 1925, p.71;
 - (4) 1926, p.75; (5) 1928, p.75.
- Geol. Surv., Canada, Sum. Rept. 1926, pt. A, p.39.

The Globe claim, owned by E.T. Kenny of Terrace, is on the lower slopes of Thornhill mountain, a short distance from the Lakelse Lake road and is about 6 miles by road southeast of Terrace. It was first staked about 1910 and was known by its successive owners as the Iron Hat, Golden Nib, and Star claim. No work has been done since 1926 when it was worked under bond by O.P. Brown.

A strong shear zone, 5 to 15 feet wide, in coarse-grained granodiorite may be traced up the side of the mountain for about 1,000 feet and for a vertical distance of 600 feet. It has an average strike of north 50 degrees east and dips 70 degrees southeast. Lens-shaped bodies of quartz, some of them mineralized with pyrite, occur in the shear zone. The granodiorite contains many small veinlets of epidote and is sheared and altered with a strong development of biotite for a distance of at least 100 feet on either side of the shear zone. There are a number of finely crystalline, dull grey, andesite dykes, spotted in places with epidote. One of these is 20 feet wide and has been cut off sharply at the shear zone near the entrance to the lower tunnel. What is believed to be the offset continuation of this dyke lies on the west side of the shear zone about 250 feet to the north.

The main tunnel at an elevation of 370 feet above the Lakelse Lake road has been driven for 110 feet along the shear zone in a direction north 50 degrees east. The first 50 feet are in schist with quartz stringers. Fifty-five feet from the tunnel entrance, a 6-inch quartz vein comes in and widens to

2 feet in a few yards. At the 75-foot mark it has a width of 3 feet and 35 feet farther at the face of the tunnel it is $11\frac{1}{2}$ feet wide. A short crosscut has been driven to the northwest, 5 feet from the face. The big quartz lens carries no disseminated sulphides but is cut by two or three narrow pyrite seams, which have the same strike and dip as the vein. The writer collected a series of five channel samples across the $11\frac{1}{2}$ feet of quartz vein and all of them when assayed yielded only a trace of silver and no gold. A channel sample taken across 20 inches of schist and quartz from the roof of the tunnel, 24 feet from the entrance, showed neither gold nor silver on assay.

A second tunnel 100 feet distant and 30 feet higher follows a quartz pyrite lens for 40 feet. The vein has been mined out above the tunnel for 20 feet by a stope which opens out into what was formerly a third tunnel. In the roof of the stope, the vein has an average width of 2 feet and consists of silicified schist and quartz stringers. Along the northwest side of the vein is a seam of rather coarse pyrite averaging from 2 to 4 inches in thickness. The pyrite is accompanied by small veinlets of chalcopyrite and this sulphide ore is reported to carry up to \$60 a ton in gold. An oxidized sample taken from this vein at the upper entrance to the stope was crushed and panned and it yielded free gold. H.T. James reports that 30 tons of ore shipped from this working in 1926 gave net returns of: gold, 1.6 ounce to the ton; silver, 1.4 ounce to the ton; and copper, 1.1 per cent.

No. 4 tunnel is 400 feet vertically above the main tunnel and is 750 feet farther up the slope of the mountain. It has been driven for 35 feet along the shear zone in a direction north 60 degrees east. At the entrance to the tunnel the vein is 16 inches wide and consists of schist with quartz veinlets. The vein width has increased to 3 feet at the face of the drift, quartz

is abundant but no pyrite is present. Two channel samplos were taken across the face by the writer. One, 19 inches in length, assayed 0.045 ounce of gold a ton and 0.04 ounce of silver a ton, but the other, 24 inches in length, contained neither gold nor silver. At elevations of 125 and 225 feet respectively above this tunnel there are signs of previous prospecting along the strike of the shear zone. At the highest point a tunnel now caved in was driven 50 feet in the overburden, but bedrock was evidently not reached.