

Larry A Dick

842069

file M577
march 16, 1987
Wosp.

Just a summation
of what was seen
at wayside, Plus
some thoughts that
might help you in
planning your program

wayside Mine = P. Henry & Bill Howell

was spent in The Goldbridge Camp Area

the Property, Lilloet mining Division.

underground workings were examined,

the old Adit located on the main

Highway approximately 150' west of the #5 Portal

All examined workings were found to have been

driven in quite competent rock, very little loose

was found on the floors or seen on the

backs. The drift areas where caving occurs

due to stopping was thoroughly examined, very

little chance of further rock fall is expected

as most drift caving areas are marked by

larger rocks at the edges with the voids

between being filled by smaller loose and fine slide

material.

The areas where open stopes, man ways and

raises occur should be considered extremely

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March 9 to 14 was spent in The Goldbridge Camp Area on the wayside Property, Lilloet Mining Division.

All accessible underground workings were examined, except for one old Adit located on the main Highway approximately 150' west of the #5 Portal. All examined workings were found to have been driven in quite competent rock, very little loose was found on the floors or seen on the backs. The drift areas where caving occurs due to stopping was thoroughly examined, very little chance of further rock fall is expected as most drift caving areas are marked by larger rocks at the edges with the voids between being filled by smaller loose and fine slide material.

The areas where open stopes, man ways and raises occur should be considered extremely dangerous as some fairly large size loose is apparent, also much fines has developed

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due to the distance that some of this material has slid, causing a buildup or overflow on some of the edges of the drift, walking becomes difficult at this point and much caution should be used when approaching these areas.

It was noted that in 2 levels Numbers 2 & 0 that sticks of water soaked dynamite were laying, loose on the floor, within old wooden powder boxes (Prior 1954), in old "Round" holes and in one instance a number of fused caps were seen placed in a "round" hole ready for insertion into powder sticks which now appear to be ozing Nitro Glycerine. "small beady clear liquid dripping off the end of the sticks".

A call was placed to Dupont Canada Inc. Monday, March 16, 1957 for information relating to old wet powder. Continual washing with H_2O may remove most of the problem. Dupont also suggests using Nitro Glycerine Destroyer or Lye,

Kerosene may be substituted if neither of the above mentioned materials are available. C.I.L. Blasters Handbook contains the required information. Conex 278-3464

As most of the drifts are fairly or will be fairly dry once summer comes, washing of the drifts containing the powder may be impossible.

If a program of underground mapping and sampling is planned, a transit survey should be undertaken as soon as possible to locate and tie in all Adit Portals and the underground workings. Underground, many of the speds and plugs have been over the years destroyed or fallen into disrepair. Correlation of all the structures, shear veins, mineralized sections, drill holes, trenches etc can not be properly compiled or plotted until a proper control survey is undertaken. The backs and walls of all the drifts should be washed as much dirt and grunge has built up. A water line would have to be strung from the #5 drift to all the above workings in order to wash down the drifts

This could be done in conjunction or before dewatering of the lower levels is done.

The #5 Portal is the only one that has been blocked off to unauthorized persons by the building of a wooden fence, which has recently had some of the planks torn off. None of the other portal entrances have ever had any type of preventative fence or doors placed to prevent people from entering. Many of the stopos have not been barred by gating, nor has any attempt been made to do so. To safely enter many of the levels the portals should be cribbed and timbered. Much sluffing of the highway over the #5 Entrance has occurred, this portal must be timbered immediately or the only entrance to this drift will be lost. A Back Hoe will be required to clean out much of the fallen rock in the Portal areas before timbering commences.

The winze area on the #5 Drift was investigated, the water on this drift is quite deep. Supposedly the H₂O level should be \approx 35' to 40' below the floor

it is however 1 to 1 1/2' above the floor. A cutting of the backs about 20' in from the Portal has caused a dam on the drift floor when a backup of water has occurred.

It appears that possibly last year instead of mucking or digging out this dam a pipe was placed at the blockage and any water above 8" or so would run out the pipe, however this pipe has somehow become dislodged and failed to lower the level of the water.

The Air Lift and discharge pipes were seen sticking up about 8" above the water. Planks have been placed across the floor in the winze area. A skip and an air hoist were noted. opposite the air hoist, a large hoist drum with fairly new fresh looking heavily greased cable was seen.

The cost of dewatering the winze and levels Number 7, 8 and 9 may be considerable. I introduced myself & talked to the mines safety Inspector at the Goldbridge Hotel Burt McConichie. A Shift Boss must be on Lilloet. M.D.

site while dewatering is underway. Timbering, checking backs and ladders must be followed thru with, as soon as the water level in the winze starts to lower. Timbering, although under the shift boss's supervision should be done by either a qualified timberman or an experienced miner. The costs for securing Portals, (7 Accessible & 2 to be opened), with timbers and gates, Dewatering, Timbering winze, placing ladders etc is approximately \$25,000 for the first month. Costs should then drop as a Back Hoe may then not be necessary while dewatering is going on, it may be possible to pump water up to the 2 m drift and start washing down the walls and back. Again rental of equipment is necessary. Elevation difference of + 313' can be handled by a Royal Bear 435 Pump with sufficient pressure to properly work where necessary. Rental of both Pump and hose would be negligible.

H₂O samples are required for Heavy Metals content Sb, As, Pb, Zn, Cu, Dissolved & Suspended Solids + P.H.

Portal & Slotted Area

shoring up, mucking, Timbering Portal Area

Dewatering Winze

shoring, timbering, mucking

Ladder ways,

washing down Back wells floors in winze

Compressor intake hoses discharge Pipes per 300 day 1560.00

Back hoe 15' Reach, 2 day @ 446 per day 6300.00

Shift Boss, per month 4800.00

Timber man - miner, per month 3750.00

Fuel - gas, Diesel, oil etc. per month 1235.00

Truck rental ~ milage per month 1000.00

H₂O samples ~ 3 per week = 12 per month x 3.5 350.00

Lumber caps sills logging stalls ladders etc 18645.00

Lumber caps sills logging stalls ladders etc 3500.00
(#5 Portal + 6 other)

3500.00

22145.00

4x4 Rubber Mt'd Back Hoe 15' Reach (wet)
47.75 per hr x 8 = 382 day

track Mt'd Back Hoe 15' Reach scrapper blade
63.75 per hr x 8 = 510 day (wet)

510

382

2) 892

446 Ave

Day.

A sample was taken from the #5 Level on Sat. March 4 1987 @ 11:00 and has been forwarded to Chemex for analysis.

Note The walls backs and floors of many of the levels are coated with Calcite. It is possible that there is no Heavy metal present. Accommodation can be found in Bralorne at a reasonable price.

The whole ^{main} floor of The Bralorne Lodge at a rent of £750.00 per month, £650 if paid in advance every month is available. main floor has 2 Bathrooms (one shower one bath) 2 fridges, 2 stoves, toaster sat T.V. some furniture, beds chestfield tables etc Linen is supplied. Two drafting Boards (tables are also there at no extra cost. these are the Boards that were seen at George Normans in 1986. Apartment is next door to the new restaurant going in. 2 other houses were looked at one with 3 Bedrooms the other with 2. Again fridge & stove + Linen would be supplied. Both houses were

a bit on the small side.

Nitro Glycerine Destroyer is available from

CIL Richmond 278-3464

2-3 week Delivery time

4 Litre Containers @ \$123.52 per Container

Conex (CIL) Powder Doctor is Terry Matts
at The Number Below

CONEX -

6651A Elmbridge Way,

Richmond, BC

Ventilation through out the underground workings proved excellent. A safety lamp was carried during the examination but as a steady draft from the #5 drift upward was evident in all the levels the lamp was never used.

MEMO TO L. DICK
FROM W. A. HOWELL

File 01577
copy
MARCH 18 / 87

AN EXAMINATION OF THE ACCESSIBLE WORKINGS AND SURFACE OF THE WAYSIDE MINE, GOLDBRIDGE AREA IN THE LILLOOET MINING DIVISION WAS UNDERTAKEN BY PAT HENRY AND W.A. HOWELL BETWEEN MARCH 9 & 14 1987.

AT THIS TIME OF YEAR SNOW COVERS THE VALLEY FLOOR TO ~.5" AND CARPENTER LAKE IS LOCALLY COVERED WITH ICE.

OPEN SOUTH AND WEST FACING SLOPES ARE GENERALLY BARE BELOW THE "2m" LEVEL (~ 2500' ASL), WHILE FLAT AREAS SUCH AS SKID ROADS, SHADED AREAS AND MOST GROUND ABOVE 2500' REMAINS SNOW COVERED.

APPROXIMATELY 1323^m OF UNDERGROUND WORKINGS WERE EXAMINED IN 9 SEPARATE LEVELS OR ADITS. IN ADDITION AN ESTIMATED EXCESS OF 50^m OF WORKINGS ARE AVAILABLE WITH MINIMUM EXCAVATION AND NATURAL DRAINAGE: (THE "450" LEVEL, ADJACENT TO THE MAIN ROAD, & THE "POWERLINE" ADIT). LEVELS "100" AND "150" ARE CLOSED OFF WITH DEBRIS AT THE PORTALS AND WILL REQUIRE A BACKHOE TO RE OPEN THEM. ALMOST ALL THE PORTALS EXCEPT "0" LEVEL HAVE VARYING AMOUNTS OF SHUFFED DEBRIS AT THE PORTALS AND SHOULD BE CLEANED OUT. EXCEPT FOR "5" LEVEL NO ATTEMPT HAS BEEN MADE TO SECURE ACCESS TO THE DRIFTS AND EXCEPT FOR "1" "150" & "3T" ADITS ALL ARE ACCESSIBLE WITH VARYING DIFFICULTY.

PARTICULAR NOTE SHOULD BE MADE OF THE #5 PORTAL, LOCATED JUST ABOVE LAKE LEVEL AND BELOW THE HIGHWAY. THE SHOULDER OF THE HIGHWAY IS SHUFFING OVER THE PORTAL AREA. THE SHUFFING SIGNIFICANTLY NARROWS THE HIGHWAY AND ANY FURTHER DETERIORATION OF THE ROAD SURFACE WILL CREATE A TRAFFIC HAZARD (BURIED TELEPHONE LINES IN THE SHOULDER ARE ALREADY EXPOSED). SHOULD THE DEPARTMENT OF HIGHWAYS BACKFILL THE SLIDE AREA, AS THEY ARE ALMOST CERTAIN TO DO,

ACCESS TO THE IMPORTANT #5 LEVEL WILL BE JEOPARDIZED. IT IS THEREFORE HIGHLY ADVISED THAT THE CONDITION AND ADEQUACY OF THE #5 PORTAL CRIBBING BE EXTENDED AND REINFORCED WHERE NECESSARY TO MAINTAIN ACCESS TO THE WORKINGS.

THE LENGTH OF WORKINGS ARE SUMMARIZED BELOW:

DRIFTS EXAMINED (TOTAL LENGTH OF ACCESSIBLE DRIFTS & CROSSCUTS)

"PAXTON"	94 m
"0"	139 m
"2"	132 m
"3"	189 m
"4"	61 m
"4w"	41 m
"5"	627 m
"COMMODORE"	40 m est.
	<hr/>
	1323 m.

UNDERGROUND CONDITIONS HAVE BEEN DISCUSSED BY PAT HENRY (MAR 14 1987). UNDERGROUND TIMBER WHERE PRESENT IS VARIABLY ROTTEN DEPENDING ON AGE. IN SEVERAL INSTANCES ORE PASSES OR SLOPES HAVE CAVED.

THE WORKINGS ARE BLOCKED IN SEVERAL PLACES BY ROCK DEBRIS CONTAINING ROTTED TIMBER.

A SIGNIFICANT HAZARD EXISTS ON "5" LEVEL, "3" LEVEL, AND "0" LEVEL, WHERE OLD POWDER CAN BE FOUND, EITHER IN BOXES, PACK RAT NESTS, SCATTERED (BY PACK RATS) ON THE DRIFT FLOOR OR IN DRILL HOLES AT A FACE. IN THE LATTER CASE CAPS WERE ALSO APPARENT IN AN EMPTY(?) HOLE ADJACENT TO THOSE WITH POWDER. IT IS NOT KNOWN IF ANY OF THE LOADED HOLES ARE PRIMED. A CLEAR AMBER LIQUID CAN BE OBSERVED AS DROPLETS FROM THE ENDS OF THE POWDER IN ONE DRILL HOLE.

THIS MAY BE ONLY WATER AS THE DRIFT IS WET AT THIS POINT. NO ATTEMPT WAS MADE TO DISLodge OR MOVE ANY EXPLOSIVE MATERIAL. WATER WAS DIVERTED SO AS TO RUN ONTO THE BOX OF POWDER ON THE S. BRANCH OF THE EAST VEIN ON THE #5 LEVEL.

GEOLOGY & MINERALOGY.

NO ATTEMPT WAS MADE TO MAP OR SAMPLE IN DETAIL. OBSERVATIONS OF A GENERAL NATURE WERE MADE AND A TOTAL OF 29 SAMPLES PLUS HANDSPECIMENS WERE COLLECTED. FAULTED/SHEAR STRUCTURES ARE APPARENT AND HAVE BEEN DRIFTED ON AND STORED. IE "NOTMAN VEIN", "4" LEVEL DRIFT, 3 LEVEL STOPE, 2 LEVEL DRIFT AND STOPE/RAISE FROM "1" LEVEL.

P QUARTZ VEINS, COMMONLY WITH SHEARED MARGINS AND INTERNAL SHEAR PLANES ARE ALSO APPARENT. IE 5 LEVEL DRIFT & WINZE, EAST VEIN, "4W" DRIFT "2M" DRIFT 1 LEVEL DRIFT, DAXTON, COMMODORE.

P CARBONATE VEINS ARE COMMON AND OCCUR AS STRINGERS AND MAJOR VEIN CONSTITUENTS. CHLORITE SERICITE AND MARIPOSITE WITH CLAYS ARE COMMON. GOUGE AND SHEAR COMPONENTS. ARSENO PYRITE WAS OBSERVED ON THE '0' LEVEL AND PYRITE WAS OBSERVED IN VERY MINOR AMOUNTS ON ALL LEVELS. VISIBLE GOLD WAS OBSERVED IN DUMP MATERIAL ON THE '0' LEVEL AND SIMILAR ROCK NOTED IN PLACE ALONG THE DRIFT.

STRUCTURE

VEIN ATTITUDES AND SHEARS ARE MODERATE TO STEEPLY EAST DIPPING BUT ARE VARIABLE. "PINCH & SWELL" WAS NOTED IN THE VEINS. THIS APPEARED TO BE REFLECTED IN MINOR STRUCTURES ALSO. THE INTERSECTION OF FLATTER SHEAR SPLAYS WITH STEEPER VEINS MAY CAUSE LOCAL THICKENING OF THE VEINS AND MAY

CAUSE OR REFLECT THE "PINCH & SWELL".

A SET OF N. TRENDING VERTICAL SHEARS ALSO APPEARS WITH A THICKENED ZONE OF VEIN ON THE '3' LEVEL. THEIR RELATIONSHIP TO THE VEIN IS NOT KNOWN.

MUCH STRUCTURAL DATA APPEARS AVAILABLE FROM ABUNDANT WELL DEVELOPED SLIKENSIDES, MINOR FOLD NOSES WITHIN SHEARED AREAS & MILLION STRUCTURES ON VEIN WALLS.

SURFACE EXPRESSIONS OF THE MINE STRUCTURES APPEAR TO BE VERY SUBTLE TO ALMOST NON EXISTENT. OTHER SURFACE EXPRESSIONS SUCH AS SMALL GULLEYS AND ROCK FACES ARE AT LEAST AS PROMINENT OR MORE SO THAN THOSE OVER THE WORKINGS AND LEAD TO THE SUPPOSITION THAT OTHER VEINS AND/OR STRUCTURES REMAIN TO BE EXPLORED.

RECORDED INTERCUTS OF UP TO 10 OZ Au/TON OVER 6 FEET (AND OTHERS) DO NOT APPEAR TO "LINE UP" WITH KNOWN VEINS, WORKINGS OR STRUCTURES. THIS TOO GIVES CREDENCE TO THE SUPPOSITION THAT OTHER VEINS ETC REMAIN TO BE EXPLORED.

P A NEW ROAD IS CURRENTLY BEING SURVEYED ABOVE AND TO THE NORTH OF THE MINE WORKINGS. THIS ROAD, IN CONJUNCTION WITH COMMON SKID ROADS AND EXPLORATION ROADS PROVIDE EXCELLENT ACCESS TO THE PROPERTY AND COULD BE UTILIZED FOR SAMPLING & DRILLING IN ADDITION TO EASE OF ACCESS.

THIS EXAMINATION WAS ONLY OVER THE KNOWN WORKINGS OF THE WAYSIDE MINE. MUCH OF THE PROPERTY HAS APPARENTLY HAD LITTLE MORE THAN A CURSORY GEOLOGICAL EXAMINATION DESPITE ITS PROXIMITY TO THE BRALORNE - PIONEER MINES.

P THE PRESENCE OF AN ACCUMULATION OF INTRIGUING PIECES OF DATA RANGING FROM OLD DRILL INTERCEPTS TO UNVERIFIED GEOCHEMICAL SAMPLING AND MAPPING, THE PRESENCE OF VISIBLE GOLD IN A STYLE AND SETTING SIMILAR TO THOSE OF BRALORNE - PIONEER MINES, THE PRESENCE OF SURFICIAL FEATURES SIMILAR TO THOSE OF THE WAYSIDE MINE WORKINGS BUT APPARENTLY NOT YET EXPLORED, AND THE APPARENT LACK OF ANY STRUCTURAL EVALUATION OF THE ORE CONTROLS AND MINERALIZATION OF THE EXISTING WORKINGS, ALL LEAD THE WRITER TO BE ENTHUSIASTICALLY OPTIMISTIC ABOUT THE POSSIBILITY OF FINDING NEW MINERALIZED STRUCTURES BEYOND THE SCOPE AND EXTENT OF THE PRESENT WORKINGS.

W.A. Howell

March 18 1987

copy - JPH.