Big Bull
104K/12E
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BIG BULL - [MI 104K 003]

On August 31, Paul Wojdak and I were given a tour of the Big Bull/Manville site by Kerry Curtis. Redfern had just completed drilling of 6 short angle (to 150m vertical depths) holes along a strike length of about 500 metres in a north-south direction, centred on the historic workings (incl. caved in 'Glory Hole'). Assays have not yet been received but the zone of mineralization was intersected in all holes except the northern step-out, north of the historic workings. A structure may have offset the favourable stratigraphy/mineralization. Rocks in the Big Bull area are much more highly deformed than at the Tulsequah Chief deposit. The metasedimentary rocks (quartz-sericite schists) appear to be 'sandwiched' between mafic volcanic flows/tuffs in a steep westerly dipping package of rocks.

The historic workings/mineralization are spatially associated with a north-south trending fault. On a very local small scale, the massive sulphide mineralization appears to be squeezed along planes of weakness in the schist (see photo). The early (N-S synclinal axis) phase of folding appears to have been overprinted by a second (younger) E-W isoclinal stage of folding.

Hole #2 intersected a 4 metre zone of massive sulphides (mainly pyrite) with apparently elevated gold grades (assays not yet released). In 1955 Cominco got a couple of good drill intersections along strike to the south out in the slouh. This area represents a good target (for winter/early spring?). Redfern hopes to return to the site for further drilling this fall with the intention of testing the known mineralization to depth (i.e.> 100m).

From a regulatory/political standpoint, the company is very concerned/upset over two relatively recent events:

1) A 'negative' letter sent by B.C. Minister of Transporation and Highways (Art Charbonneau) to the State of Alaska concerning potential development plans for Tulsequah; and,

2) The scenario of bringing in heavy equipment to begin address some of the environmental liabilities associated with the Tulsequah Chief property. The Company had hoped to barge the equipment up the Taku to near the old barge landing and then walk it along an old, pre-existing road to the site. Unfortunately, after many weeks/months of bureaucratic delays, they decided to dismantle the equipment and fly it in by DC-3 aircaft (at a considerable more expense).

[REF: TGS Monthly Report - Sept. 1990]
TGS Comment:: The Tulsequah Chief/Big Bull projects have good potential for develoment and coupled with release of data from GSB Tulsequah project, the Tulsequah area may "heat up" again next year.