

1,500-gamma magnetic anomaly trending parallel to the mineralization with a strike length of more than 300 metres that is open along strike. Drilling of this newly discovered occurrence is planned to proceed, subject to weather conditions, upon receipt of the exploration permit amendments. (www.OrphanBoy.com)

Last, but by no means least, STIKINE GOLD has reached the 2,766-metre level (9,075 ft) with its drill rig at the Sullivan Deeps project. The drillhole has intersected sedimentary exhalative (SEDEX)-style mineralization including laminated and massive sulphides in five discrete bands over 7.65 metres at a depth of 2,735.9 metres. The company believes it will discover a lead/zinc deposit similar to the one that supported Teck Cominco's Sullivan mine at Kimberley for almost 100 years. Stikine is going to accelerate the Sullivan Deeps program by conducting a UTEM4 geophysical survey in the drillhole followed by several short wedge holes toward the northeast. A second drill rig will be mobilized 1,5000 metres northeast of the current hole. (www.StikineGold.com or view the company's presentation at www.SullivanDeeps.com)

Good luck to everyone exploring in British Columbia.

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Kemess North 094E 021

Canadian Mining Journal
COPPER DEVELOPMENT – Five Nations Oppose Kemess North
10/13/2004

BRITISH COLUMBIA - The Union of BC Indian Chiefs has weighed in to offer its support to the Gitksan House of Nii Kyap, Takla Lake First Nation, Fort Connelly First Nation, Kwadacha First Nation and the Tsay Keh Dene First Nation, which collectively oppose NORTHGATE MINERALS's proposed Kemess North mine. The announcement was made yesterday by Chief Stewart Phillip, president of the Union of BC Indian Chiefs.

The Five Nations are collectively seeking participation in a tripartite review panel and the respective environmental assessment agencies of the federal and provincial government. The Five Nations believe that the proposed mine will adversely affect the biodiversity of their respective territories.

Chief Phillip stated, "As we have seen in the Haida and Taku River Tlingit decisions, the courts have recognized that the Province of British Columbia's approach to consultation is fundamentally flawed. There exists an 'enforceable, legal and equitable duty to consult' to both the Provincial Crown and to third parties like Northgate Minerals. Courts are continually confirming that our Aboriginal Title and Rights exist and must be meaningfully and substantively addressed. The UBCIC firmly believes that this duty

starts from the proposal stage and continues right through to the conclusion stage of any large-scale operation such as the Kemess North mine."

Chief Phillip concluded, "We echo the comment of Justa Monk of the Five Nations that history tells First Nations that their interests, their rights and their title cannot be adequately accommodated by the existing review process. Only First Nations full involvement in all resource management decisions can ensure that. To the Campbell and Martin governments, open the door to the Five Nations instead of shutting them out."

The Union of British Columbia Indian Chiefs has offices in Vancouver and Kamloops, or visit www.ubcic.bc.ca.

Northgate had yet to respond at press time today, but undoubtedly the company will include the views of the Five Nations in their plans. (www.NorthgateExploration.ca)

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Miscellaneous Sources

Tulsequah Chief 104K 002

Whitehorse Daily Star
Saturday, October 9, 2004
Opinions over mine as entrenched as ever
By Chuck Tobin

TULSEQUAH RIVER, B.C. – It remains a hot topic.

The proposal to reopen the Tulsequah Chief mine in the Taku River watershed south of Atlin, B.C., continues to generate great debate.

Adamant opponents describe the Taku River as some of the last pristine wilderness of its kind.

Supporters point out the Tulsequah Chief is in mining country, and anybody who believes the area is virgin to the human touch wasn't around in recent decades when companies were busy with exploration and production throughout the area.

Redfern Resources maintains their project is viable, a benefit to the environment and the economy.

The leadership of the Taku River Tlingits believe the mine and the 160-kilometre proposed road from Atlin to the mine site would be a dagger in the heart of their traditional territory and lifestyle.

There are individual first nation members like Gilbert Quock, however, who maintain the leadership is being steered by legal advisors and international environmental organizations who have their own interests in mind, and not the interest of an economy for the community of Atlin or its residents – first nation and non-first nation.

Quock, who works for Redfern as its community liaison officer, estimates as much as 70 per cent of the first nation membership supports Redfern's proposal. And he suspects when the first nation's constitution is changed in the near future to make way for an elected leadership rather than an appointed leadership, his estimated support for the mine proposal will shine through.

Taku River spokesman John Ward says making the Redfern mine an election issue would be irresponsible. The project should be weighed on its pros and cons, and as it stands, it's not sustainable and the company should not be allowed to drive a mining road through the Tlingit's traditional territory for selfish gain, says Ward.

Once there's access to the hinterland, Ward adds, there'll be a lineup of other mining and logging companies looking for opportunities in areas that today are inaccessible, while the first nation is without a land claim settlement or any sort of land use management plan to protect its interests.

"Nobody wants to sell off our land for a few jobs and contracts," he insists. "We are not interested in that."

Ward says nobody from the first nation has come to the first nation meeting to insist the proposal be supported. There have been those that have said "wake up and smell the coffee," it's going to happen with or without the Tlingit's blessing, Ward recalls.

Asked why the leadership won't meet with the mining company to discuss its concerns, Ward asks why would the first nation sit down with a company that doesn't want to recognize its rights, title and interests to the land, but only wants what it wants?

Redfern president Terry Chandler maintains that reopening the mine will be a benefit to the company, the economy and the environment.

Opponents like to paint a picture of pending catastrophe for the Taku River watershed if the project goes ahead.

Not so, counters Chandler.

In fact, if the project goes ahead, Redfern will be able to finance the necessary work to deal with the environment problems that exist now as a result of mining activity in the 1950s, he maintains.

He doesn't believe road access into the area automatically equates to a rush of activity for natural resources previously inaccessible. Companies that want to do work in the wilderness south of Atlin will have to go through the same environmental screening work Redfern has gone through over several years, says Chandler, suggesting it's not a willy-nilly task that happens overnight.

And the road will be a private road, with no access to the general public.

Redfern, says the company president, is proposing a project based on the best technology of the day, and has bent over backwards to address any concerns that have arisen.

The B.C. Court of Appeal, ruling on a challenge from the Taku River Tlingits, agreed the company has fulfilled the obligation to consult and take into consideration concerns raised about the project, Chandler insists.

But Ward and David MacKinnon of the Transboundary Watershed Alliance, an organization arduously opposed to Redfern's project, disagree. The court, they maintain, sent the matter back to the B.C. provincial government with a recommendation to ensure the company did what was necessary before re-issuing a certificate of approval.

The province re-issued the certificate without doing that, they say. The province and Redfern are both guilty of running roughshod over the interests of the the Taku River Tlingits for nothing but a buck, says Ward.

MacKinnon asks if the proposal was so environmentally sound, why then have numerous organizations, politicians and other individuals on both sides of the Canada-U.S. border voiced such strong opposition.

And the debate goes on.

But as the debate continues, so do Redfern's expenditures.

Since the company began its interest in Tulsequah Chief in 1987, it has spent upwards of \$35 million, says Chandler.

This year's underground exploration program with three drills from Smithers, B.C., as well as an effort to reduce the toxicity of water that's been leaking through the mine since it closed in 1956, is estimated at \$5.5 million, with 25 to 30 employees and contract workers on site at any given time.

Chandler says about \$1.5 million has gone directly into the Atlin and Whitehorse economies.

Redfern's initial forecast was for a mine life of nine years, though the results of underground exploration work are aimed at proving more reserves, and a longer mine life.

A tour of the mine that went into production in 1951 under the ownership of Cominco is a step back in time.

Inside the main adit or tunnel on the 1,620-metre (5,400 foot) level – really only 120 metres (400 feet) above sea level – the timber still stand where they stood half a century ago. Access to and from is by rail, unlike today's technology of mostly rubber-tired machines to move both personnel and ore.

The original adit on the 1,620-metre level was some 800 metres long, with a labyrinth of side tunnels and stopes branching off here and there.

Redfern added 140 metres to the main tunnel last year, to set up for this year's phase of the underground exploration work aimed at confirming its anticipated increase in ore reserves.

And in keeping with the practices of 50 years ago, Redfern kept up with the rail system in the new section of tunnel, under the direction of Whitehorse mining veteran Swede Martinsson, who was familiar with the rail method of mining.

Behind the cordoned-off tunnels that lead away from the main adit are pockets of blasted ore, sitting there as though waiting for the next shift to begin. Timbered ore chutes from mined-out areas above are jam packed, while the timbers remain mostly intact, though they're weathered by time and the moist underground conditions.

It's believed that when the mine closed, the shutdown was thought to be temporary, a matter of a few weeks, maybe months.

Chandler makes no bones about what the future of the mine is if it doesn't go back into production.

Redfern can't afford to reclaim the property without revenue from production, he says quite frankly.

Chandler insists neither the provincial nor federal government will have any appetite to do the cleanup, having to essentially fund a fly-in reclamation program.

The company, he adds, has spent about \$300,000 on an experimental method of reducing the toxicity of the water that's been running out of the old mine since its closure. And it looks like they're winning, the president explains while looking at the record book of sample numbers, though more test results are needed to say for sure.

Even if exploration results come back favourably, Chandler recognizes he still needs to raise the \$150 million to build the road and put Tulsequah Chief into production.

Technically, legally, he acknowledges, the company could proceed without the support of the Taku River Tlingits.

Politically, however, it would be that much more difficult to attract investors without the Tlingits on side, says Chandler.

But like Quock, he remains optimistic the first nation will come to the table.

Chandler says the Taku River Tlingits don't need a land claim settlement to benefit and protect their interests on their traditional territory.

All one has to do is look to the south at the Tahltan Nation to see economic success derived through partnership with industry without a settlement, says Chandler.

Asked if there was any irony in the fact the Tlingits remain staunchly opposed to the project, but that the first nation's fuel company is supplying Redfern with half of its fuel needs – and wanted the contract for all of it – Chandler simply cocks back his eyebrows. He remains positive though, and insists those are exactly the types of economic benefits, aside from direct employment with the company, that could be realized by the first nation and the communities of Atlin and Whitehorse.

One thing is for certain, says Chandler, after \$35 million in expenditures over 17 years, Redfern cannot just walk away.

"This is an asset," says Chandler. "You can't walk away from an asset, especially if you have met every legal requirement. How can you walk away from a project when you have met every legal aspect under the law, just because somebody says they don't want you to do it?"