

Sept. 3rd '78.

Cam,

I've put together the ~~th~~ information on Green and Chelatta in very rough form. I will definitely return to straighten them up.

GREER.

The map since it lacks contours doesn't really show the stratigraphy but I think what we have is a very uneven granodiorite surface upon which the rhyolite was laid. (The granodiorite (Topley) varies to diorite) The impression is that the lower most rhyolitic units are slightly more dacitic and have suffered more shearing and weathering. They outcrop very rarely and in the few places along the road are completely rotten (perhaps a good host for uranium since they rest on the impervious granodiorite). As you go up through the rhyolite it becomes much lighter colored, less altered and close to the basalt, very scoriaceous - ~~almost pumice~~. We couldn't find the basalt-rhyolite contact even along the east side of Mount Green.

As I mentioned on the telephone on the 29th of August there is considerable coal along the Nechako River. It is exactly as described in the G.S.C. report - very friable - and could not have travelled too far - the first signs of it occur about halfway between the south boundary of the property and our camp and continue down river at least 1 mile north of the property. There was no reaction on the scint to any of this coal.

Silt samples are: TAC 436 to 469

CHESLATTA LAKE

All we encountered was more rhyolite.

Unless the silt samples KCK 78-TAC 470-479

The geology there is more complex than the 4 mile map suggests - there is considerable folding probably.

The airborne anomaly we went to check was definitely caused by that rhyolite cliff on the south shore of Cheslatta.

SWAB.

We extended the sampling, at 25 m intervals on 50 metre lines from 2W to 10 W to see if the anomaly extends westwards.

Attached are the notes I made before writing you about possible drilling.

TRUCK

The truck

- 1) is due for an oil change.
- 2) has an oil leak under the dash, probably the oil gauge line. It's been that way since June but is becoming worse.
- 3) The clutch in reverse tends to jump and bang - I don't know if it's serious - that has been going on for about 1 week.

