Wm. V. SMITHERINGALE
MINING & GEOLOGY

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MINING & GEOLOGY

P.O. Box 1238
Comox B.C.
Dec. 31, 1973

C.C. Keyes, President
Silver City Mines
580 Howe St.
Vancouver 1, B.C.

Dear Sir:

I wish to submit the following report on Silver City Mines for the year 1973:

SUMMARY

In February, in company with you and your directors, we went to Whitehorse to purchase necessary supplies and equipment for the 1973 underground program and arrange for the transport of materials to the property. The attached appendix No. 1 gives the major items purchased, their cost, and delivered cost at the property. Appendix No. 2 gives a record of materials used and inventory of supplies at close of operations.

At the same time we interviewed the resident geologist, discussed our plans in detail and submitted our application for "Northern Minerals Exploration Assistance". Our original application become lost in governmental detail and on May 3rd I resubmitted our application. Eventually, on July 18th we received notice our application had been approved.

By July 26th men arrived at the property and the camp was reconditioned.

This undue and unforeseen late start in our program, coupled with unprecedented and continued breakdown of equipment, caused a very considerable increase in expenditures, quite beyond our control. These delays, along with heavy faulting underground, prevented us from reaching our objective under the heavy native copper-chalocitemineral area exposed on the surface and in the south limit of the 2900 level. However, the last round blasted, in the hanging wall of the major fault zone, exposed typical host rock material with fine sparse disseminated chalcocite, along with a few grains of bornite. This, I think, is a favourable indication that in advancing the adit, similar mineralization to that exposed above, will be encountered. Map 1 shows the detail of geology in the "2800" level adit.

"2800" LEVEL DETAIL

The "2800 level adit was located to crosscut, underground, the anomolies on Axis A2 as indicated by Seigel and Associates in their Induced Polarization survey. The Western portion of the anomoly on section 102 (see plate 3) was encountered in excavating for the portal site. Very fine disseminated pyrite was observed in the fine grained greenish porphyry (either flow or tuff zone.) The eastern portion of the anomoly was cut in the first 40 feet of bedrock. The rock exposed is a brownish amygdaloid, with much hematitic material. It has numerous thin calcite veinlets in random orientation. In sections, very fine irregular and generally sparse pyrite is disseminated but appears to be more concentrated adjacent to the calcite veining. The eastern contact, in the adit, is marked by a northwesterly shear or fracture, varying irregularly in dip around vertical. The amygdaloid adjacent to the fracture is marked by about 2 feet of jasperoid.

The initial plan was to drift southerly from the adit to evaluate the anomolies along axis A2. However, as the adit advanced it became apparent this plan should not be carried out as the contour of the surface closely follows the trend of the axis suggesting such working would have shallow backs in fractured rock that might require timbering. Similar amygdaloidal rock, as exposed in the adit, outcrops some 300 feet or more to the south, and also to the north, of the adit. No copper mineralization was observed in either the adit exposure or in the outcrops.

Two amygdaloidal volcanic zones are exposed in the adit. The attitude is confused by shear plane boundries. At one point (about 200 ft. from the portal) there is a suggestion of a NE strike with 25°-30° SE dip, but shearing and gouge seams with this attitude leaves such a suggestion open to question. There does appear, to be at this section in the adit-, a transition from the amygdaloid to a fine-grained greenish volcanic, slightly porphyritic which could be either a flow or tuff.

At 355 feet from the portal, the footwall of a major fault zone was encountered with the main faulting starting at approx. 375 ft. and extending to 407 ft. This last 30 ft., more or less, exposed badly mashed volcanic rock and zones of mud, or gouge, 1 ft to 18 inches width. This caused undue difficulty in drilling and slowed progress to one round per shift. The general attitude of the fault zone is N30°-40°W dip 45°NE.

As noted above the present face of the adit indicates the projected mineral zone has been exposed.

DISTRIBUTION OF WAGES AND MATERIALS.

Appendix No.3 gives the distribution of the major costs as charged against the different phases of our operation during 1 73. These costs are not complete as all invoices and expenditures are not available to me. The discrepancies that suggest themselves to me are; Workmen's compensation; Legal expenses, head office expenses; holiday pay etc. There will undoubtedly be a difference in the costs as shown, as against audited statement for 1973 because the purchase of supplies and equipment in February, is I beleive, in the fiscal year of 1972, whereas these costs (with the inventory at the close of camp) have been brought into the costs of this year so far as the operation is concerned.

1. Camp Operation:

You will note that camp operation at $16,863.41 includes the costs of opening and closing camp plus the purchase of equipment and tools in general use. The direct cost of cookhouse operation, $10,803.00 or $16.99 per man day is within the original estimate.

4. Road Maintenance;

Road maintenance at $3538.41 was adversely affected by the late start, as the subsurface of the road was thawing, which, along with rain and snow in August, necessitated considerable corduroying and repair. This would not have been necessitated if operations had started as planned;- when permafrost in the road would have been to our advantage.

5. Adit Preparation "2800" Level

The preparation of the "2800" adit site, $13,284.54 was well above our estimate. Due to the late start we were confronted with partially thawed overburden. As this was removed the underlying material and fractured bedrock, exposed to warm temperatures and rain, continued sloughing which added risk to the men and slowed the work. An estimate of 225 to 250 yds of material had to be removed, and the sides of the open pit heavily cribbed to protect some 30 ft. of timbering before entering bedrock. An additional 15 ft. had to be close timbered through badly sheared and thawed bedrock. This effort took almost three weeks of our time in contrast to the 2900 level adit preparation where we were able to take advantage of still frozen ground to excavate and timber before the overburden and adjacent bedrock thawed, a period of less than a week.

6. Adit Drive "2800" Level;

The total costs associated with the adit work were;

(a) Direct cost of adit	$22.425.98	
(b) Adit preparation	13,284.54	
(c) Camp operation	16,863.41	$52,573.93

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For comparison with the original estimate of Stage No. 1, submitted to you on February 1973 the following data are submitted;

Original estimate per foot $88.82. Subtracting from this the costs of sampling and administration (which do not show in the above costs), $5.00 per foot leaves $83.82 per ft. estimate. Considering this cost in Stage 1 program the following costs, estimated, would be;

407 feet @ $83.82	$34,114.74	
Proportion of timber used	1,330.00	
Establish camp, replacement tools etc.	10,000.00	
Adit preparation (½ $6,000.00 for adit and drill sites)	3,000.00	
Freighting	5,000.00	$53,444.74

In making this comparison I have used the contingency estimate to cover the unexpected additional costs of;

(a) adit preparation
(b) water supply to drills during freezing weather
(c) costs of advancing through 55 ft. of major fault zone that could not be held against contract agreement
(d) excess of freighting charges.

Left out are the costs of

Retimbering 2900 Level	$ 733.28	
Road maintenance	3,538.41	$4,271.69

which would bring the overall costs normally associated with the operation to $56.845.62.

This seems to be a reasonable comparison of estimates and costs. The costs of delays and repairs of continued major breakdowns of equipment during the operation were, in my opinion, quite beyond normal anticipation. A listing of these, and an estimate of the costs of repair are given below.

EQUIPMENT REPAIR;

Bombardier,;

At the close of previous operations the bombardier was left in good running condition. The first day in camp a connecting rod bearing burnt out. This seemingly minor repair resulted in the machine being immobilized until mid August due to faulty repair to the engine block when sent to Whitehorse, followed by delays in receiving replacements from Vancouver. Additional delays and immobilization were caused by wheel bearing failure; water pump failure, and internal radiator damage that required repair in Whitehorse.

J.D. 450;

This unit, purchased as being completely overhauled, gave trouble from the start. Only partial power could be obtained from the forward gears and the reverse gear was useless for work. Dismantling the transmission assembly showed the clutch plates had been badly burnt in previous operations and had not been replaced prior to our purchase. Considerable delay was experienced in defining the trouble, obtaining parts for replacement and their installation at the property.

Lighting Plants;

Both plants failed at the same time. Emergency power for radiophone was obtained from the electric welder. The 10 H.P. generator was repaired at the property but the 20 H.P. generator had to be sent to Whitehorse for repair.

Compressor unit;

On August 27 the rotary compressor broke all veins in all cylinders and also broke the spacers in the exhaust ports of the L.P. cylinders, causing a complete shutdown of adit operation. All men, except the cook and one

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man, were sent out until new parts could be obtained and sent to the property. The new L.P. cylinders, and veins arrived at the property on Sept. 15 but difficulty in reassembling, fitting the veins accurately and replacing an oil seal on the main shaft delayed full operation of the compressor until afternoon of Sept. 26.

The costs of the above failures of equipment are set out below;

Wages		$5,885.22		
Supervision		1,161.00	$7,046.22	
Air support				
	5 beaver trips	$2,508.00		
	1 Otter trip	567.00		
	1 Cesna trip	315.00.	$3,390.00	$10,436.22
Compressor				
	Replacement parts	$2,131.50		
		757.00		
		6,893.10		
		210.00		
	Freight on parts	80.75	$10,072.85	
	Tools bought for repair			
	gear puller	78.21		
	1 ton chain block	90.00		
	micel small tool &			
	oil seals	28.90		
	car rental for pickups	45.30	242.41	
	Phone calls		334.35	$10.649.61
Lighting Plants				
	Oscar Electric			
	Mechanics wages and repairs			
	to generators	$1,261.57		
	Parts	149.21		1,410.78
Bombardier				
	Engine block &			
	water pump	500.04		
	Freight on block	37.38		
	Wheel, tire, bearing,			
	glass	76.58 ?		
	Freight	10.50		
	Phone calls	33.70		
	Half N.C. Machinery			
	wages of mechanic	427.65		1,085.85
J.D.450				
	Half N.C. Machinery			
	wages of mechanic	$ 427.65		
	Phone calls	17.45		
	Replacement parts	175.61		620.71
	undistributed replacements			860.65
	Total cost of repairs			
	(from available data)			$25,063.82

FUTURE WORK

In keeping with the recommendations for the 1973 program, the 2800 level should be extended to explore the area immediately below the south limit of the 2900 level where the native copper-chalcocite mineralization is exposed in that adit and drill holes in the area. To estimate the extent of this work is somewhat complicated by the indicated fault sections in the drill holes when considered in relation to the major fault zone crossed in the 2800 adit.

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In general, the plan indicated in the original recommendation should be followed, but should be kept flexible to outline the boundaries of the favourable host rock.

The area at the bottom of the original surface drill hole No. 4 should be investigated This appears to be in the hanging wall of the main fault zone, about 60 feet northerly from the present face of the adit, and is in the general direction of the Axis A1 which has anomalies on the sections 102 - 105 north. The extent of this northerly working should be governed by the time of the mucking cycle. This might be in the order of 100 to 150 feet more or less.

In all, a tentative estimate of 400 feet of adit work in this area would seem to be in order.

NOTE:

Prior to any additional advance of the present face it is absolutely essential the major fault zone should be well timbered and closely lagged before any thawing of the zone can take place.

The section in the vicinity of plugs 5 and 5A (about 200 feet from the portal) is likewise a potential cave area and should be carefully examined. It will likely need timbering and back lagging at least (25 to 30 feet more or less).

The above are the critical zones in the adit and should be given adequate support prior to any other work in the adit.

To explore, on the 2800 level, the anomolies on Axis A1 south of the 2900 level, and to the north, to surface drill hole No. 12, consideration should be given to establishing a second entry in the area below the 2900 adit. Such an entry would minimize the tramming distance and could also allow for two working faces after the adit reached the indicated axis of the anomalies.

The northwesterly projection of the major fault zone, in the 2800 level, surfaces in this general area, suggesting a careful examination of the surface should be made in an effort to establish the portal in the hanging wall of the fault zone, if possible. Such an opening should be made as early as possible in the year in order to take advantage of frozen ground.

Access to this area should be northerly from the present compressor set-up. The work could be done while the timbering in the 2800 adit is in progress. The proximity of the compressor would facilitate drilling and blasting the frozen talus and any bedrock encountered.

MANDATORY SERVICING OF EQUIPMENT

Before contemplating any further work on the property it is imperative the equipment is thoroughly overhauled and serviced. The breakdowns in the 1973 season dictate this must be done. The following equipment should be taken to Whitehorse for overhaul:

Compressor Unit

The G.M. diesel unit is definitely in need of breakdown and careful examination of all parts, with replacement where indicated. Outside oil lines, air lines and control mechanism certainly need repair and replacement.

The oil seal on the main shaft of the rotary compressor, next to the clutch, needs replacement. The present seal is not the correct one but was used as a temporary expedient since the correct one could not be obtained quickly when the cylinder replacements were being assembled. To do this it will be necessary to take down the L.P. cylinders and at this time the ends should be removed to inspect the veins and their seating.

Bombardier

This should be given a careful overhaul, particularly the transmission. All wheel bearings should be examined and replaced if necessary. The tension rods for tightening the tracksshould be checked; one has now punched through its anchor base and has to be replaced. The cross irons on the tracks may need replacement in part. The engine should be checked over.

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This unit is the main transport from the camp to the workings and must be put into good running condition. For the main portion of 1973 the men were either walking or using the JD450, if it happened to be working, which was not too frequently.

Scootcrete;

The frame of the scootcrete now on the 2800 dump should be taken to Whitehorse to have the motor sheave and the drive sheave correctly aligned, and the latter replaced with a standard size so standard belts may be used and easily obtained when required.

The starting unit now on this machine belongs to the older scootcrete. The starting unit of the machine in question was sent to Whitehorse in August to have Auto Marine repair and replace the Bendix gear. The job had not been done by October. If this has not been done to date the starter should be brought to Vancouver for repair, and servicing.

Lighting Plants;

The two small charging generators were taken to Vancouver for servicing. These should be checked and brought to the Company's office.

If continuation of the program is planned for 1974 the heavy equipment mentioned above should be brought out in January for servicing and ready to take back when supplies are freighted in during March.

An inventory of [illegible] equipment is given in Appendix No.4.

Respectfully submitted.

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APPENDIX NO. 1.

MATERIALS BOUGHT FEBRUARY-MARCH 1973 (For Property Use)

Fuel Oil	21,190 gals.	@ .4833	= 10,241.13	Wt. @ 8¼ lb/gal =	174,818
Gasoline	1,000 gals.	@ .613	= 613.00	@ 8 lb/gal =	8,000
Powder	200 cases	@ 21.97	= 4,394.13	@ 50 lb/case=	10,000
Timber	15,307 B.F.	@200.00	= 3,061.40	@ 2.6lb/BF =	40,000
4" Pipe	2,008 Feet		= 2,211.81	@ 5.17 lb F.=	10,381
			20,521.47		243,199 lb.
S.D. 450 Tractor			5,000.00		
			$25,521.47		

COST OF DELIVERY

$12,221.75 + (810 gal @ .4833 = $391.47) = $12,613.22 = $0.051 / lb.

COST AT PROPERTY

Fuel Oil	21,190 gal	$10,241.13 +	$ 8,915.72 =	$19,156.85 =	.904/gal
Gasoline	1,000 gal	613.00 +	408.00 =	1,021.00 =	1.02 /gal
Powder	200 Cases	4,394.13 +	510.00 =	4,904.13 =	24.52 /Case
Timber	15,307 BF	3,061.40 +	2,040.00 =	5,101.40 =	333.27 /Ft.
Pipe 4"	2,008 Ft.	2,211.81 +	529.43 =	2,741.24 =	1.37 /Ft.
				$32,924.62	
J.D. 450 Tractor				5,000.00	
				$37,924.62	

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APPENDIX NO. 2.

MATERIALS USED

Fuel Oil	Compressor	4,487 gal @.904	4,056.25	
	Camp.	2,357 gal @.904	2,130.73	
	J.D. 450	726 gal @.904	656.30	(Road repair, etc.)
			$ 6,843.28	
Gasoline		273 gal @1.02	278.46	Transportation
Timber		4,600 BF @333.27	1,533.04	
Powder		107 Cs @24.52	2,623.64	
Fuse & Cap.		2,470 (@ 0.42)	1,037.40	
Thermalite		76 Pk.(@1.31)	99.56	
Propane		16 Refills(@13.25)	212.00	
Food			4,509.16	(636 Man Days = $7.09/MD.
			$ 17,137.54	

INVENTORY SUPPLIES AT CLOSE

Fuel Oil	13,860 gal	@$.904	$12,529.44
Gasoline	967 gal	@$1.02	986.34
Timber	10,707 BF	@ 333.27/Ft	3,568.32
Powder	93 Cs.	@ 24.52	2.280.36
Fuse & Cap.	1,130	@ .42	474.60
Thermalite	254 Pk.	@ 1.31	332.74
Propane	6 Refilled	@ 13.25	79.50
			$20,251.30

NOTE: At property prior to new supplies:

240 gal gasoline
240 gal. Fuel Oil
1,600 Fuse & Caps.
30 Pkg. Thermalite.
4 Full 100 lb. bottles Propane (13.25)

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APPENDIX NO. 3.

DISTRIBUTION OF WAGES AND SUPPLIES

1. Camp Operation			
Opening Wages	$ 657.84		
Two Beaver Trips	840.00	$1,497.84	
Closing Wages	610.84		
Three Jest Ranger Trips	2,225.80	2,836.64	
General Equipment & Maintenance			
Bedding	$ 160.59		
Cookhouse Equipment	164.83		
Insulation (Soil Pipe Exposed)	46.79		
General Tools	843.72		
Wages	510.00	$1,725.93	$ 6,060.41
Cookhouse Operation			
Food	$5,237.55		
Wages of Cook & Bullcook	3.030.05	$8,267.60	
City Pick-ups	85.00		
Laundry	87.48		
Propane	212.00		
Lighting 1503 Gals @0.904	1,358.71		
Lubricants	14.40		
Miscellaneous	5.79		
Heating (854 gal @0.904	772.02	$2,535.40	$10,803.00
			$16,863.41
@ 636 Man-Days			
Food $ 8.24			
Food & Wages $13.00			
General 3.99	$ 16.99		
2. Supervision:			
Wages	$ 4,615.08		
Travel time paid	292.24	$4,907.32	
To be distributed in ration to wages below.			
3. Retimbering 2900 level portal			
Wages	$ 412.32		
Timber 600 BF at $333.27/M	199.96		
Supervision	121.00	$733.28	$ 733.28
4. Road Maintenance			
Wages	$2,407.11		
Fuel for J.D.450 726 gal @0.904 =	656.30		
Supervision	475.00		$ 3,538.41
		Forward	$ 21,135.10

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APPENDIX NO. 3 (Continued)

		Forward - - -	$ 21,135.10
(5) Preparation 2800 Level			
Wages		$6,807.17	
Timber 4,000BF @$333.27	$1,333.08		
Powder 10 Cs @$24.52	245.20		
Fuse & Caps 370 @ 42¢	155.40		
Thermalite 6 pkg @$1.31	7.86		
Compressor Fuel 940 gal @$.904	849.76		
Compressor lubrication	23.55	$2,614.85	
Air Support - 6 Beaver @$420		2,520.00	
Supervision		1,342.52	$13,284.54
(6) Adit Drive 2800 Level			
Wages - Adit drive	$6,636.16		
Salvage Pipe 2900 level	396.91		
Water supply for drills	2,123.45	$9,156.52	
Powder 107 Cs @$24.52	2,623.64		
Fuse & Caps 2100 @42¢	882.00		
Thermalite 70 Pkg @$1.31	91.70		
Fuel (Compressor) 3,547 g.@$.904	3,206.49		
Comp. lubrication	70.65		
Drill Parts	782.97		
Victaulic Plug Valves	57.19		
Misc. supplies & Equipment	107.02	$7,821.66	
Air Support - 2 Beaver	840.00		
4 Jet Ranger	2,800.00	$3,640.00	
Supervision	1,807.80	→ ←	$22,425.98
(7) Equipment Purchases			
J.D. 450 Tractor		$5,000.00	
Ventilating Fan	900.00		
Freight on Fan	17.92	$ 917.92	
Sample Crusher	800.00		
Freight on Crusher	44.80	844.80	$ 6,762.72
(8) Office Overhead (Partial)			
Air fares		$2,882.00	
Recording Assessment work		1,200.00	
Water Application		10.00	
Engineering supplies & Office		29.43	
Traveling Expenses)W.V.S.)		775.15	$ 4,896.58
			$68,504.92

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APPENDIX NO. 4

EQUIPMENT LEFT AT PROPERTY

(A) At Portal

8 only steel
4 bits
2 loading sticks (plastic)
1 - 10 lb. hammer
1 chain
2 shovels
1 Fan - Koifmann 24" Type DVG Serial #32038

1 Mucker - rocker arms and tracks must be rebuilt: also new lip 4'6" for 630 Emco mucker.
1 Scootcrete: Type 2L712: Serial #3287602/03 22H.P.
1 Crusher Nelmaco 3H.P. B&G Model 80332: Serial #D335619.

(B) At Compressor Site - Day Tent

10 used bits
4 new steel
3 new loading sticks (plastic)
1 bit knocker
1 sm. cylinder oxygen X584954 or X586013
1 sm. cylinder acetylene #670169(272)
1 small rear tire for Scootcrete
1 Bombardier wheel
1 8-inch snatch block
2 shovels
10 gal. 30wt oil
5 gal 10wt oil
1 5-gal Jerry can (red)
4 grease guns - Lincoln
1 punch lock tool
1 welding goggles
2 flint strikers
1 hacksaw
20 ft. 3/8" copper tubing
1 flairing tool set
1 tube aluminum cement
1 tire hose and fittings
1 set jumper cables
1 set oxygen pressure gauges 10472793 regulator issue #563C Liquid Air
1 set acetylene pressure gauges 11462942 regulator issue #486C Liquid Air
1 8" gear puller 3-prong #1013A Owatonna Tool Co.
1 Holman Silver Rockdrill 303A 542 #3903F00010
1 pick
1 8-lb hammer
2 2-inch Victaulic plug valves
1 chain cinch
1 3' Jackall
1 #2 Wabble pump
1 100' 2" bullnose - orange
1 10' 2" " green
1 50' 1" hose - yellow
1 50'-½" waterhose
1 50'-1" hose - red.
2 12'-1" leadhose - red
1 30'-1" redhose.
1 Swede saw
1 wrench for homalite saw
1 squirt can
1 Desmond stone-dressing tool
1 3-ton hydraulic jack
10 ft. 3/16" copper tubing
2 bags assorted copper fittings
2 24" pipe wrenches
3 tire irons
1 battery tester
1 antifreeze "
1 cutting torch #52130176 Issue #246C
1 welding torch #3213737 Issue #247C plus tips and spare welding tip.
4 lb. (approx) brazing rod 1/8" x 36"
1 1-ton L-70 Jet chain block #729794
1 Homalite chain saw - super-mini type 10167 Serial #30161376
1 Holman Silver Rockdrill 303A 346 # 3903F00010

(C) On Road Above Watertank

1 Scootcrete. Type KD2 Engine Serial #2073914/15 20H.P.

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APPENDIX NO. 4 (Continued)

(D) In Engineer Trailer

1 303 rifle V14368; 1942; 4MK1
1 4ft. level (one end - 2 broken glasses; centre - 1 broken glass)
1 Welders' helmet
1 pair welders' gloves
2 pan gaskets for Bombardier
2 First Aid Kits
10 Star bits
20 Mattresses dist. in trailers. (Main storage in Engineer trailer)
2 pillow slips
2 sheets
? Pillows
1 Blue sleeping bag.

Commissary items:

3 rubber boots (pr) 2 size 10, 1 size 11
Slickers - 3 jackets, 2 pants.
3 tooth paste
1 Brillcream
4 pr. work sox
5 doz. pr. miners' rubber gloves

(E) Camp Storage Yard

2 propane tanks 3'x16' empty

(F) Cookhouse

General plates, cutlery, knives, etc.
Assorted equipment stored under cookhouse trailer.

(G) In Powerhouse

1 Electric welder BUG Model W.N.P. 200; 99C859
1 Oxygen bottle (small) x584954 or x586013

(H) In Whitehorse

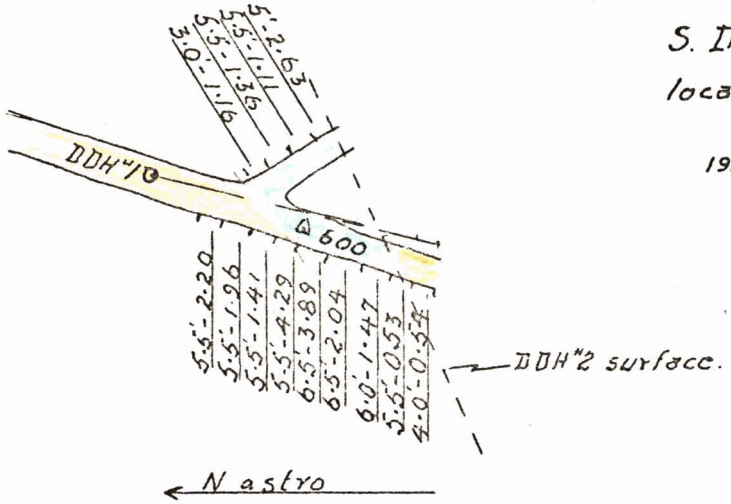
At Taku Hotel - 32 sheets /
16 pair pillow slips /
29 blankets /
1 sleeping bag /
All freshly laundered.

Canamet Sales - 6 miners' lamps & charging units
heavy duty batteries

At Auto Marine - 1 Scootcrete starter for repair.

(I) Vancouver

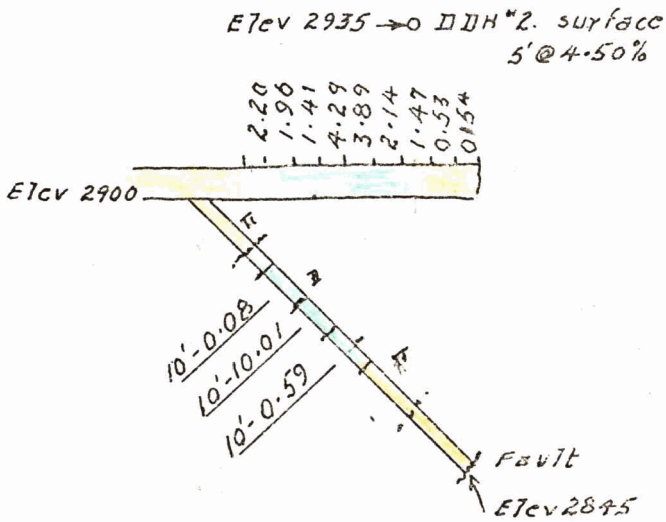
2 charging generators from lighting plants - for overhaul.



S. Drift showing location D.D.H "1

193°; -45°; 80'

scale 1"=40'



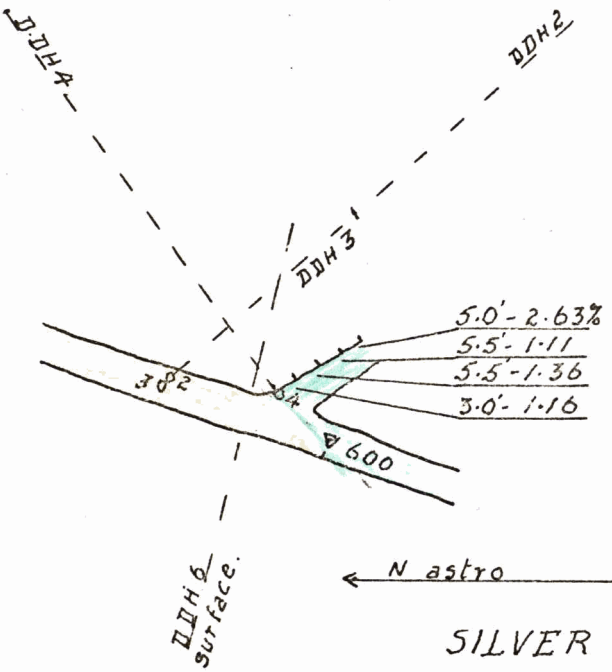
Plan & Section. DDH "1

Scale 1"=40'

SILVER CITY MINES

1972.

SECTION 1



Plan S. Drift showing locations of D.D.H 2:3:4 surface D.D.H. 6

scale 1" = 40'

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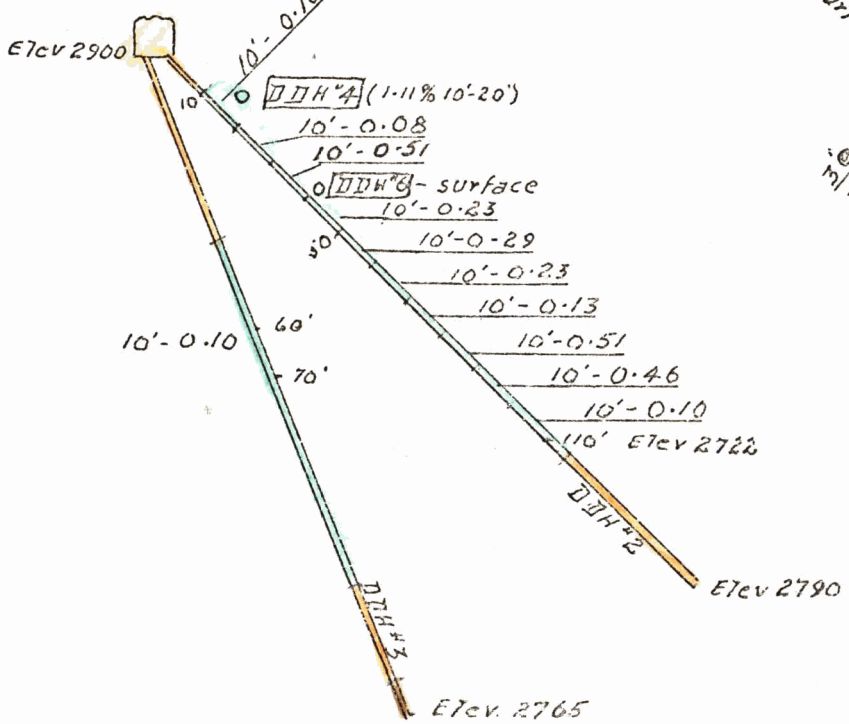
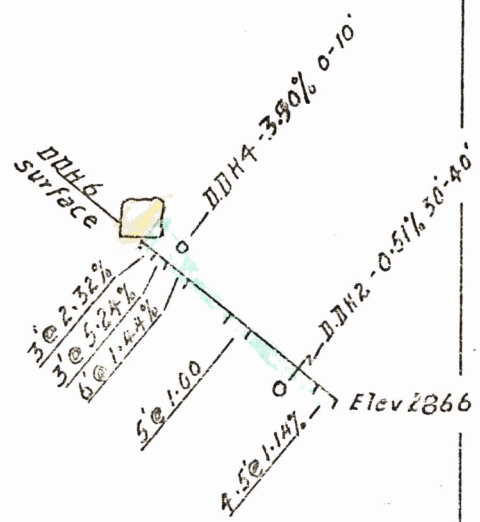
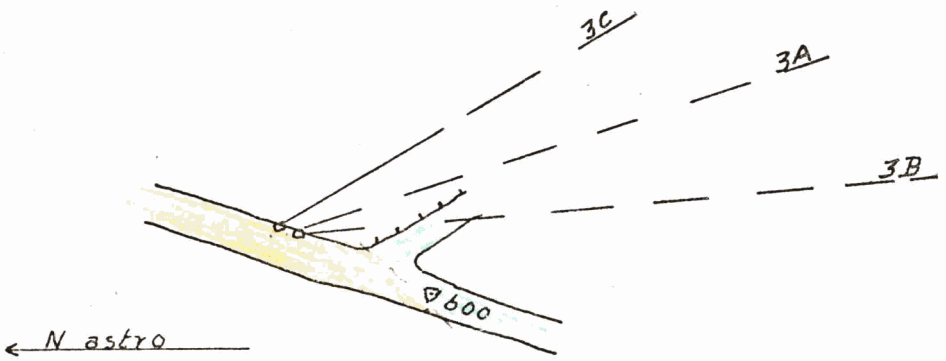
D.D.H 2 138°; -45°; 153'

D.D.H 3 138°; -68°; 144'





SECTION 2



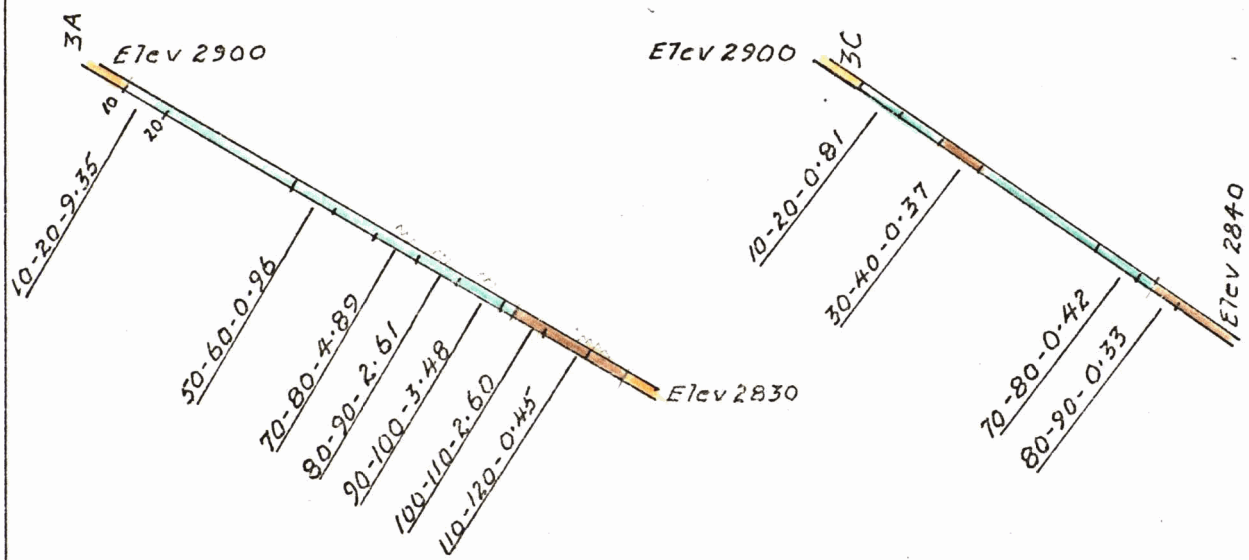
← N astro

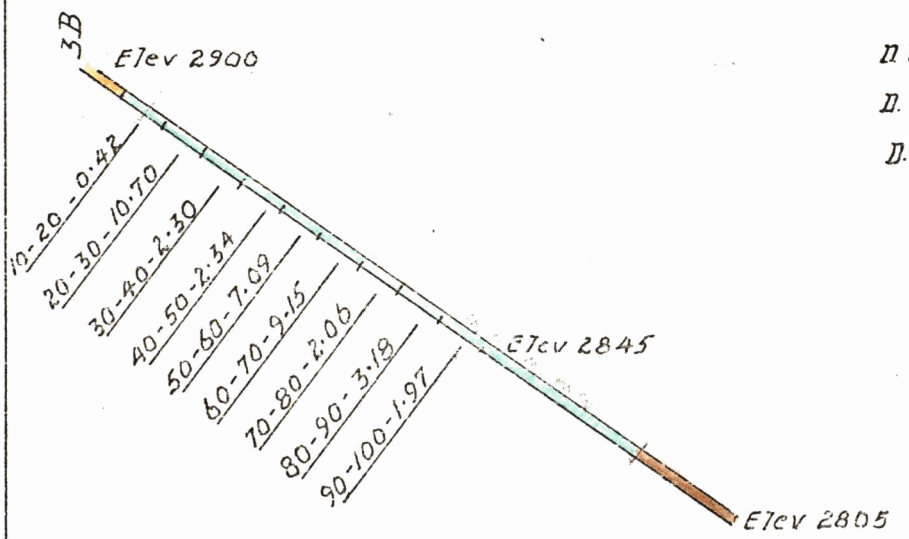
scale 1" = 40'

Plan S Drift showing locations of DDH 3A: 3B: 3C.

SILVER CITY MINES

1972.



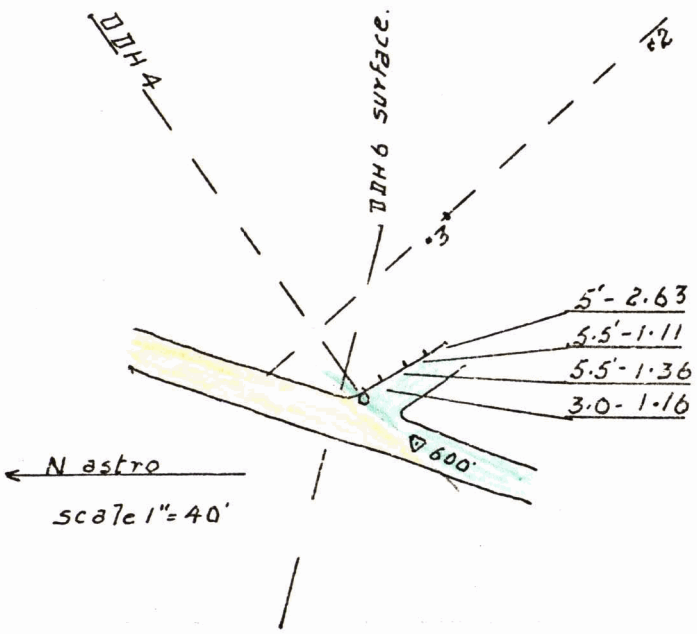


D.D.H 3A 162°; -30°; 136'

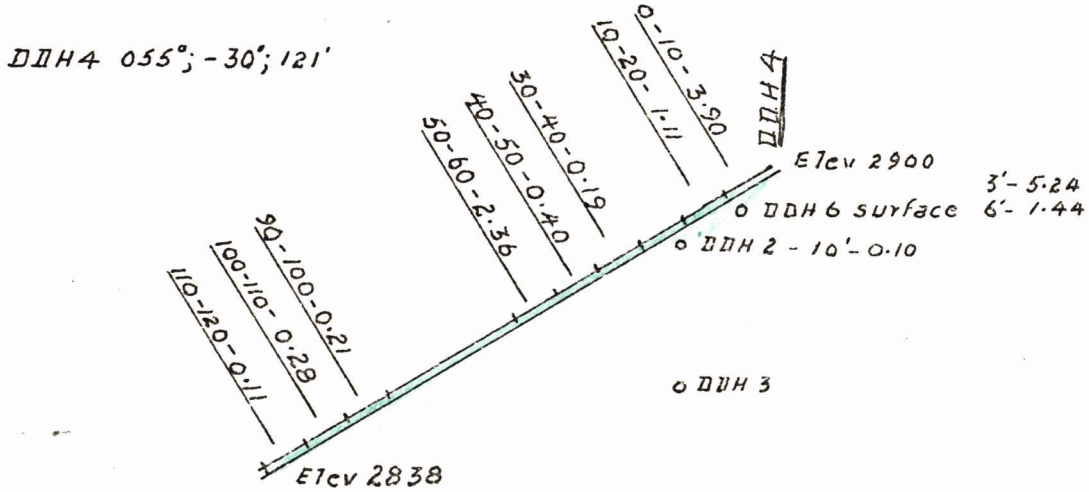
D.D.H 3B 175°; -35°; 163'

D.D.H 3C 150°; -35°; 105'

SECTION 3



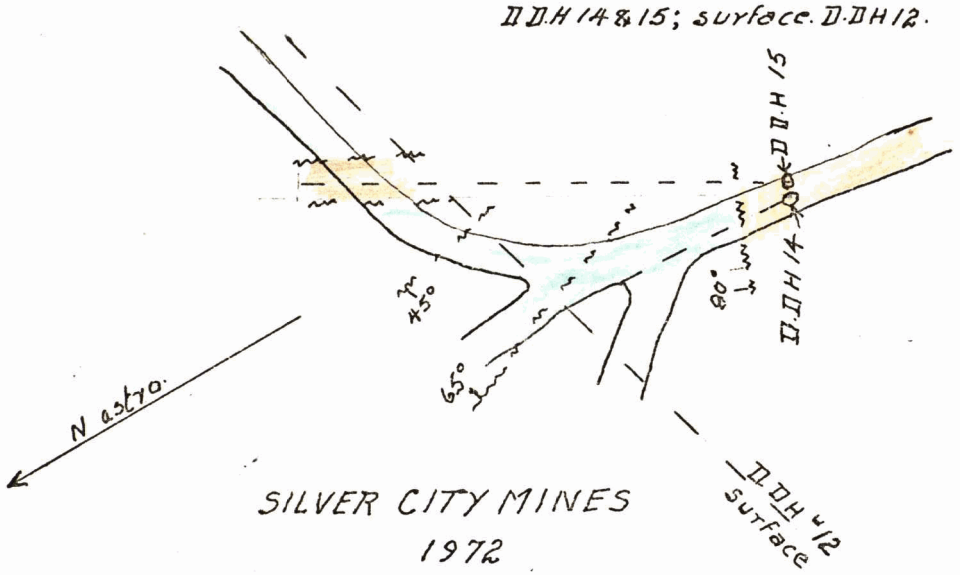
Plan S. Drift showing locations DDH 4; 2:3 6 surface.



SILVER CITY MINES
1972

SECTION 4

Plan N Drift showing locations
D.D.H 14 & 15; surface D.D.H 12.

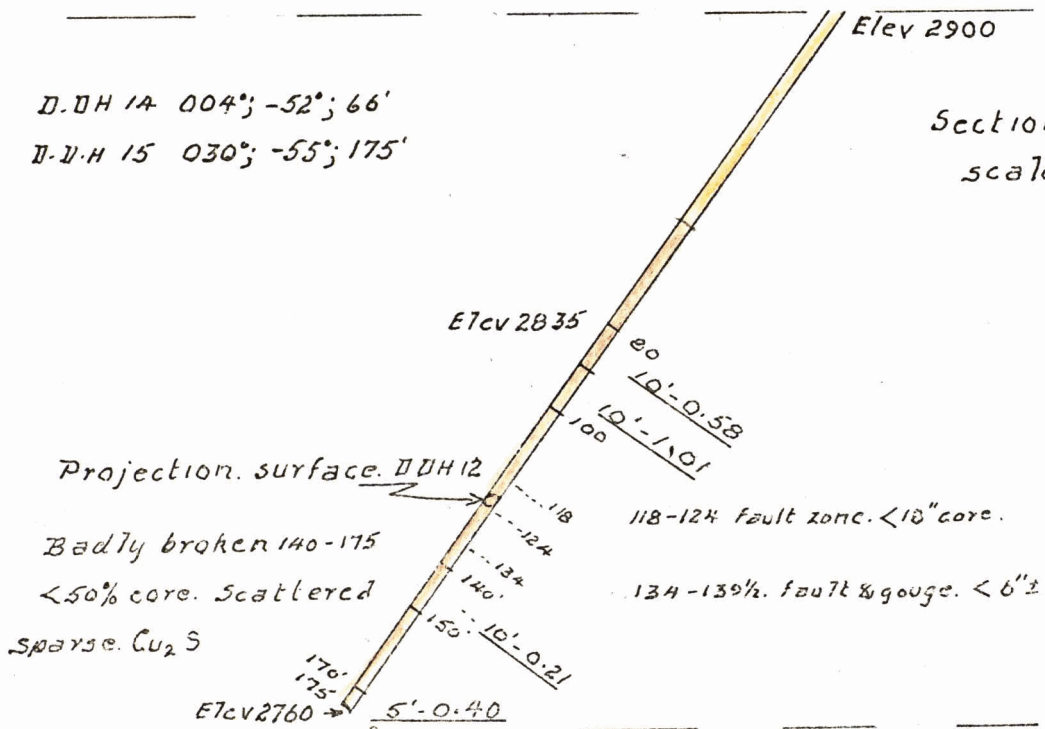


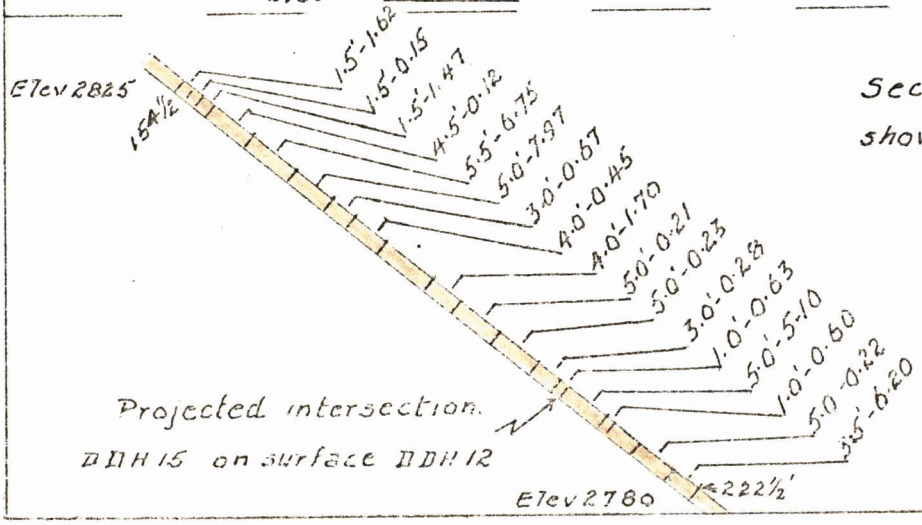
scale 1" = 40'

SILVER CITY MINES
1972

D.D.H 14 004°; -52°; 66'
D.D.H 15 030°; -55°; 175'

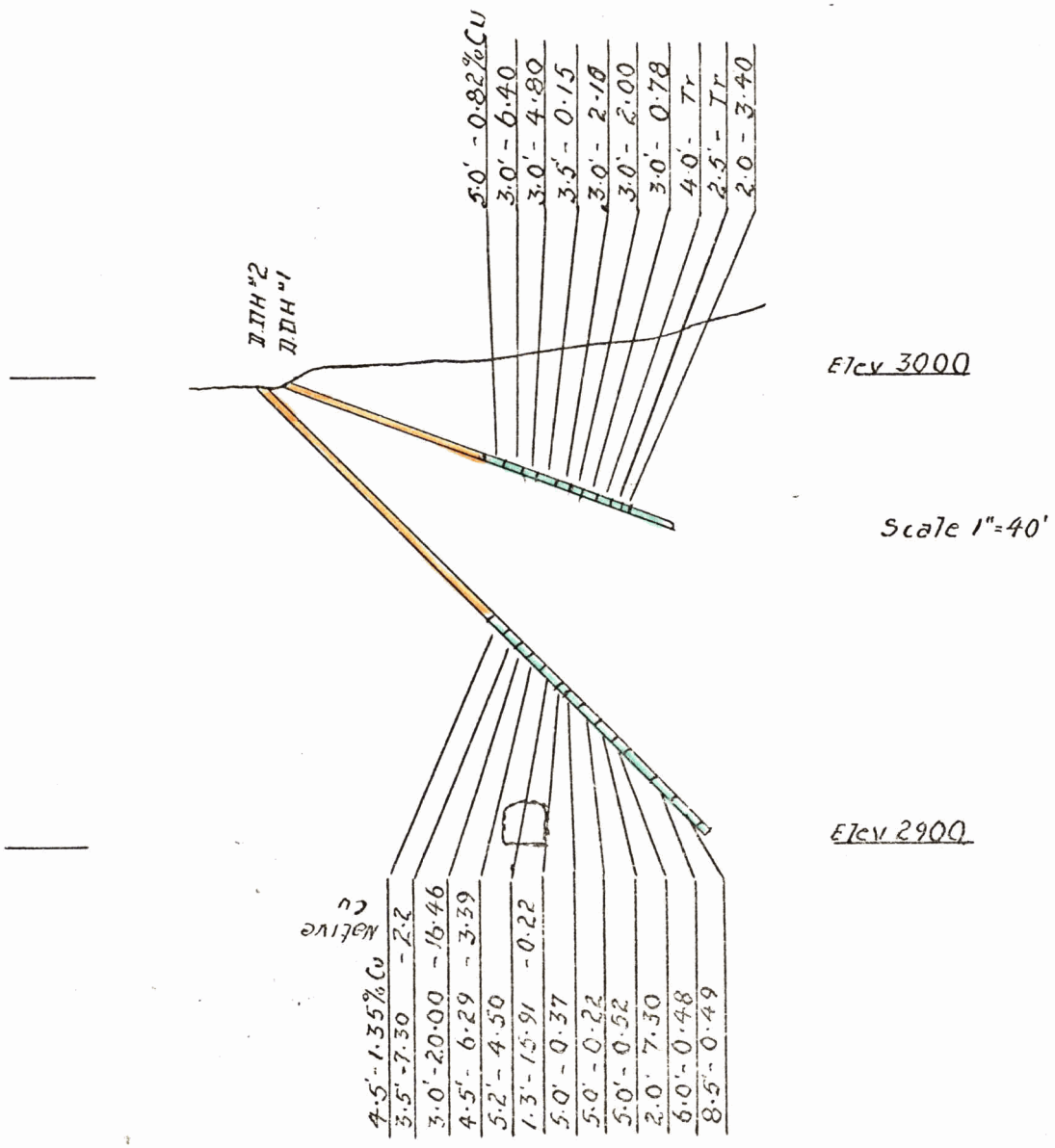
Section D.D.H 15
scale 1" = 40'





Section surface D.D.H 12.
showing ore section.
Scale 1" = 20'

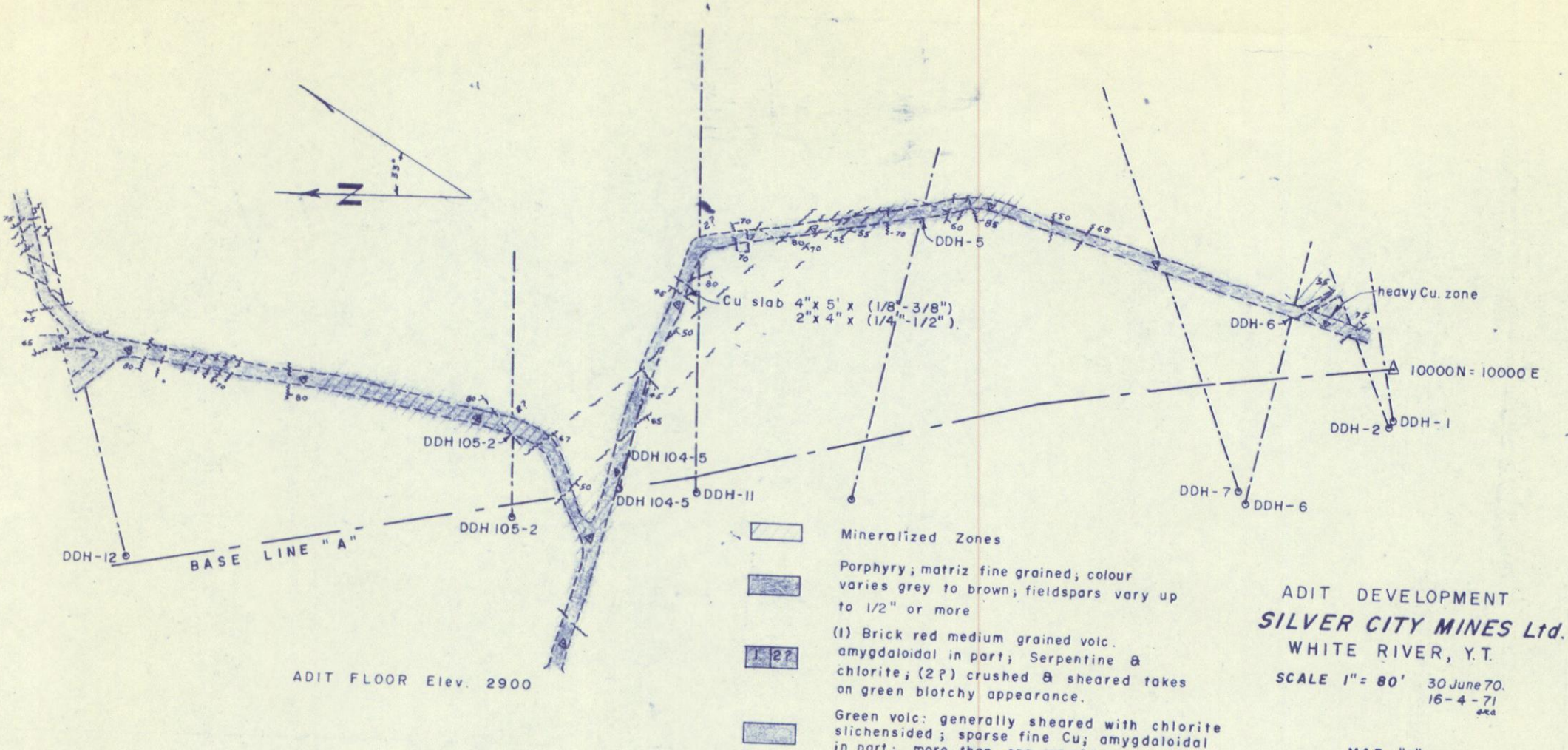
SECTION 11



SILVER CITY MINES

1972

SECTION 12



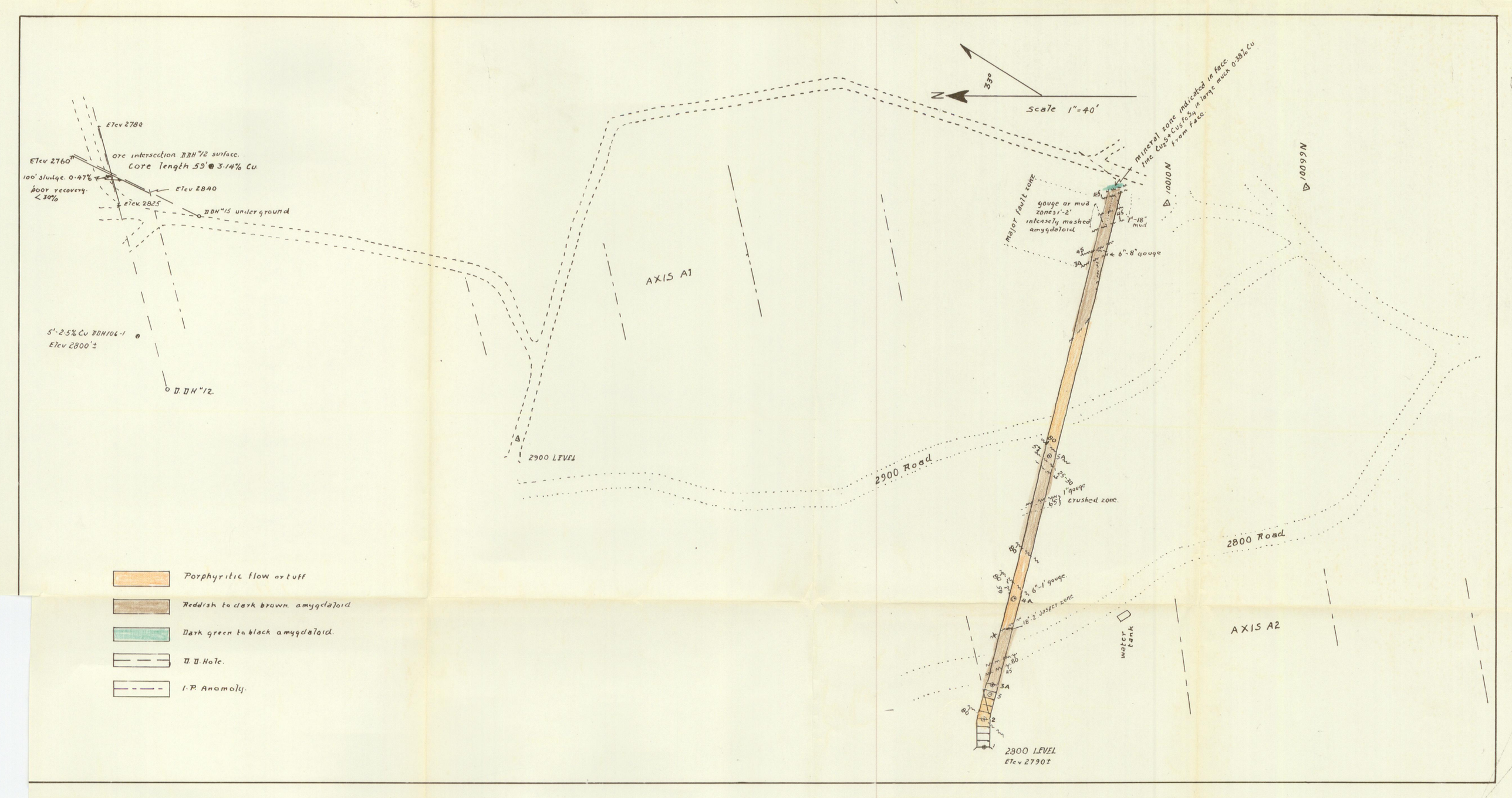
ADIT DEVELOPMENT

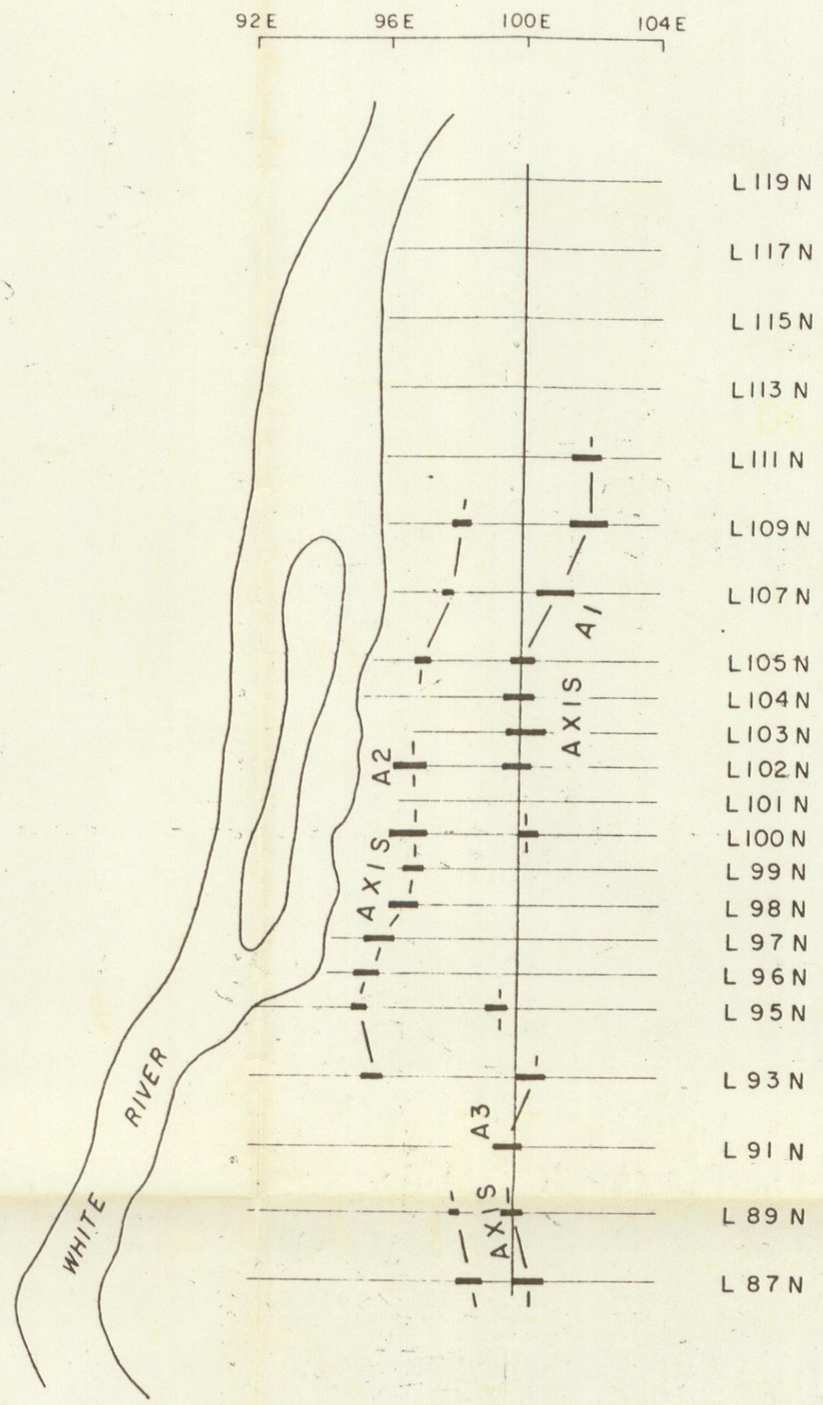
SILVER CITY MINES Ltd.

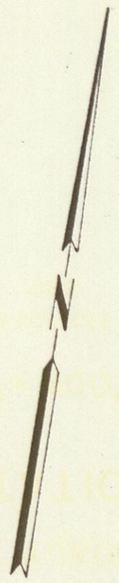
WHITE RIVER, Y.T.

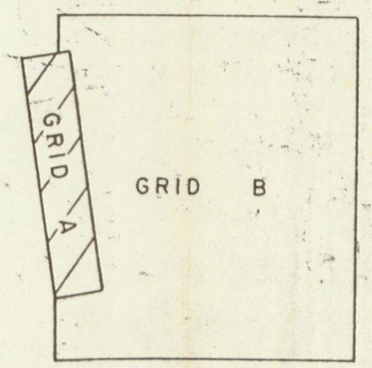
SCALE 1" = 80' 30 June 70. 16-4-71 drd

MAP "1"


Elev 2780
ore intersection DDH "12 surface.
Core length 59' @ 3.14% Cu.
Elev 2760'
100' sludge. 0.47%
poor recovery. < 30%
Elev 2840
Elev 2825
DDH "15 underground
5'-2.5% Cu DDH106-1
Elev 2800'±
D. DDH "12.
AXIS A1
2900 LEVEL
2900 Road
N
33°
Scale 1"=40'
mineral zone indicated in face. fine Cu2S+CuFeS2 in large mass 0.38% Cu from face.
10010N
10099N
major fault zone
gouge or mud zones 1'-2' intensely mashed amygdaloid
1'-18" mud
6"-8" gouge
1" gouge
crushed zone.
6"-1' gouge.
18"-2' Jasper zone
2800 Road
water tank
AXIS A2
2800 LEVEL
Elev 2790±
Porphyritic flow or tuff
Reddish to dark brown amygdaloid
Dark green to black amygdaloid.
D. D. Hole.
I.P. Anomaly.







LEGEND:

INTERPRETED CHARGEABILITY ANOMALY AXIS

TO ACCOMPANY A GEOPHYSICAL REPORT

PLATE 3

UNITED PEMETEX LIMITED

WHITE RIVER AREA, YUKON TERRITORY

DETAIL INTERPRETATION, ZONE A

SCALE: 1" = 400'

SURVEY BY SEIGEL ASSOCIATES LIMITED
AUGUST, 1968

CANADA
MINES AND TECHNICAL SURVEYS
SURVEYS AND MAPPING BRANCH

NATIONAL TOPOGRAPHIC SERIES | 1:50,000 | *FIRST EDITION* | CANADA, SHEET 115 F/15

CANYON CITY
YUKON TERRITORY

Scale 1:50,000
1.25 Inches to 1 Mile approximately

Surveyed, compiled, drawn and printed by the Army Survey Establishment R.C.E. 1950-54
Aerial photography by the R.C.A.F. 1948

MAGNETIC DECLINATION 30° 04' EAST
AT CENTRE OF SHEET, 1954
Annual magnetic change 5' westerly

Association of Professional Engineers of the Yukon Territory
R. J. CATHRO
GEOLOGICAL
ENGINEER

LEGEND

1 TRIASSIC OR - AMYGDALOIDAL LAVA, BRECCIA
JURASSIC
2 PERMIAN ARGILLITE SANDSTONE, CONGLOMERATE
3 ,, — LIMESTONE
4 PERMIAN BASIC LAVA, TUFF, BRECCIA,
MINOR SEDIMENTS

THRUST FAULT
CLAIM BOUNDARY
PROPOSED WINTERROAD

Geology from G.S.C. Maps 19 – 1958
And 123 A (1915)

REFERENCE

Roads: hard surface, all weather; hard surface, all weather; loose surface, all weather; less than 2 lanes; Cart Track, Trail
Railways: normal gauge, multiple track; normal gauge, single track; abandoned, or under construction; narrow gauge, single track; Bridge, underpass or overpass; Tunnel
Boundary, International; Province; County or District; Township or Parish; City or Town; Reservation, Indian, Military, etc
Power Transmission Line; Telephone or Telegraph, trunk route; Horizontal Control Point; Boundary Marker; Bench Mark; Spot Elevation, (in feet); Mine or Pit

Contour Interval 100 Feet
All Elevations in Feet above Mean Sea Level
North American Datum 1927

Copies may be obtained from The Map Distribution Office, Dept. of Mines and Technical Surveys, Ottawa, at 25 cents each.

REFERENCE

House, Building; School; Church; with conspicuous Tower or Spire; Post Office; Tower, Radio Mast, Lookout, etc.; Cemetery; Quarry; Sand or Gravel Pit; Cliff; Cutting; Embankment; Dry River Bed
Lighthouse; Wharf or Pier; Foreshore Flats; Swamp or Marsh; Lake or Pond, intermittent; Glacier or Snowfield; Stream, intermittent; Irrigation Canals, Ditches; Inundated Land; Contours, elevation; depression; approximate; Forest, heavy, light

INDEX TO ADJOINING SHEETS

115 K/2 DRY CREEK	115 K/1 SANPETE CREEK	
115 F/15 CANYON CITY	115 F/16 KOIDERN	
115 F/10	115 F/9 TEEPEE LAKE	

CANYON CITY
YUKON TERRITORY
SHEET 115 F/15
FIRST EDITION

Assessment Report
061477