

TERRITORY OF ALASKA
DEPARTMENT OF MINES

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P. O. Box 2483
Anchorage, Alaska.

August 10, 1940.

Mr. B. D. Stewart,
Commissioner of Mines,
Territorial Department of Mines,
Federal Building,
Juneau, Alaska.

Dear Mr. Stewart:

Rather belatedly time has been found to answer your letter of August 6 concerning observations at Healy, Colorado and at the Eska property.

Eska property:- This property was examined on request of Col. Olson during the period of July 20 to 22 inclusive. On this examination I was accompanied by Dr. Barnes (geologist with the ARR) and Evan Jones. Conditions found were that at the point where the X-cut tunnel intersects the Shaw and Eska coal seams there is a vertical lift of 130 feet to the surface; the Shaw seam has been mined to the east as far as the fault and the pillars and stumps have been pulled; the Eska has been mined to the east of the x-cut tunnel and all developed coal has been pulled except the stumps between the gangway and the counter and a line of pillars to protect the air course to the surface. Some development work has been done on both seams to the west. The outcrops of both seams to the west of x-cut tunnel constantly approach a lower level as they are traced to the west. At a point 450 feet west of the x-cut tunnel the outcrop of both seams disappeared and could not again be found on their normal strike nor identified in other outcrops at both higher and lower levels. There are numerous topographical features that may indicate both minor and major faulting within the area lying between present workings and a point 2000 feet to the west. Reference to a small scale map by Tuck indicates that extending the tunnel along its present course would eventually run into the workings of the old Eska mine without uncovering any new seams.

Conclusions and recommendations:- That the workings on the Shaw and Eska seams be extended to the west a distance of 450 feet and further development work be contingent on geological conditions found there.

That extending the present tunnel along the general course now followed would not be likely to intersect any new seams of coal.

Driving a tunnel southwestwardly along the axis of the syncline should encounter the Laitland coal series. This series of coal beds is very dirty, would have to be washed and in addition is very likely to be much disturbed by faulting.

The amount of coal in sight does not justify the construction of a washing plant.

Healy 67

Healy River Coal Corporation:- An examination of this mine was made on July 24 to 26 inclusive. Work was progressing on the driving of chutes to the surface. Chute No. 30 holing through on July 27. Excepting poor ventilation due to the air courses not being holed through the mine apparently is in good condition, considering the fact that considerable heaving has taken place on the NO. 6 seam. A survey of the map was in progress at the time.

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Healy 75
Healy 75

Golden Zone Mine:- My personal opinion of this mine, in the absence of assay maps, is that it is a stock concern. Mine development at the present time consists of the mill haulage level, a three hundred foot sixty degree raise to the surface and some old tunnels in the upper portion of the hill. Present plans are to drive raises from the upper tunnels to the surface and bulldoze or cave all material possible through these raises to the tunnel where it will be trammed to the outside, loaded on trucks, transported to the 300 foot raise, dumped into it and then trammed to the mill. (High cost mining methods applied to an admittedly low grade deposit.) The tunnel level was driven to intersect four veins, on its course to what is called the main ore body. The veins were not found underground probably due to faulting. 1000 feet or more remains to be driven to get under the main ore body. Installation of equipment in the mill is not completed. Outside of three or four bore holes I fail to see where sufficient ~~sufficient~~ development or prospecting work has been done to warrant even the construction of a mill.

KK-67-14

At the present time two or three men are employed at the mine on the outside, completing the structure over the 300 foot raise. The balance of the crew are employed on the river in an attempt to make the river change its course in such a way that it will cover to a greater depth the trumcon that has been installed in the bed of the river to supply water to the hydro-electric plant. To date the attempts appear rather futile. In addition another crew is working at the bridge, in an effort to keep the river from washing it out. The new hydro-electric plant is getting well under way and plans already made to install another new and larger plant. Personally I do not consider 1/2 foot fall per 1000 feet in a mile or more of open canal in a latitude such as this to be good engineering judgement and particularly if it is to be operated the year round as it is.

A snow shed constructed of timber has been erected from the mill to the portal of the tunnel, a distance of a few hundred feet which is a fire hazard but cost of materials preclude the use of anything else.

To protect future investors the management (if they have not done so) should produce sampling and assay maps on which to base their justification for the issuing of more stock.

I have been enjoying the work immensely and incidentally its an education in itself. We were very sorry to learn of Bobs sudden departure for the Happy Hunting Grounds and dont have what it takes to tell Marilyn of it.

Yours very truly,
George E. Weisner
George E. Weisner
Assoc. Mining Engr.