

PE-085-12

REPORT ON THE GOLD CENTER MINES, WILLOW CREEK DISTRICT

by

Leo H. Saarela, Associate Engineer
Territorial Department of Mines

August 2-5, 1945

History and Location

This property was formerly known as the Brooklyn Development Company and was later re-organized as the Kelly Gold Mines. Milo Kelly, locator and owner, contracted the sale of the property to the Gold Center Mines, Inc., in October, 1941. The principal stockholders of this company are H. I. O'Neill, Dr. Walkowski, Thomas Donahue and Robert Boyd, all of Anchorage. The property consists of five patented claims, one patented mill site and eight unpatented claims. The property is located at the upper left limit at the very head of Willow Creek and is adjacent to the Martin property now owned by the Alaska Pacific Consolidated on the southeast and is also adjacent to Alaska Pacific Consolidated claims on the north and east. This property is described by the USGS Bulletin 607 and was examined by J. Roehm of the Territorial Department of Mines in 1938, report of which is on file at the Territorial Department of Mines office at Juneau. The reader is referred to these for further information as general geology, equipment, etc.

Present Examination

The purpose of this present examination was to bring up to date available knowledge and to locate, if possible, the extension of ore on the lower levels. Considerable development has been done in the last several years. However, no extensive ore deposits have been found to date.

The Workings

There are numerous surface pits, cuts, and other workings indicating that numerous out-crops are present. No attempt was made to examine all of these, only a general picture was obtained. South of the upper level and approximately six hundred feet from it, at an elevation of 4210, a winze has been sunk on a vein dipping forty-eight degrees to the southwest and striking north 53 west. This winze was examined and found to contain a three inch vein

PE
85-12

In rather soft and highly faulted quartz diorite. A plan and section are included herewith. There is much movement on the plane of the vein and the diorite is heavily stained with iron oxide. West of this winze, at an elevation of 4250, is a forty-five foot drift, the last twenty feet of which are in solid quartz diorite. No vein was visible here. However, some quartz was on the dump and, judging from the bearing of the drift, the strike of the vein must have been about north 40 west.

The Upper Level The upper level, at an elevation of 4140, has produced all the ore mined to date. This consists of a sixty foot crosscut bearing almost due east and intersecting a fracture zone of about fifteen feet wide. The vein throughout these workings was dispersed along movement of the hanging wall and foot wall. The ground, through this fracture zone, is generally very soft. In the drift (see map enclosed) eastward the vein strikes about south 15 east and dips at an average about 43 degrees to the west. The vein has been underhand stoped along 35 feet and 15 feet below the floor, and was reported to have excellent values. There is still some quartz remaining at the bottom of this winze. Above this a raise was driven along the ore and a stope was mined out. The vein in the stope was reported to have reached maximum thickness of about 24 inches. However, there was much lensing and doubling over of the vein, as numerous faults in the plane of the vein caused duplication. The stope is in soft ground and all vein matter in the stope was cut by a straight fault coming out of the foot wall. This fault is exposed in the drift near station 204 and has an approximate strike of the vein and dips from 76 to 56 degrees to the east. The total production from this level is estimated at about twenty thousand dollars.

The Lower Level The lower level, an elevation of 3793 feet, consists of a crosscut 345 feet long and drifts driven off this along various fracture zones. This drift bears about south 80 east and was driven in the hope of intersecting the upper veins at this level. Throughout its length the rock is very hard quartz diorite. At about 125 feet in, a small vein about an inch in thickness and striking north 35 west and dipping 37 degrees to the west, was intersected. This was reported to have good values but owing to its small width only a little work has been done on it. At 110 feet from station 101, a strong fracture zone striking about north 20 west and dipping about 46 degrees to the west was intersected. This

fracture zone is about four feet wide and has approximately 12 inches of heavy gouge along the hanging wall. Some ground-up quartz was reported to have been in this gouge and must have been the incentive for driving this tunnel. No vein was hit and work was discontinued. Later the crosscut was continued and at two hundred feet from station 101, a fault striking about north or east and dipping 66 degrees to the west, was struck. Eighty two feet from station 102 a strong fracture zone striking about north 15 west and dipping about 45 degrees west was reached. It was apparently thought that this was the downward extension of the upper workings. This fracture system is very persistent and in places has a little quartz that is reported to be of low grade. The quartz seen along this fracture system was at those places where small faults horsetailed from the main zone of movement. This is especially true around station 104 where a raise was driven for about thirty feet in the hope of finding a thicker vein.

General Suggestions It is quite apparent that the lower level is not on the same vein zone as the upper workings, as the projection of the upper vein at the level of the lower tunnel is about 315 feet to the east. It can, therefore, be assumed that a vein close to the eastern-most tram tower on the surface and prospected by numerous pits, is on the same vein zone as this main drift. A suggested method for prospecting this area would be to continue the crosscut from station 103 and at about the same bearing until the vein zone was intersected, or diamond-drill from any position eastward from the drift. The character of the ground would be the criterion of the ore to be expected, as very dense and hard rock rarely produces any ore. This has been proved on the upper level as numerous faults on the plane of the vein in relatively broken ground produced a sizeable ore body. Careful consideration should be given to both hanging wall and foot wall of vein zones and especially on the other side of slickensides or zoning on the plane of the vein. Many ore deposits have been found by accidentally blasting too hard and revealing veins along the opposite sides of these fault planes.

Elevations

4050 3960 0090 <hr style="width: 50%; margin-left: 0;"/> 4040 3960 0080 <hr style="width: 50%; margin-left: 0;"/> 3960 0080 <hr style="width: 50%; margin-left: 0;"/> 3960 0080	3730 4230 - 3700 2700 2700 4140	Mill 3640 + 90 = 3730 L. Bank 3700 + 90 = 3790 Bunker = 4050 O.P. Hill 3975 + 90 = 4065 Upper P. 4140 + 90 = 4230
--	--	---

Bearings

100	Mill 370 - 100	$\begin{array}{r} 216^{\circ} 16\frac{1}{2}' \\ 180 \\ \hline 36^{\circ} 16\frac{1}{2}' \\ 216^{\circ} 16\frac{1}{2}' \end{array}$		$\begin{array}{r} S 57^{\circ} 57' E \\ 36^{\circ} 16\frac{1}{2}' \\ \hline S 1^{\circ} 20\frac{1}{2}' E \end{array}$
100	Mill 101 101	$\begin{array}{r} 179^{\circ} 50' \\ 121^{\circ} 53' \\ \hline 58^{\circ} 07' \\ 179^{\circ} 50' \end{array}$		$\begin{array}{r} S 1^{\circ} 20\frac{1}{2}' E \\ 58^{\circ} 07' \\ \hline S 59^{\circ} 27\frac{1}{2}' E \end{array}$
101	107 102	$\begin{array}{r} 179^{\circ} 50' \\ 169^{\circ} 40\frac{1}{2}' \\ \hline 10^{\circ} 10\frac{1}{2}' \\ 179^{\circ} 50' \end{array}$		$\begin{array}{r} S 50^{\circ} 51\frac{1}{2}' E \\ 15^{\circ} 10\frac{1}{2}' \\ \hline S 74^{\circ} 38' E \end{array}$
102	107 108	$\begin{array}{r} 179^{\circ} 50' \\ 177^{\circ} 33' \\ \hline 2^{\circ} 27' \\ 179^{\circ} 50' \end{array}$		$\begin{array}{r} S 74^{\circ} 38' E \\ 2^{\circ} 27' E \\ \hline 76^{\circ} 65' \\ S 77^{\circ} 05' E \end{array}$
Back →	Mill 100 TP-2 100	 $\begin{array}{r} 216^{\circ} 41' \\ 180 \\ \hline 36^{\circ} 41' \\ 216^{\circ} 41' \end{array}$ $\begin{array}{r} 179^{\circ} 50' \\ 113^{\circ} 09' \\ \hline 66^{\circ} 51' \\ 179^{\circ} 50' \end{array}$		$\begin{array}{r} 66^{\circ} 51' W \\ N 1^{\circ} 20\frac{1}{2}' E \\ \hline N 65^{\circ} 30\frac{1}{2}' E \\ S 65^{\circ} 30\frac{1}{2}' W \end{array}$
TP-2	TP-1 Mill 100	$\begin{array}{r} 179^{\circ} 50' \\ 140^{\circ} 26\frac{1}{2}' \\ \hline 39^{\circ} 33\frac{1}{2}' \\ 179^{\circ} 50' \end{array}$		$\begin{array}{r} N 65^{\circ} 30\frac{1}{2}' E \\ 29^{\circ} 33\frac{1}{2}' \\ \hline 94^{\circ} 64' \\ S 94^{\circ} 56' E \\ N 84^{\circ} 56' W \end{array}$
TP-1	Bank 1 TP-2	$\begin{array}{r} 179^{\circ} 50' \\ 163^{\circ} 20' \\ \hline 11^{\circ} 40' \\ 179^{\circ} 50' \end{array}$		$\begin{array}{r} 84^{\circ} 56' E \\ 11^{\circ} 40' \\ \hline S 73^{\circ} 16' E \\ N 73^{\circ} 16' W \end{array}$

Book 1	200	179° 60	5 73 16 E	
	TP-1	<u>131 42</u>	<u>48 18</u>	
		48 18	5 24 58 E	
			N 24 58 W	
200	201	249° 11	5 24° 58 E	179 60
Book #		<u>130</u>	<u>69° 11</u>	<u>94 00</u>
		69° 11	23 60	N 85° 51' E
			94 09	S 85° 51' W
		M- 35	M. 89	
		M- 37	T 86	
		<u>CHECK</u>		
200 → B-1		249° 11	5 85° 51' W	
		<u>130</u>	<u>69° 11</u>	179 60
		69° 11	154 60	155 02
			155 02	N 81° 53' W
B-1 → TP1		179° 60	N 24° 58' W	
		<u>131 42</u>	<u>48 18</u>	
		48 18	12 76	
		179 60	N 73° 16' W	
TP1 → TP2		179° 60	N 73° 16' W	
		<u>162 00</u>	<u>11 40</u>	
		11 40	N 81° 55' W	
TP2 → B-2		179° 60	84° 56	
		<u>150 20 1/2</u>	<u>35 24 1/2</u>	179 60
		35 24 1/2	113 80 1/2	119 20 1/2
			114 20 1/2	S 85° 30' W
B-2 → 100		179 60	66 51	
		<u>118 00</u>	<u>5 85° 30' W</u>	
		66 51	5 1° 20 1/2' E	
100 - 101		179° 60	57° 20 1/2' E	
		<u>121 52</u>	<u>38 01</u>	
		38 01	5 59° 27 1/2' E	
101 - 102		179° 60	5 10° 27 1/2' E	
		<u>161 40 1/2</u>	<u>15 10 1/2</u>	
		15 10 1/2	5 74° 33' E	
102 - 103		179° 60	5 74° 33' E	
		<u>177 35</u>	<u>2 21</u>	
		2 21	70 65	
			5 77° 05' E	

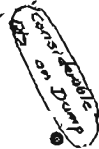
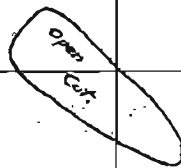
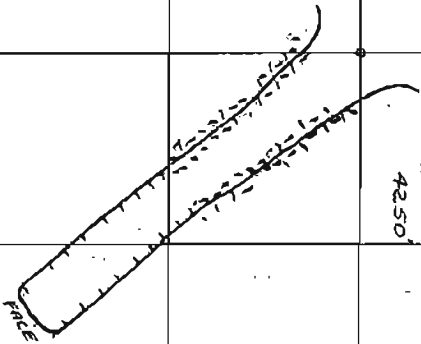
Course	Dis	Hor. Dis	Ver. Dis	C. Lat.	C. Lon.	Adj. Elev.	T. Lat.	T. Lon.	T. Elevation	Remarks
N 29° 58' W	729.05	6° 45' 723.50	3.56 93.42 -96.98	+ 710.28	- 330.70		0.0	1127.92	4250 Assumed Elev 37200	BROOK - 1
N 75° 16' W	115.55	0° 13' 115.94	+ 1.73 - 0.60 + 7.13	+ 32.30	- 109.11		743.08	688.11	4135.02	TP - 1
N 84° 55' W	408.00 405.31	3° 55' 377.00	- 216.70 + 1.35 - 215.55	+ 30.66	- 345.88		773.74	342.23	3918.80	TP - 2
S 65° 30' E	402.70 405.63	21° 17' 376.10	2.58 - 146.51 - 143.93	- 155.96	- 342.23		617.78	0.0	3774.87	MILL - 4
S 1° 20' E	245.30	7° 13' 244.90	5.08 1.79 13.83 + 18.70	- 244.89	+ 1.42		372.89	1.42	3793.57	100
S 59° 27' E	43.35	43.25	+ 0.21	- 22.28	+ 37.76		350.61	39.18	3793.78	101
S 74° 38' E	217.00	217.00	+ 1.14	- 57.50	+ 209.24		293.11	248.42	3794.92	102
S 77° 05' E	85.18	85.18	+ 1.32	- 19.04	+ 83.02		274.07	331.44	3796.24	103

NORTH

N 35° E to Portal

DRIFT

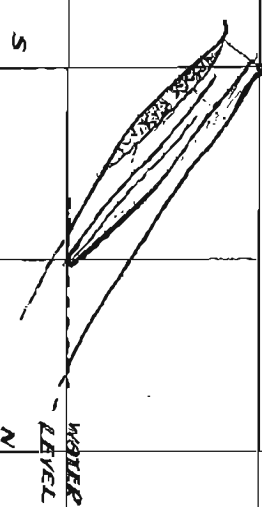
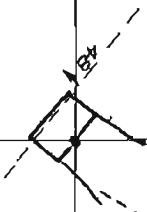
ELEVATION
4250'



Elevation
4210'

N 45° E to Kelly Portal

WINZE PLAN



SECTION S30°W

S

N

WATER LEVEL

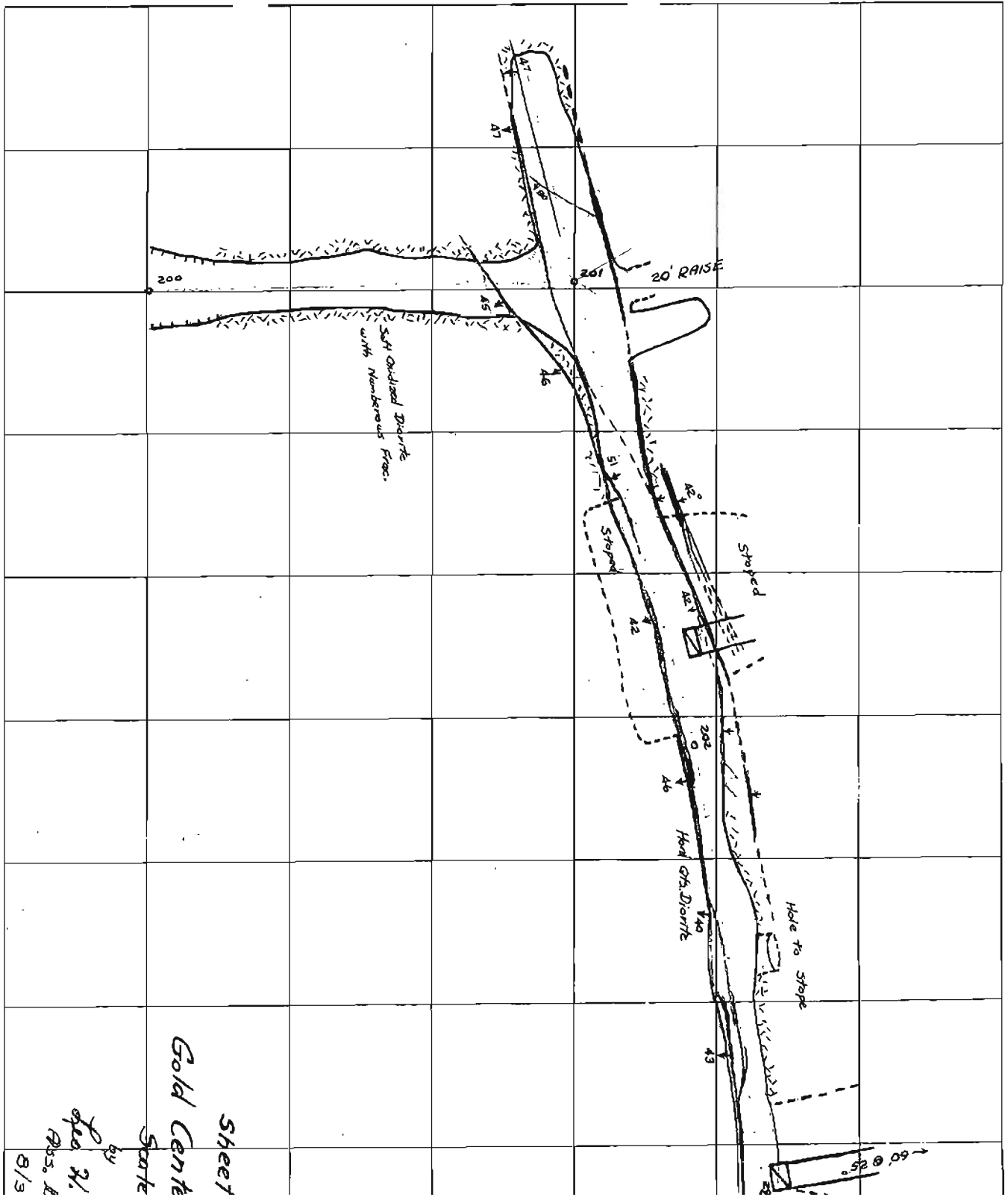
Sheet 1

Gold Center Mine Report

Scale 1" = 20'

By
Geo. W. Howell
8/31/45

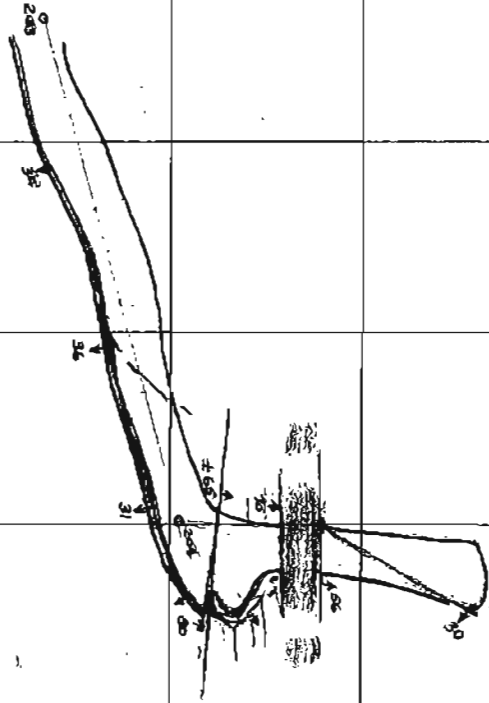
NORTH



Sheet
Gold Centre

Scale
by
Geo. H.
1955. A
8/3

NORTH



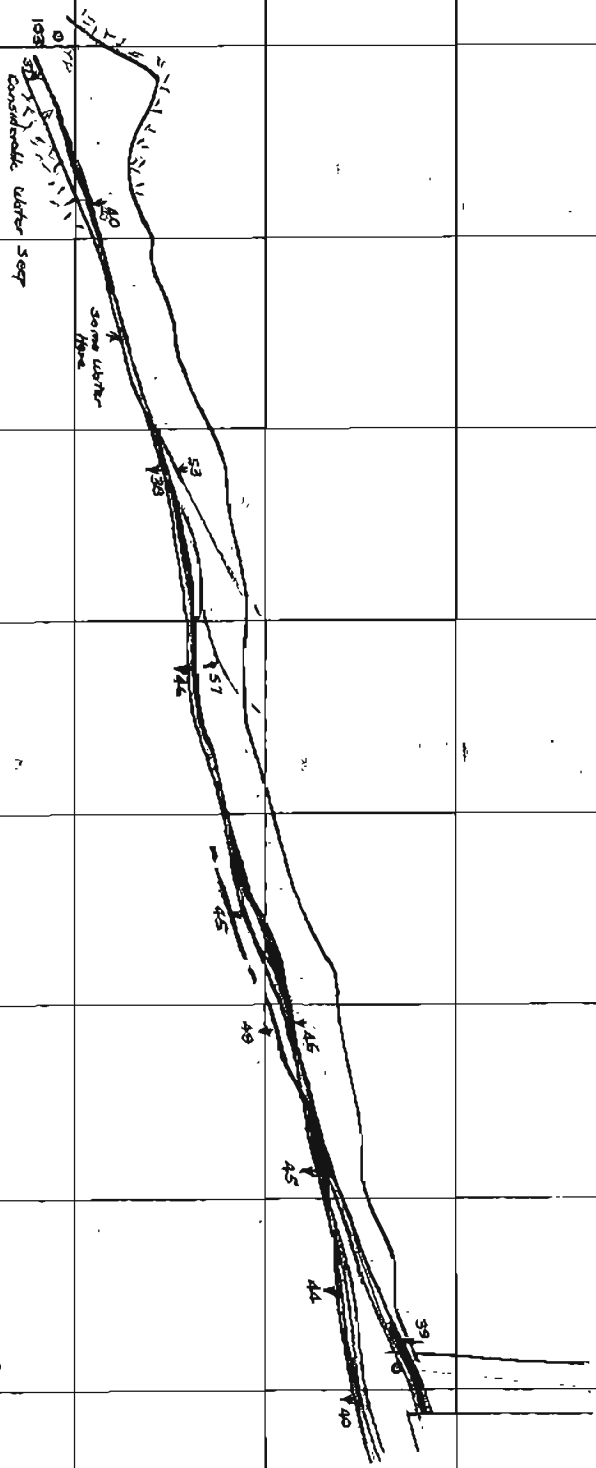
Sheet 3

Gold Center Mine Report

Scale 1" = 20'

by
Geo. W. Danville
4/9/45

NORTH



Sheet 4

Gold Center Mine Report

Scale 1" = 20'

By
J. J. Shandala
9/3/45