

IR 195-53

TERRITORY OF ALASKA
DEPARTMENT OF MINES
BOX 1391
JUNEAU, ALASKA

September 30, 1953

ITINERARY REPORT

TO: Phil R. Holdsworth, Commissioner of Mines

FROM: James A. Williams, Associate Mining Engineer

SUBJECT: Field trips by James A. Williams and Martin W. Jasper in the Anchorage, Iliamna and Seldovia Recording Precincts, July 14 to August 2, 1953.

The chief purposes of the subject field trips were an examination of the McNeil copper prospect south of Lake Iliamna and a magnetometer survey on Red Mountain near Seldovia to try to extend some of the known chromite deposits there for the Kenai Chrome Company.

July 14: Nome to Anchorage via Alaska Airlines. Joined Martin Jasper in Anchorage for work covered in this report.

July 15: Field trip along Anchorage-Palmer highway taking dip needle observations. Jasper had formerly traversed the highway from Eklutna to the Knik River bridge with the dipneedle in an effort to find magnetic anomalies which might indicate the presence of chromite, which is known to exist in the area. He had noted high readings in several locations, and we went to these places to check them with further dipneedle observations. The dipneedle was carefully oriented at each station by means of a Brunton compass and tripod, and the readings were found to be quite regular and standard during each traverse past where he had obtained high readings. The conclusion was reached that he had obtained his apparently anomalous readings as a result of mis-orientation of the instrument.

A quick trip on up to Palmer and the Buffalo Coal mine was made to contact Bob May, Bureau of Mines, regarding the possibility of Jasper's logging of the drill core being obtained in the Bureau's drilling program in the vicinity of Buffalo. May could not be located.

July 16: At Anchorage preparing for field trip to McNeil copper prospect.

July 17: Anchorage to Iliamna via Northern Consolidated Airlines. Iliamna to Pilot Knob Lake via pilot Leon "Babe" Alsworth. Bill Hammersly accompanied us.

Because of a misunderstanding of a previously sent message, most of the day was lost at Iliamna trying to contact Alsworth. Finally landed on Pilot Knob Lake late in the evening and camped there that night.

Talked to a Dillingham bush pilot at Iliamna named Art Ball who claimed to have a prospect on Tikchik Creek, tributary to the Aniak River, that he would like to have the TDM look at sometime.

July 18, 19, 20: Examination of McNeil copper prospect and reconnaissance of surrounding country. KX 103.2

The McNeil property is held by four partners: Elbert E. Sargent, Ernest S. Pfaff, Leon "Babe" Alsworth, and Bill Hammersly. Sargent and Pfaff are doing the work, and Alsworth and Hammersly are furnishing food and transportation. The prospect is located about three miles south of Pilot Knob Lake and near a fork of the Paint River, which drains into Kamishak Bay. Its geographical coordinates are $154^{\circ} 40' W$ longitude and $58^{\circ} 07' N$ latitude. The property is an old one and is described on page 173 of U.S.G.S. Bulletin 773 by K. F. Mather. As a result of the examination, it is believed that the property has good possibilities, and as the owners are anxious to turn it over, it should be recommended to anyone interested as being well worth the gamble of an exploration program in the hopes of developing an economical mining venture. A road could be built relatively easily at river grade from Kamishak Bay by following the Paint River for a reported distance of about fourteen miles. Several samples were taken, some Brunton surveying was done, and a report will be written on the property by Martin Jasper when time permits.

The second day was spent in climbing to and examining a group of claims that the partners had staked as a result of iron discoveries. The magnetite was insufficient to be of commercial interest. The partners were so advised.

The third day was spent in hiking over a large amount of country in search of a second copper show reported by Mr. Sargent. It also turned out to be of a very low value, or else we couldn't find it. No promising copper mineralization was seen. A general reconnaissance for other mineralization was made at the same time. Went back to Pilot Knob Lake that night.

July 21: Pilot Knob Lake to Iliamna via pilot Alsworth. Iliamna to Anchorage via Pacific Northern Airlines.

More time was lost at Iliamna because Northern Consolidated Airlines did not stop there on the way back to Anchorage as they had promised when they sold us the round trip tickets. Transportation was finally secured late in the afternoon with PNA.

Contacted Mr. Moore of CAA while waiting in Iliamna. He is the husband of Lorraine Moore, U. S. Commissioner at Iliamna, who was

working in the canneries at Bristol Bay at the time. We had wanted to see her regarding the central recording program. Moore reported that when business came in for her that seemed urgent, he forwarded it to her at Bristol Bay. Otherwise it waits until after the fishing season.

July 22: At Anchorage preparing for trip to Red Mountain.

July 23: Anchorage to Homer via Jasper's private car.

Stopped to see Mrs. Betty Ross, U.S. Commissioner at Kenai, regarding mining recordings. She reported no activity in the past year in her precinct, but the Pomeroy Construction Company, building an Army installation there, had created a furor in the vicinity about two years ago by staking a large group of gravel claims on some homesteads.

Also visited with Mr. Lean, oldtimer at Cooper's Landing. In regard to the controversy with a man named Hubbard who refuses to give up some placer ground at Schooner Bend where the Territory wants to build a highway bridge, Mr. Lean said he had gone broke with some others on that ground early in the century, and that also it had been drilled at least three times since with very poor results. This is reported here for future reference as evidence that the ground in question is not valuable for mining purposes. It was not felt that any good would be accomplished by talking to Mr. Hubbard, since several others have tried it and got nowhere.

July 24: Homer to Jakolof Bay via mail boat "Liamna".
Jakolof Bay to Red Mountain via truck with Mike Seiler.

The mail boat did not leave Homer until noon, so we tried to contact the local U.S. Commissioner, Mr. Wynant. His office hours were posted as 12:30 to 3:30 five days a week, so we couldn't see him.

Mike Seiler picked us up at the dock and took us up to the top of Red Mountain for a preliminary look at the scene of operation and vicinity.

July 25 to 30: Magnetometer survey of vicinity of proposed mining operations of Kenai Chrome Company and other chrome deposits, and engineering assistance to the Kenai Chrome Company.

The deposit of chromite to be mined is the Star No. 4 vein or layer. The magnetic work revealed no anomalies that might indicate an extension of the Star 4 or any other nearby bodies of ore that were not already evident. Probable extensions were located at each end of the Juneau No. 1 deposit, but the anomalies have not yet been mapped. This claim is on the other side of the Windy River Valley from Red Mountain. Further magnetic work was done on a deposit held by Bill Lyons and Dallas Newell at their request, but this survey failed because of the existence of highly magnetic serpentine on the claim. A report on the magnetic work done on this trip will be prepared at a later date by the writer.

At the time of the visit to the Kenai Chrome Company, they were operating from a temporary tent camp at the base of Red Mountain and constructing a permanent camp on top of the mountain near the mine. The operation is being financed by an ore-purchase agreement with General Services Administration whereby they receive a guaranteed price of \$70 per ton for 44% ore delivered at Seattle or Portland. John Bachner of Anchorage is associated with Seiler in the company.

Kenai Chrome is operating on only two claims, the Edith No. 11 and Star No. 4, which are patented and owned by Union Carbide and Carbon Company. U. C. and C. also holds many other claims in the vicinity. The dealings for the claims are made with U. S. Vanadium, a subsidiary of U. C. and C. U. S. Vanadium has told Seiler that if he does well with the two claims he has now, they will be ready for other deals with him.

The crew was about 10 men, and the foreman is Norman Crooks, a well-known and competent miner with wide Alaskan experience. The men were the most loyal and least complaining that the writer has seen in a camp as primitive as the one they were in. The morale was exceptionally high, and they were interested in what they were doing. An increase to about 30 men is planned.

A crosscut to the ore and a drift with the ore already existed, and it was desired to drive two raises from the drift to the richest part of the vein, as evaluated from diamond drilling, so that the best ore could be drawn first. Jasper and the writer surveyed and mapped the raises for them so that the ore would be intersected in the proper places. The site of a proposed aerial tram was inspected and roughly surveyed to determine the amount of cable that would be necessary. The drop will be 1200 feet at an average slope of 25°, so the slope distance is 2850 feet. For a shuttle-tram, about 7000 feet of cable should be purchased.

Until the tram is finished, the ore will be hauled off Red Mountain in an Athey-type trailer with a tractor, then transferred to a truck for the 9 or 10-mile haul to Jakolof Bay. A dock must yet be built for the ore handling, and a belt conveyor is planned for transporting the ore from the bunkers on shore to the dock and onto the ship. Coastwise Line has the shipping contract at \$10 per ton. The deadline for the first shipment of ore is October 1st. Drilling on the above mentioned raises started on July 31.

Regarding the activities of the Alaska Chrome Company, Bill Lyons informed the writer and Jasper that he had dissociated himself from C. A. Sherman, and had served notice of same on Sherman in writing. In reference to their joint holdings in the chromite area, Lyons said that one of them would have to buy the other one out, but he did not know which one would do it.

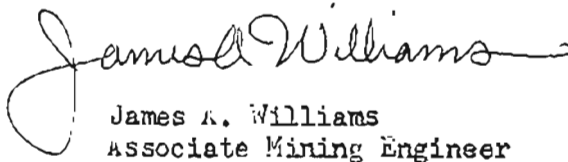
July 31: Jakolof Bay to Homer via Inlet Flying Service. Homer to Anchorage via Jasper's private vehicle. Arrived in Anchorage a little after midnight.

The Inlet Flying Service operating out of Homer is a very accommodating outfit owned by Paul Choquette. He is anxious for the business and is a good pilot. It is about the most accommodating bush flying service the writer has seen.

August 1: At Anchorage waiting for transportation.

In company with Mr. Holdsworth, conferred with Irene Ryan on the latest developments in oil leasing and prospecting in the Third Division.

August 2: Anchorage to Juneau via Pacific Northern Airlines. Jasper remained in Anchorage.


James K. Williams
Associate Mining Engineer