

GM 08395-A

REPORT ON OPERATIONS FOR 1945, PART I, GENERAL OPERATIONS

Documents complémentaires

Additional Files



Licence



License

Cette première page a été ajoutée
au document et ne fait pas partie du
rapport tel que soumis par les auteurs.

Énergie et Ressources
naturelles

Québec 

BIBLIOTHÈQUE
SERVICE DES MINES

BIBLIOTHÈQUE
SERVICE DES MINES

No 7125 Section Morancy -

QUEBEC DEPARTMENT OF MINES

MINERAL DEPOSITS BRANCH

No G M- 8395-A

HOLLINGER NORTH SHORE EXPLORATION
COMPANY LIMITED

--oOo--

REPORT ON OPERATIONS FOR 1945

	<u>Pages</u>
PART I (GM-8395-A) NTS-23-0	1R-10R
GENERAL OPERATIONS by J. A. Retty	
PART II (GM-8395-B) class: 5952	1G-33G
DEVELOPMENT WORK ON THE IRON DEPOSITS OF NEW QUEBEC, 1945 by A. T. Griffis	
PART III (GM-8395-c) class NTS 23-0	1K-27K
THE HARRIS LAKE-RITCHIE LAKE AREA NEW QUEBEC by Bernard J. Keating	

QUEBEC DEPARTMENT OF MINES

 MINERAL DEPOSITS BRANCH
 No G M- 8395-A

Montreal, Que.

April 26, 1946

ACCOMPANYING MAPS

1. Legend for Ore Deposits ✓ (GM-8395-B)

2. (PART II, Dr. A. T. Griffis) (GM-8395-B) Class - 3956
 - ✓ Denault Lake Iron Deposit ✓
 - ✓ Ferriman and Burnt Creek Iron Deposits ✓
 - ✓ Ferriman Iron Deposits (3 sheets) ✓
 - ✓ Goodwood Iron Deposit ✓

3. (PART III, Dr. B. J. Keating) (GM-8395-C) Class: NTS.23-0
 - ✓ Eclipse Lake Deposit ✓
 - ✓ Harris Lake-Ritchie Lake Area (3 sheets) ✓

PART I

GENERAL OPERATIONS

By

J. A. Retty

TABLE OF CONTENTS

PART I

	<u>Page</u>
Foreword	1R
Summary of Results	1R
Acknowledgments	2R
Organization of Expedition	3R
Departure of Expedition	3R
Seven Islands Base	4R
Hollinger Lake Base	4R
Radio	5R
<u>Flying</u>	
Stranraer	5R
Fairchild "71"	6R
Distribution, Weight and Cost of Air Freight from Seven Islands to Hollinger Lake	6R
<u>Programme of Work</u>	
Railroad Reconnaissance	6R
Prospecting	7R
Surface Work	7R
Reconnaissance Work	7R
<u>New Discoveries</u>	
Goodwood	8R
Eclipse Lake	8R
Bruin Lake	8R
Hook Lake	8R
Snow Lake	8R
<u>Work Planned for 1946</u>	
Prospecting	9R
Geological Mapping	9R
Surface Work	9R
Diamond Drilling	9R

PART I

GENERAL OPERATIONS

By

J. A. Retty

Foreword

This part of the Geological Report summarizes briefly the general results of field work conducted during the past season. Details regarding work carried out by Dr. A. T. Griffis and Dr. B. J. Keating are set forth in PARTS II and III of this report.

Summary of Results

1. Five new iron ore occurrences were discovered: Goodwood, Eclipse Lake, Snow Lake, Bruin Lake and Hook Lake. Two of these, Goodwood and Eclipse Lake, were partly trenched and test-pitted.

2. Surface work consisting of trenching and test-pitting was also conducted on the Ferriman deposits, the Burnt Creek deposits and on the Denault Lake deposit. This work greatly increased the surface area of these deposits.

The above deposits are described in the different parts of this report.

Acknowledgments

Mr. A. E. Walker, Chief Geologist of The M. A. Hanna Co. spent the greater part of July with the expedition inspecting ore deposits and training personnel in the use and adjustment of the dip-needle. Mr. Walker returned towards the end of the season and inspected the general results.

Geological mapping, dip-needle work, sampling and the supervising of trenching and test-pitting was carried out by Dr. A. T. Griffis, assisted by R. Geren. Geological reconnaissance was conducted by Dr. B. J. Keating, assisted by C. Gillespie.

Mr. H. C. Thompson attended to the provisioning and accounting at base camp. Mr. C. W. Vandray acted as radio operator.

Flying operations were in charge of Captain John Brown of Canadian Pacific Air Lines, who piloted the Stranraer aircraft owned by Labrador Mining and Exploration Co. Ltd. Captain H. J. Gates piloted the Fairchild "71" which was chartered from Canadian Pacific Air Lines Ltd. for inland flying. Much could be said of the increased efficiency of the flying department. Suffice it here to remark that despite mechanical difficulties, the flying operation has been the most satisfactory that the writer has had during eight seasons of work in Labrador.

The writer wishes to express to the above-named key men his deep gratitude for the important part that they have played in making the past season successful.

Special mention must be made of Drs. Griffis and Moss for their loyal and sustained co-operation and selfless devotion on Labrador work during the past four seasons.

Organization of Expedition

The arrangements for flying were made by Mr. John Knox, General Manager, with the advice and assistance of the writer. Supplies and equipment were purchased by the writer, assisted by Mr. H. C. Thompson. The prospectors were for the most part hired by Mr. W. P. Murdoch of the staff of Hollinger Consolidated Gold Mines Ltd. The remaining personnel were engaged by the writer.

Mr. John Knox, General Manager, arranged with Canadian Pacific Railway to release temporarily Mr. D. A. Livingston, railroad construction engineer, to make a reconnaissance of possible routes to the iron ore fields of Labrador.

Departure of Expedition

An advance party consisting of three men was sent to base camp, Hollinger Lake, on April 5. They recanvassed canoes, repaired tents, erected buildings and prepared the equipment and supplies for the various parties. This move helped greatly in getting the parties into the field quickly.

The crew left Montreal on June 12, arrived at Val Brilliant, Que., on June 13 and were taken thence to Seven Islands. The first men were taken to Hollinger Lake on June 14 and the parties were

placed in the field on June 17. This is the earliest date on which field work has commenced in Labrador since Hollinger assumed control in 1942 and it is two weeks earlier than the date of commencement in 1944.

Seven Islands Base

The road was completed to the base at Lac des Rapides, a distance of approximately one mile and it was widened and gravelled from the Clarke City - Seven Islands highway to the point where construction of the uncompleted portion was begun. There is now an excellent truck road from Seven Islands to the seaplane base at Lac des Rapides, the total distance being 10 miles.

A bull-dozer was rented for one and one-half days from Gulf Pulp and Paper Co. and the ground cleared for fire protection. A wharf, a storehouse and a pilots' shack were erected at the lake. This is now a well-equipped base protected by a 10-year lease - which is renewable - obtained from the Quebec Department of Lands and Forests, on ten acres of ground covering the beach and water lot. This gives the company exclusive rights over the base and protects its investment in buildings and wharf.

Hollinger Lake Base

Some essential new construction was carried out at Hollinger Lake. The advance party built a cold storage and completed the tent base to make a shack for the air crew. During the course of

the summer the remaining tent bases were built up to make shacks and a shack was built for the pilot and his family - the latter being particularly desirable as the pilot was happy to remain in the woods and was not, as his predecessors, continuously creating excuses to depart from inland flying.

After three seasons tents have been eliminated entirely from base camp. The small investment in buildings greatly counteracts the time wasted in setting up camp, the purchase of tents and the continuous moving of equipment and supplies and the resultant waste of expensive manpower.

Radio

The arrangement with Canadian Pacific Air Lines whereby the company pays for the use of the radio facilities at Seven Islands, Que., was again maintained. The service was very satisfactory.

Flying

1. Stranraer

This company-owned aircraft was again used satisfactorily on freighting and to a limited extent on inland flying. Flying personnel was furnished by Canadian Pacific Air Lines.

The payload of the aircraft was reduced from 6000 to 2800 lbs. and this seriously handicapped freighting operations with the result that a weight of 30,000 lbs. less was carried in 1945 than in 1944. The aircraft is now undergoing a complete overhaul and it is expected that the payload will be increased to 5000 lbs. for the coming season.

2. Fairchild "71"

This aircraft was chartered for inland flying from Canadian Pacific Air Lines and it is ideally suited to the needs of the operation. Although the payload is not high, the quick take-off and climb compensate for this shortcoming as it allows of field parties being taken into and out of small lakes and thereby greatly increases their effective working area.

Distribution, Weight and Cost of Air Freight fromSeven Islands to Hollinger Lake

	<u>Pounds</u>	<u>%</u>	<u>Cost</u>
Aviation Gasoline (3,960 gals.)	35,640	39.3	\$16,807.82
Aviation Oil (140 gals.)	1,400	1.6	660.24
Building Materials	7,633	8.4	3,599.72
Camp Equipment and Supplies	9,505	10.5	4,482.56
Food	23,575	26.0	11,117.97
Men and Baggage	12,424	13.7	5,859.16
Railroad Reconnaissance Equipment	<u>450</u>	<u>.5</u>	<u>212.22</u>
	90,627	100.0	\$42,739.69

Average Rate: 47.16 cents per pound

Programme of Work1. Railroad Reconnaissance

Mr. D. A. Livingston conducted an aerial reconnaissance survey along the headwaters of the Hamilton River and along the Moisie River and its tributaries, the Nipissis and Wacouna rivers. One

flight was made northward along the Moisie River system on June 8. On June 17 Livingston flew to the Hollinger Lake base and on June 19 began a ground examination of the Ashuanipi Lake northward. This work was completed on July 6 and Livingston left on July 7 owing to illness. He was unable to complete the work but succeeded in making a preliminary reconnaissance of the upper portion of the Hamilton River basin.

2. Prospecting

Four parties consisting of two men each prospected in the area covered by Special Development License No. 4676^(On May 1, replaced by Special License 12546). These parties were made up of J. Walsh and M. Walsh; W. W. Hyland and S. Youngren; E. Frederickson and J. Lavalie; and R. Geren and H. S. Cowen.

A fifth party consisting of W. Partington and R. Kolochuk prospected partly in Quebec and partly in Newfoundland-Labrador.

3. Surface Work

A party of ten men, in charge of Dr. A. T. Griffis, trenched and test-pitted nine ore deposits occurring in the concession. Inasmuch as the accompanying report of Dr. Griffis (PART II of this report) contains a detailed account of the work conducted, it is not described here.

4. Reconnaissance Work

Dr. B. J. Keating made a rapid geological reconnaissance of the western margin of the Labrador trough, covering the area between Harris Lake and Ritchie Lake. The results of this work are

presented in PART III of this report.

New Discoveries

1. Goodwood (4154)

This deposit is described by Dr. A. T. Griffis in PART II of this report.

2. Eclipse Lake 4353.

This deposit is described by Dr. B. J. Keating in PART III of this report.

3. Bruin Lake (4155)

Ore occurs along 500 feet and across 100 feet. Two grab samples yielded the following results:

<u>No.</u>	<u>% Fe</u>	<u>% Mn</u>	<u>% P</u>	<u>% S</u>	<u>% SiO₂</u>
151	63.25	.04	.031	.15	7.76
208	62.37	.73	.194	.03	2.10

4. Hook Lake (4155)

Ore occurs intermittently along 2500 feet and at one point has a width of 70 feet. Two grab samples yielded the following results:

<u>No.</u>	<u>% Fe</u>	<u>% Mn</u>	<u>% P</u>	<u>% S</u>	<u>% SiO₂</u>
210	64.17	.10	.041	.02	5.88
152	61.53	.01	.025	.05	10.60

5. Snow Lake

Ore occurs along 600 feet and across 50 feet. Two grab

samples yielded the following results:

<u>No.</u>	<u>% Fe</u>	<u>% Mn</u>	<u>% P</u>	<u>% S</u>	<u>% SiO₂</u>
153	46.48	11.34	.059	.02	8.82
206	25.25	30.80	.111	.01	4.06

Bruin Lake, Hook Lake and Snow Lake have been examined only in a cursory way. No mapping has been carried out on these deposits. They occur in an area approximately 16 miles northwest of Attikamagen Lake. All trend northwest parallel to the direction of the Labrador trough.

Work Planned for 1946

1. Prospecting

Three two-man prospecting parties will be placed in the field.

2. Geological Mapping

Three geological parties will continue areal mapping in the region.

3. Surface Work

Dr. A. T. Griffis, two assistants, and thirteen other men will continue the test-pitting and trenching of the known deposits. Geological and topographic mapping and detailed sampling will be carried on in conjunction with the surface work.

4. Diamond Drilling

Four Sullivan number 12 diamond drills are now being flown into the area. At least two of these will operate in New Quebec. Two

Longyear Junior Straitline Pioneer drills which have already been used in the area will be used, if required.