

105 M.

Prospectors Airways, General Delivery,

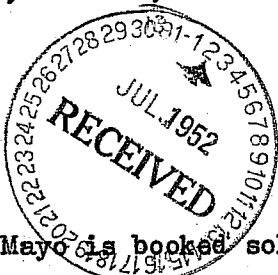
007472

Mayo Y.T., June 26, 1952.

105 M.

A

Prospectors Airways Co. Ltd.,
1616, 44 King St., W., Toronto, Ont.



Dear Sirs:

Air passage from Whitehorse to Mayo is booked solid to the end of the month, but I was fortunate in getting a ride up by road with the accountant for Yukeno Mines. The distance is about 260 miles and the taxis are charging \$150 for the trip which is quite a bit more than air passage.

A chap by the name of Kennedy is in charge of a syndicate field program which is operating by air out of Mayo. D.F.Kidd of King, Coombs, Phelan and Porter is on their staff, apparently just for the summer. They are operating northeast of here and may be working the area in which we are interested. They do not seem to be in liason with Wheeler of the Department of Mines. Warem, the Anglican minister here, has contacted Kennedy with a view to going south in to the McArthur Range at the end of this month. This chap Warem has reached and taken samples from a showing, the location of which jibes with what we have in mind. He has not staked as yet, but he knows that I and the prospector Jim MacDonald have been in that area before, and in all probability figures that I am going in again. I propose on going in to Sideslip Lake as soon as possible by air. It may develop in to a race between Warem and Kennedy and ourselves. They have an advantage in that they have the exact location, but the aerial photos will help us considerably.

Collison Airways is operating a Beaver aircraft off the river here at Mayo. Considerable flying is being done for government parties in the bush. The aircraft is stationed here for the summer, which is an advantage to us. I plan on seeing Collison as soon as he comes in, to find out if he has made the service trip for Wheeler of the Department of Mines at Kathleen. If he has not, I am going to fly in with him and discuss field activities with Wheeler.

Louie Brown has horses on hand in Mayo. However, both he and a chap by the name of Wilf Gordon, who acts for him when he is away, are in the bush working on a prospect of their own. They expect to be out at the end of June. Horses are also available at Tagish, some distance south of Whitehorse, but by the time they were moved up here, it would be possible to deal with Brown. Due to the urgency of the McArthur Range situation, I propose to see Brown when I come out from this latter trip. Should this plan advance the departure of a pack train to too late a date, an alternative is to fly in to Bonnet Plume Lake and work out of there with pack dogs. In the case of pack dogs, we could range possibly twenty miles from a hub at Bonnet Plume Lake. Bostock quotes Wernecke as stating that the iron formation near the head of the Bonnet Plume River is several hundred feet thick. This should be within exploratory range of the lake, and could be reconnoitred initially by us from the air. In the case of a pack train departure from Mayo at the end of June or early July, the estimated speed of 4 to 6 miles per day might not give us any time for investigation in the Bonnet Plume area, as the distance in a straight line is 130 miles which on the ground might be increased^d to 160 miles, by, of a necessity, following the valleys.

Yours very truly,



R.W. Baker

P.S. The D.F. Kidd who is with the Kennedy syndicate is a fairly young chap and not the government survey man.

4 cc
Prospectors Airways, General Delivery,

105 M

Mayo Y.T., July 4, 1952.

A		
	A.D.	
✓	J.I.	✓
✓	G.C.A.	✓
✓	G.E.	✓
✓	C.L.C.	✓
	M.H.F.	
	R.D.S.	

Prospectors Airways Co. Ltd.,
44 King St. West,
Toronto, Ont.



Dear Sirs:

The trip to the McArthur Range has just been completed. I allowed seven days for it, which gave us actually five days on the ground. For two of the five days we were immobilized by fog and mist at about 4500 elevation in the Grey Hunter Creek valley. On these days it was not possible to move as visibility was reduced to about 100 feet, and we were forced to make camp on a 35° slope. On the remaining three days it rained about half the time, making the five day period about one of the worst times of the season to go in the bush. The weather was general throughout the Yukon, and it was during this period that an RCAF aircraft was lost, -which is now being searched for. Due to these adverse conditions and also, in part, to unexpectedly rough terrain on the south slope, it was not possible to reach the area of the showing within the time allotted. It was necessary to get back to make contact with the aircraft at Sideslip Lake on the seventh day. I believe that, for that area at least, a fifty percent allowance for bad weather is not out of line. At times the rain was almost sleet and had a very chilling effect on the upper slopes. As the approach from the south in the area is about equally as rough as that from the north, it would take mineralization of some strength to make the ground interesting. There is a showing there, which has been seen by at least three men, but as it is a side trip from the main objective for the summer, I did not care to give it more than seven days. There is still about 30% snow on the upper slopes of the range, but the weather was the greatest single factor which nullified the trip. I understand that Warem, the Anglican minister here, is going in again about the 7th of this month.

Before leaving for the McArthur Range on the 27th of June, I contacted John Wheeler at Kathleen Lake. The initial stages of his route, as on our photographs, are due east from Kathleen Lake at latitude 64°10' in the Rackla River valley and then northeast

along the arm to approximately Lat. $64^{\circ}20'$ Long. $133^{\circ}48'$. From here he plans to go due north along the N-S valley to about Lat. $64^{\circ}30'$. From here his schedule is fluid. He has a trip to Bonnet Plume Lake planned for about the end of July, by air, with a subsequent meeting of the pack train at Rackla Lake. This lake is a small one at Lat. $64^{\circ}14'$ Long. $133^{\circ}13'$. He has made a reconnaissance by air to Pinguicula Lake which is about Lat. $64^{\circ}38'$ Long. $133^{\circ}23'$ on our photographs. At this latter lake he has seen darker, oxidized material from the air, which may or may not be ironformation. If it is inherent in the sediments, it is possibly at about the same horizon as that seen in the vicinity of Bonnet Plume Lake, the formation striking N.W.-S.E. Alternatives to iron formation, as inherent features, might be pyritized sediments or ferruginous carbonate horizons. He is intrigued by these possibilities.

Wheeler is operating with a pack train of eight horses. The survey own their own horses and winter them south of Whitehorse. Wheeler says that in the past, government parties have been served unsatisfactorily by packers and pack trains under contract, and that they find it advantageous to make up their own outfits. They have pretty much of a set layout as far as equipment goes, and can break or put up camp in about one hours time. Duraluminum tent poles are a time-saving factor. There is a cook and a wrangler-cookee with the party, in addition to geologist and assistant geologist. The former two ride, and the latter two walk and cut trail when necessary. Horses wear cow-bells at all times and the noise created serves to keep bear away from them, according to the wrangler. The chap who is largely responsible for outfitting these trains is Mr. P.E. Palmer, Mines and Technical Surveys, No. 8 Temporary Bldg., Ottawa. Mr. Palmer has designed special saddle-boxes which sleeve together when on the horse, and open out to form two containers when in camp. They are made of tough, lightweight fibre board, rivetted and reinforced at the corners. Each horse takes two boxes which open out to form four containers in camp. In connection with outfitting a packtrain, some of the saddlery can not be obtained north of Edmonton. With a view to extensive use of pack trains next season, Mr. Palmer might be able to give some valuable clues this winter.

As the northerly lake, Pinguicula, ices over sooner than Bonnet Plume Lake, I propose on going in by air to the former one first, and making ground reconnaissances from a base camp at that point. I estimate that three weeks, or approximately to the end of July will cover this section fairly well. I then propose to move to Bonnet Plume Lake by air and do reconnaissance work out of there on the reported oxidized zones in that area, with a view to establishing a possible relationship between the two areas, and also the cause of the oxidation.

Mr. Pat Collison is doing the flying for us as well as for the Wheeler party. He knows the country, that we will be operating in, better than any other pilot in the Yukon. He operates a Beaver out of Dawson, with a sub-base at Mayo. I shall likely be flying with him to Bonnet Plume Lake also as he is in a position to gas up there, with two drums cached. He has seen these oxidized zones from the air, which is also an advantage.

In connection with our photograph mosaics, the RCAF took them from an altitude of 20,000 feet, according to a pilot for Aero Services, these people are taking some from 30,000 feet this year.

Yours very truly,



R.W. Baker

P.S. I hope to keep in touch with Wheeler throughout the field season. As Collison is servicing him also, liason should not be difficult.

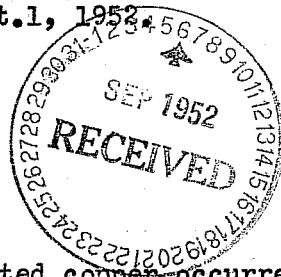
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Prospectors Airways Co.Ltd.,

108 M

General Delivery, Mayo Y.T.,

Sept. 1, 1952



A	N
	AD.
✓	J.I.
✓	G.C.A.
✓	GE.
✓	CLG.
	M.H.F.
	R.D.S.

Prospectors Airways Co.Ltd.,

1616, 44 King St. West, Toronto, Ont.

Dear Sirs:

A further check of the reported copper occurrence in the MacArthur Range has been made, subsequent to the information imparted to me by N. Warem before his death. The period August 22nd to August 31st was spent on the ground traversing the designated area. Results were negative in that the rock is a coarse type of biotite granite showing no evidence of primary sulphide or veins cutting through it. Assays by McDonald, the prospector and Warem the minister showed only traces of gold and silver. Before making this last trip my chief concern was that it might be big enough to stand on copper alone. However, if the showing were of any size we would have seen it in the traversing, as it is reported to be above treeline in open country. The area is within the granite which contains small isolated remnants of sediments as roof pendants. I feel satisfied now that the ground has been well checked, and that the possibility of finding copper mineralization of commercial importance is remote indeed.

In connection with the hematite which Louie Brown of Mayo says that he has seen in the field, I heard indirectly that R. Powellson offered him \$500 for a week and a 10% interest to go in the field and look some ground over about the middle of August. They made the trip and my "sounding-post" informs me that they encountered the same type of iron-stained sediments and jaspery shales that Wheeler and I have run in to. It would thus appear that Brown's hematite is not the heavy iron oxide that he initially claimed it to be. The chap who has told me of this is a personal friend of Brown's, but I knew him when he was working

for Conwest in the Nansen Creek area. I have hired him a couple of times on a contract basis to do some packing and guiding for us, and the fund of information which he has supplied has also been of value. However, one has to be careful as he is equally adept at spreading information regarding our efforts. I understand that Powellson got Brown to show him the reported "copper mountain" which is said to occur in the vicinity of Fairchild Lake; I gather that it is a vein type of showing throwing considerable malachite stain, and that Powellson informed Brown of the importance of quantity in such a new area. Brown is currently in the field with a party of American game hunters in the Gillespie Lake section, west of the Bonnet Plume River; they have all of Brown's horses, a total of sixteen, an American girl photographer as cook and the necessary accoutrements for a month's stay in the bush. Brown expects to be out about the middle of September, and I shall approach him at that time, as per your letter of August 19th, to make sure that what he has seen has been similar to that seen by Wheeler and I. I understand that he brought out a sample of the oxidized sediments from the Powellson trip, and that this is the material which he was previously calling hematite. The question of where the good hematite found by the placer miners as float in their sluice boxes and in the stream beds has come from is still outstanding; it could be either concretionary or deposition from hot springs. During the summer of 1951, two men by the name of Gordon Dixon and "Hardrock" Mackenzie were in the Bonnet Plume River section for Carl Springer on a general prospecting assignment (this is further from my "sounding-board"). Dixon was also in the Nansen Creek area for Springer during the Brown-McDade epoch.

John Wheeler happened to be in Mayo shortly before I returned from the MacArthur Range trip. His packer, a chap by the name of Kohse, was kicked in both legs while walking around behind a packhorse and badly hurt. Kohse was brought out to Mayo by air by Pat Callison, but it was found necessary to take him to

Whitehorse. Wheeler went down there with him, the day I arrived back in town.

Pat Callison, the chap who operates the Beaver aircraft out of Dawson, says that when he made a recent supply trip to Fairweather Lake, south of the Hess River, for a syndicate operated by Kennedy and named ~~and the~~ "St. John" Syndicate, he found a note from Fin Campbell pinned to Kennedy's tent. Pat says that Fin reached the lake on August the 20th, per the note, and expected to reach Mayo between the 15th and 20th of September. Apparently Fin saw the tent from across the lake and went over to investigate; when there was nobody there he wrote the note. I asked Pat if there was any mention as to grub requirements, and as there was none, I take it that Fin was stocked O.K. at the time.

With reference to the showing in the Dawson area which I noted in my report of August 15th, Mr. Firth informs me that it has been optioned by Yukon Consolidated Gold Corporation and that exploratory work has commenced on it. Mr. Firth has mentioned the possibilities of some silver-lead veins in the Twelvemile District and I propose getting more detail from him, verbally. He says that it is difficult country to get in to, but this feature might enhance the chances of gaining senior control in a new camp. I also hope to contact John Wheeler of the Dominion Survey before he finishes his field activities for the season, on or about the 15th of September.

Yours very truly,



R.W. Baker