



MINING IN THE NORTH

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RESOURCES DIVISION

NORTHERN ADMINISTRATION BRANCH

DEPARTMENT OF NORTHERN AFFAIRS AND NATIONAL RESOURCES

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4. Roads and Airstrips

In previous sections the "mine access" road to Canada Tungsten and the airstrip at Taurcanis mine has briefly been described. However, it should be mentioned that there is a provision in the Northwest Territories for "tote trails" whereby the Territorial Government is to be allotted \$50,000 annually from a Federal fund. To date, road construction under this category has mainly consisted of building winter roads for mining development projects such as the Discovery-Camlaren-Taurcanis winter truck road. A "tote trail" extending $4\frac{1}{2}$ miles from the Canada Tungsten road to the Flat Lakes was built in 1962 on a 50% government cost-sharing basis, with a total estimated cost of \$10,000.00. Although Canada Tungsten provided the remaining 50%, other exploration companies, as well as the Geological Survey of Canada, used this road which presently connects with not only the Canada Tungsten Mine access road but the airstrip to Flat Lakes, where pontoon-equipped aircraft may land. Early in 1963, an application was received from Redstone Mines Limited to obtain assistance under the Tote Trail fund whereby they would undertake to expend approximately \$7,000 on reconstruction of this tote trail. There would then be a direct link from Watson Lake to the Flat Lakes, reducing transportation costs for supplies which have to be flown into Redstone Mines by float-equipped aircraft during the summer of 1963. Other companies have indicated an interest in this road and it would be surprising indeed if tourists do not take advantage of this road since it is known that wildlife abounds in the Flat River Valley.

The Department of Northern Affairs and National Resources has contributed annually to the cost of a winter road under the "tote trail" program, as well as assisting in the construction of an airstrip, at Taurcanis Mines, which has seen a great deal of use during the past year by exploration aircraft active in the Contwoyto Lake area lying about 125 miles to the north.

Inquiries were received early in the year from Baffinland Iron Mines Limited on the "tote trail" program but at the time of writing this report, no applications had been received from this Company who expect to build a road from their iron locations to Milne Bay on northern Baffin Island.

Notices were placed in publications in the Northwest Territories advising that, in accordance with Sessional Paper #137,1961 (Second Session), applications for tote trail assistance in connection with the development of any natural resources projects in the Northwest Territories for the fiscal year commencing April 1, 1963, would be received by the Commissioner for the Northwest Territories up to July 1st, 1963, for summer construction and up to December 1st, 1963, for winter construction. It was stressed that applications for assistance must be made before commencing work and should be submitted on formal application forms which might be obtained from any of the Mining Recorders in the Northwest Territories, or from the Commissioner for the Northwest Territories, Langevin Block, Ottawa.

A total of \$80,000 annually is available for airstrip construction in the Northwest Territories. Before any assistance can be given, there must be sufficient justification for the government to pay one-half the total cost of the construction of the airstrip. During 1962-63, the sum of \$3,617.00 was paid on the Canada Tungsten Mining Corporation airstrip in the Flat River valley. The government's share on the construction of this airstrip

since 1960-61 has amounted to a total of \$85,867.00. On Melville Island, an airstrip and access road were built near Winter Harbour. During the season of 1962-63, the federal government had contributed \$22,563.75. At Taurcanis Mines Limited, no additional government funds were expended to assist in extending the length of the runway. However, to date a total of \$37,500.00 has been spent by the federal government on the airstrip and \$16,000.00 on the access road from the airstrip to the mine site. It might be advantageous to mention that any company contemplating airstrip construction should submit all expenditure statements for approval by the end of the fiscal year, otherwise, the monies voted for this purpose will lapse and funds available for the ensuing year will be decreased. There were two instances during 1962-63 where expenditure statements were not received by the end of the fiscal year and this now decreases the funds available for the 1963 season.

5. Prospectors' Assistance Program

During the first year of the Prospectors' Assistance Program in the Northwest Territories, the sum of \$30,000.00 was made available from federal government funds to assist prospectors during the field season of 1962. The complete program was outlined in a pamphlet circulated to the mining industry through various organizations.

The Screening Board at Yellowknife approved a total of 12 two-man parties applying for assistance under the program but at the end of the season there were only six parties qualified to receive assistance and only a total of \$7,463.75 was expended out of the \$30,000.00 available for the program. Although there were fewer parties in the Northwest Territories receiving assistance than in the Yukon, prospectors were working in the more remote areas (higher cost zones). One party spent 140 days in the field which is more than twice the maximum number of days required under the program.

The same difficulties as occurred in the Yukon were experienced by supervisors of the Program in not being able to locate the parties in the field. In the Northwest Territories, the field season commenced rather late and most individual prospectors had been hired by mining companies by the time the ice broke up in the more remote areas.

The Review Board consisting of the Resident Geologist and Resident Mining Inspector at Yellowknife made their recommendations to the Chief, Resources Division, Ottawa, but there was some criticism that there was too much delay from the time the applications for assistance were received until the time the payments were finally made. This time lapse should be improved during the 1963 season because by that time, and with the new revised pamphlet, prospectors participating in the Program should know the procedures involved in preparing their expenditure statements. Revised Prospectors' Assistance Program pamphlets explaining the details of the Program may be obtained from the Mining Recorder's office at Yellowknife and Watson Lake, or from the Chief, Resources Division, Ottawa.

6. Canada Mining Regulations

The Canada Mining Regulations, passed on March 3rd, 1961, were amended on July 11th, 1962, after it had been found that several sections required clarification. Early in 1963, an Office Consolidation of the Canada Mining Regulations was printed in handbook form. This handbook is indexed and is in a convenient form for use in the field. However, the Canada Mining Regulations, passed in 1961, should be consulted, with the 1962 amendments, if any legal questions arise concerning these regulations.