

**ASSESSMENT REPORT**

**105M-14-9**

**PADDY**

**PREPARED BY**

**DIAND TECHNICAL SERVICES**

**FEBRUARY, 1994**

**105M-14-9**

**PADDY**

**LOCATION**

Latitude: 63° 57'03"N

Longitude: 135° 23'47"W

The exploration site is located approximately 6km past the mining community of Elsa and 1-1.5km north of Highway 11 between Elsa and Keno Hill. The site is adjacent to the highway and is reached by turning off the highway 4.5km north of the community of Elsa.

The site is between 720-750m above sea level.

Site maps showing the location of the site are attached as Appendix A to this report.

**WORK HISTORY**

A work history has been compiled from the Department of Indian Affairs and Northern Development Yukon Minfile record 105M 020. This work history follows.

June, 1915 - Staked as Iron claims by R. Lhuillier.

July, 1918 - Restaked as Christal King claims by A.E. Erickson and F. Swanson who drove two short adits, the upper of which was 10m deep.

June, 1949 - Restaked as Paddy claims by E. Bjornes.

1950-1951 - The Paddy claims were explored with trenching.

1956 - The Paddy claims were explored with trenching.

1957-1966 - The Paddy claims were sold in June, 1960 to A.A. Smith who added the adjoining Carol claims in October, 1957 and more Paddy claims in October, 1963.

1960-1963 - The Paddy claims were explored with trenching.

1964-1966 - The Paddy claims were explored with ground sluicing, a short adit in 1965, and 337m of overburden drilling in 1966.

1968 - The property was optioned by Silver Spring Mining Ltd. which completed 136m of cross-cutting and drifting and 61m of raising in 1969.

December, 1970 - Silver Spring Mining Ltd. added the OK claims before entering a joint venture with Canadian Reserve Oil and Gas Ltd.

1971 - The joint venture conducted 105m of drifting and drilled 5 underground holes.

October, 1973 - Additional OK claims were staked

1975 - Trenching was completed.

1976 - At least 25 percussion holes (1008.9m) were drilled on the Paddy group.

1978 - Raising and mining was completed above the adit and 224 tonnes of ore were custom milled by United Keno Hill Mines Ltd.

1981-1982 - The joint venture performed minor trenching before the property reverted to Silver Spring Mining Ltd. The property was transferred to Canada Tungsten Mining Corporation Ltd. in 1982, who trenched on the Paddy 2 claim.

1984 - Approximately 20 tonnes of hand cobbled ore were shipped to a smelter by Springmont Mining Ltd. under a lease agreement.

1986-1990 - Springmont trenched in 1986, acquired ownership in 1987, and performed additional trenching in 1990.

### **CLAIMS STATUS**

The status of mineral claims including claim names and numbers, claim expiry dates, and current owners in the vicinity of the Paddy site are noted as of 1992/03/31 as follows;

<u>CLAIM NAME/NUMBER</u>	<u>EXPIRY DATE</u>	<u>OWNER</u>
OK 1-2, 3-4, 5-10	1993/10/01	Springmount Operating Co. Ltd.

The major commodities identified at this site are silver, lead, zinc, and gold.

Geology at the site is made up of a many-branching, traverse-type vein system. The vein zone cuts schist and greenstone beneath the Keno Hill quartzite. Later work also discovered siderite veins containing narrow, discontinuous lenses of galena, tetrahedrite, and sphalerite.

### **CURRENT SITE CONDITIONS**

The Paddy exploration site is north of Highway 11 along Christal Creek at the north end of Galena Hill between the communities of Elsa and Keno.

Site photographs showing existing site conditions at the time of inspection on 1993/07/22 are attached as Appendix B of this report.

The site is covered by thick vegetation made up predominantly of alder, willow, and black spruce to 7m. The surface material is a silt and gravel till overlying bedrock. The trenching also exposed bedrock outcroppings. Christal Creek flows through the middle of this exploration area. This is a major tributary to the South McQuesten River. Christal Creek appears as though it could support fish habitat.

According to the historical records activity appears to have been first started in 1915 with two short adits started in 1918. The site appears to have been left until 1950 when trenching was attempted. A number of trenching activities took place from this time onward with the main underground activity taking place between 1968-1971. The most recent record of activity was trenching in 1990. Ownership of these claims appears to have changed several times over the history of the site.

Remaining infrastructure and material is quite old and it is apparent that the activity at the site occurred a long time ago. Remaining pieces of infrastructure left from the exploration and mining activity includes;

- one intact open adit and remnants of two other adits. One of these adits was removed by excavation and the other was very old and collapsed.
- 35 empty barrels (marked to have contained methyl isobutyl carbonal).
- an old wood frame wood clad building measuring 2.4x3.7m. This building was empty except for a few small pieces of metal sheathing. Two other very old buildings still remain at a separate location very close to the highway. These buildings appear to be from the earliest development at this site as vegetation has completely overtaken this area.
- two ore cars.
- 25 pieces of rail 6.1m long.
- 8 pieces of pipe.

A detailed description of the infrastructure follows.

#### Trenching and Adits

Trenching was completed at a number of places within the area, some of which was quite extensive. Some of the trenching was along the steep slopes above Christal Creek and it is quite likely that at the time this work was ongoing that some material sloughed into the creek. One of the areas of trenching appears to have excavated over an old adit.

One adit was intact and open, supported at the entrance by locally cut timbers. This open adit is 10-15m above Christal Creek and had a waste area below it sloping to Christal Creek. This waste area measured approximately 40-50m long, was about 4m wide, and 3-5m thick.

What appears to have been an old adit was found close to the highway, however any entrance that once existed has collapsed. This site was completely overgrown with vegetation. Some pieces of rail were also found in the trees on this very steep slope.

Roads connect all trench and adit sites with log bridges across Christal Creek.

#### Building and Barrels

The one small warehouse is very old and deteriorating. This building is portable but is rotting and has very little residual value.

Thirty-five empty 204 litre barrels are stacked on a level area beginning to overgrow with willows. What appears as a hydrocarbon spill measures about 5x5m near the stack of empty barrels.

## RECOMMENDATIONS

The substantial amount of trenching across this site has caused the most impact on the area. Several sites looking like "borrow pits" have been created, and in some cases material has been pushed down slopes resulting in erosion and some siltation into Christal Creek at some time in the past. However, most of the trenching has taken place a long time ago and is beginning to grow vegetation seeded from the adjacent trees, shrubs, and grasses. Attempting to regrade and reshape the trenched areas will cause additional damage to vegetation that is regrowing in once stripped areas. It is recommended that the trenched areas be left to allow the natural revegetation to continue.

Barrels, pipe, ore cars, and rail left on the site should be removed if a clean-up program is initiated in the area. As roads extend to the site clean-up of this material should be relatively easy to complete. Clean-up of this material is considered a **LOW** priority.

Vegetation is not growing on a small patch of ground that appears stained from a hydrocarbon spill near the barrel site. What appears as an old hydrocarbon spill should be confirmed. This can be completed by sampling and testing the surface soils to determine what is causing the staining. This is a very small area in a remote area and for this reason is not considered a high priority. However if clean-up is undertaken at this site, verifying what is suspected as a hydrocarbon spill should be completed. If this stained area is an ongoing environmental liability, then the extent of the problem can be defined with further testing, and a site remediation plan developed.

The building left on-site is in poor condition and of little value. It is recommended that this building be disposed of at some time in the future. This is also considered a **LOW** priority.

The open adit is considered a safety hazard and it is recommended that it be sealed securely so that it cannot be accessed by the public. This is considered a **HIGH** priority and this work should be completed as soon as possible.

## SUMMARY

The main concern at this site is considered to be the open adit accessible to the public. For safety reasons this adit should be sealed from the public to eliminate any risk of an accident occurring by anyone that could enter it.

To properly clean-up the site all barrels, rail, ore cars, pipe, and any other metal waste or garbage should be removed from this site. However this work is considered to be a **LOW** priority at this time as this material does not appear to be causing additional or ongoing damage to the environment.

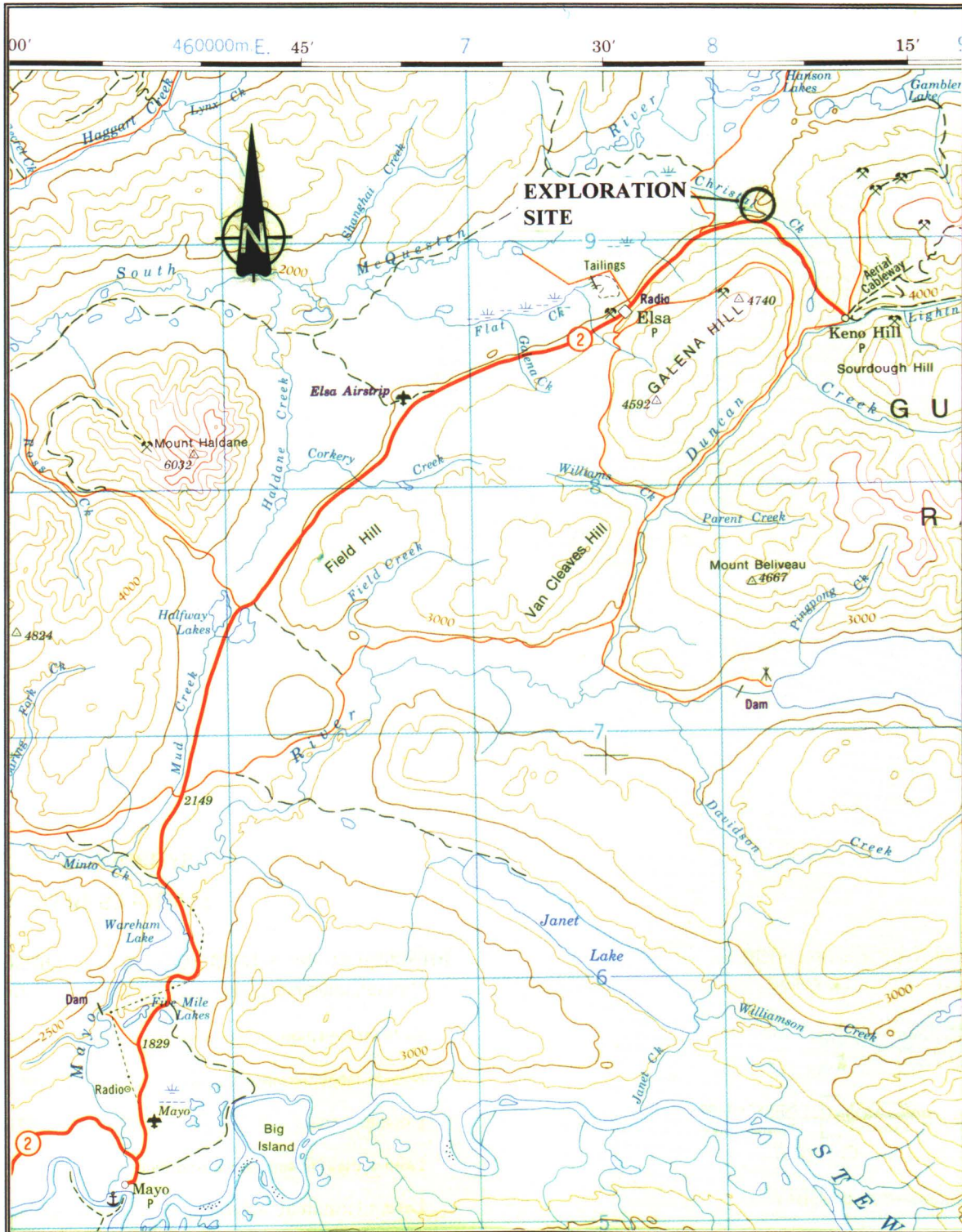
What appears as a hydrocarbon spill should be confirmed to determine the extent of this potential environmental liability.

Likewise, the one remaining building should be removed but this is also considered a **LOW** priority.

The areas where roads have been constructed and trenching has been completed has left the most visible scarring on the landscape. This is considered to have had the most impact on the environment. Attempting to improve conditions that have been left will only cause additional damage in this northern environment that recovers very slowly. This is not recommended.

**APPENDIX A**

**SITE LOCATION MAPS**



SITE NAME: **PADDY**

SITE NUMBER: **105M-14-9**

MAP NUMBER: **105M**

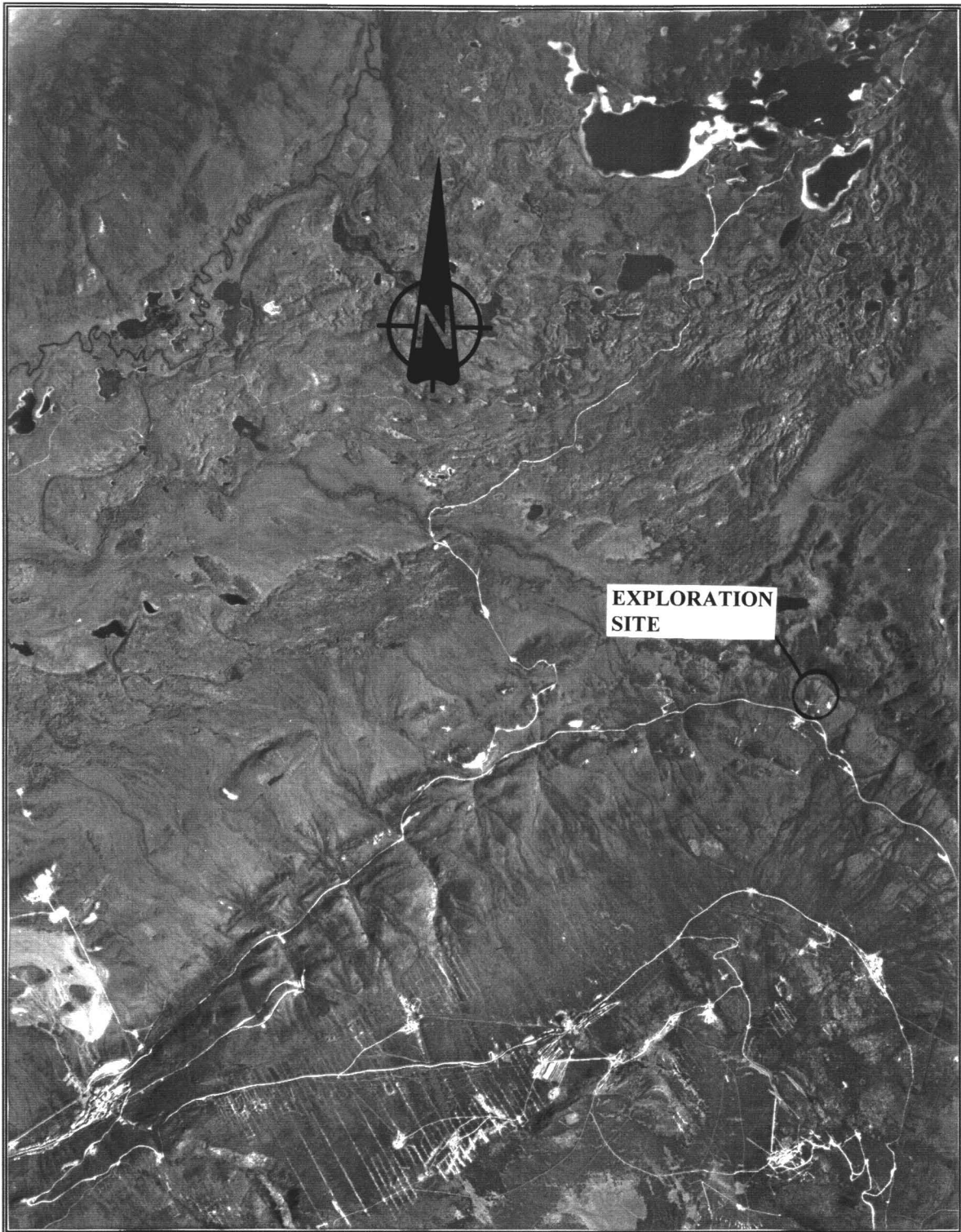
MAP NAME: **MAYO**

MAP SCALE: **1:250000**

SITE LOCATION:

LATITUDE: **63° 57'03"**

LONGITUDE: **135° 23'47"**



SITE NAME: **PADDY**

SITE NUMBER: **105M-14-9**

AIRPHOTO NUMBER: **A19980-9**      YEAR: **1968**

AIRPHOTO SCALE: **1:56000**

SITE LOCATION:      LATITUDE: **63° 57'03"**

LONGITUDE: **135° 23'47"**

**APPENDIX B**

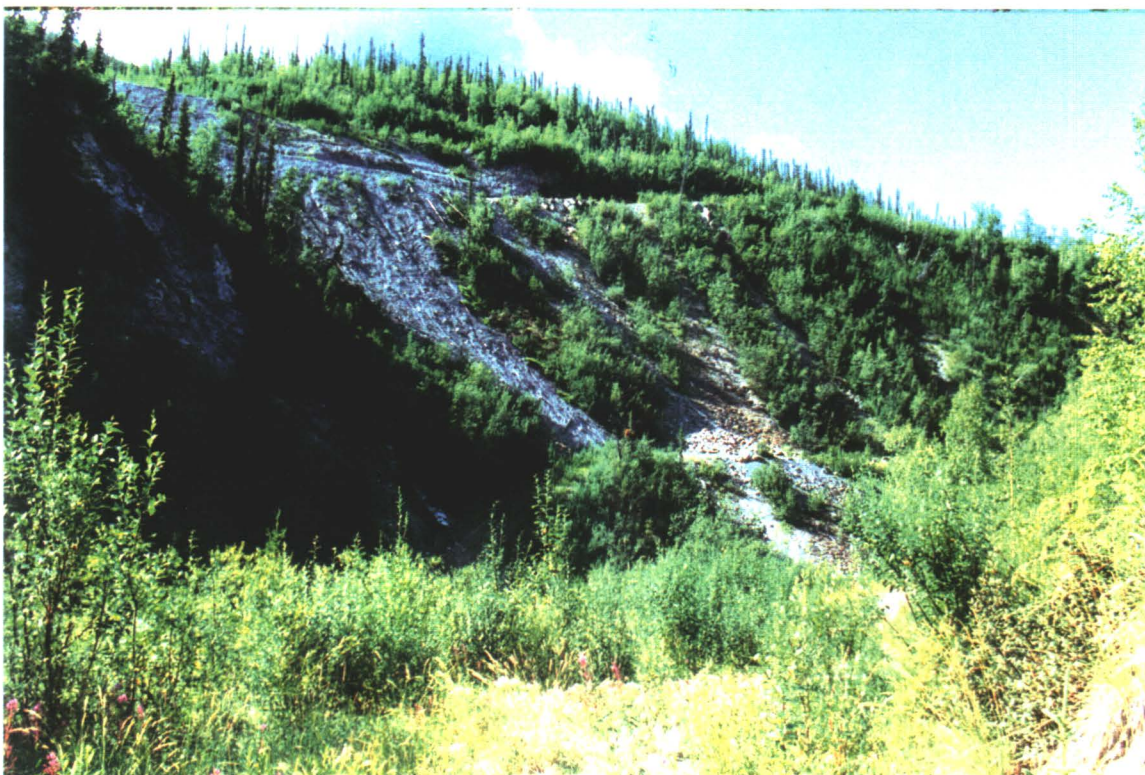
**SITE PHOTOGRAPHS**



OPEN ADIT



EMPTY BARRELS



WASTE DUMPED DOWN SLOPE (NOTE EROSION)



TRENCHED AREAS



PIPE AND RAIL



STAINED GROUND



SMALL WAREHOUSE



ORE CARS