

NOTES TO ACCOMPANY PROSPECT MAP OF THE FAIRBANKS-WOLF CREEK DIVIDE

The trench near the road on the Marigold and "I. B." claims was started by Arctic Alaska Fisheries and Enterprises, Inc. but was not dug to bedrock. Except for that trench, all the bulldozer trenches shown on the map east of the Kawalita claim were made by the U.S.S.R. & M. Co. when it had the McCarty Mine under lease. A.A.F. & E. dug several bulldozer trenches a few hundred yards west of the Kawalita that are not shown on the map, and several bulldozer trenches dug by U.S.S.R. & M. Co. on the Willie, Pennsylvania, and Pioneer claims are not shown on the map. All of the production of A.A.F. & E. to date (approx. 800 tons) has been mined from the open-cut on the Kawalita.

The narrow excavation designated "Old Trench" south of the Kawalita open-cut pre-dates activities of U.S.S.R. & M. Co. in the area. A few remnants of rotted or rusted rigging along the trench indicate that it was dug by winch and scraper. The long bulldozer cut north of the "Old Trench" shows only an east-west trending, iron-stained zone, which should be investigated further.

The "Jamesonite lead", which was uncovered in June, 1960, was known at least 20 years ago. The short northwest-southeast trench downhill from, and adjacent to, the bulldozer cut near the "Jamesonite lead" was dug by hand by Hugh M. Henton in following that lead at some time prior to 1940. Excavation by A.A.F. & E. after that area was mapped has obliterated part of the Henton trench and part of the U.S.S.R. & M. Co. bulldozer cut. It is unlikely that the vein on the Kawalita and the "Jamesonite lead" are the same vein.

The U.S.S.R. & M. Co. bulldozer trenches between the "Jamesonite lead" and the branch road on the Pioneer claim were dug in 1951, or

thereabouts. They have sloughed somewhat, but iron-stained zones and other signs of mineralization are discernible. A.A.F. & E. plans to clean out those trenches for further investigation. The trenches farther east and south were dug in 1949, or thereabouts, and were mapped and sampled by U.S.S.R. & M. Co.

On the Pioneer claim, near the fork in the branch road, a stibnite vein was mined during World War I through an inclined shaft, which has become inaccessible. During the Korean War, U.S.S.R. & M. Co. exposed the tops of the old World War I stopes by digging bulldozer trenches, and also exposed a narrow lens of stibnite in the footwall of the mined-out ore-shoot and parallel to it. A shaft was sunk 20 feet to see if the narrow lens widened enough to be minable. It did not widen in that depth, and no further work was done on it. Bulldozer trenches were dug to trace the stibnite vein a few hundred feet in both directions along the strike from the old inclined shaft, but no other ore-shoots were found.

Nearly all, if not all, of the mining done by U.S.S.R. & M. Co. during the years that it had the McCarty Mine under lease (1939-1958) was done through the American Eagle shaft on the Henry Ford claim. The long trench extending southeast from the Fairbanks Creek road exposed the tops of old stopes not shown on U.S.S.R. & M. Co. maps, and, therefore, probably mined prior to 1939. Some small, unmined segments of the American Eagle vein were also exposed. Apparently there has been no mining on the American Eagle vein northwest of the main road. In the area between the branch road and the main road on the Pioneer and Henry Ford claims, U.S.S.R. & M. Co. enlarged the two bulldozer trenches shown on the map and exposed the American Eagle vein. Trenching along the

vein showed that it extends two hundred feet or so west of the branch road, where it is cut by a northeast-southwest trending fault. From exposures in other bulldozer trenches not shown on the map, this fault appears to be the structure that served as a host for the stibnite deposition on the Pioneer claim. The shaft between the branch road and the main road is 30 feet deep; it was sunk on the American Eagle vein by U.S.S.R. & M. Co. in 1952, or thereabouts. The location of the shaft on the map may be in error by a few tens of feet, having been determined by a survey with open-sight alidade which began at the west end of the Kawalita claim.

Part of the ore mined through the American Eagle shaft came from the Henry Ford vein, which strikes northeast-southwest (at right angles to the American Eagle) and has been displaced a few hundred feet by the American Eagle vein. The northeast segment (Upper Henry Ford) has moved southeast relative to the southwest segment (Lower Henry Ford).

The underground workings south of the head of Fairbanks Creek on the Henry Ford Nos. 1 and 3 and Little Jim claims are on the McCarty vein. This vein was mined in 1929-30. All of the veins or veinlets shown in the bulldozer trenches along the McCarty vein were sampled by U.S.S.R. & M. Co, and none of the samples contained any appreciable amounts of gold or silver.

At least fifteen mineralized veins have been discovered on the Fairbanks-Wolf Creek divide; at least seven have been productive at one time or another.

College, Alaska
December, 1960

Robert H. Saunders
State Mining Engineer