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Glacier Gulch Finds New Ore - Broaden Development

Broadening of the development program of Glacier Gulch Mining Co. Ltd. near Smithers has been ordered by directors following a new report by H. L. Batten, consulting mining engineer, and new high grade discoveries.

The engineer spent the last five days in May on the property. On his advice, in addition to preparing the lead-zinc vein for mining, now nearing its final stages, the company will search for possible parallel veins in this area by diamond drill with a view to adding to ore sources quickly.

Since Mr. Batten's examination, discovery of two veins with spectacular values were exposed. These veins are on the opposite side of the Gulch from the main workings and bring to five the number of parallel veins located to date in this part of the property. The new discoveries confirm Mr. Batten's view that close attention should be paid to search for new parallel veins. They were discovered on the precipitous side of the Gulch when E. J. Brenner, business manager of the company joined Jack MacBeth, recently appointed foreman, in looking for a site for a diamond drill station. These two veins and the three previously worked on in the area are parallel and all within about 150 feet.

The first was located at about 2900 ft. elevation and was about 3 feet wide. A representative sample averaging \$244.68 per ton including 70c in gold; \$118.98 in silver; \$26.52 in lead; \$96.48 in zinc and \$2.00 in copper. These veins will be given attention in the immediate program.

On the south side of the Gulch, directly opposite the new discovery, work on the raise to reach the developed lead-zinc orebody from the main crosscut level was placed on a three-shift basis as from June 1. This program will be advanced with all possible speed. When Mr. Batten left the property, the raise from the main crosscut level was up about 70 ft. incline distance from the first level above the crosscut, known as the 2700 level. Mr. Batten has advised that on the 2800 level, when reached, a cross-cut be driven to pick up the vein. At the same time the raise will be continued on to the developed oreshoot on the 2900 level and a drift will be run northeast on the 2800 level to break through to the surface.

Present rate of progress is expected to rapidly make up for a ten-day delay caused by an overbreak of rock in the raise.

On Mr. Batten's advice other known mineralized areas of the property will be explored at the same time. The entire program, he states, should be designed to provide information as quickly as possible on what ore may be obtained readily and at low first cost.

After a careful study of the showings on the north slope of Glacier Gulch, directly opposite the main lead-zinc vein under development, Mr. Batten says there appears to be a fair chance of this zone developing a substantial tonnage of commercial ore. He points out that the north deposits occur in a zone about 100 feet wide and differ from the south vein in the absence of a well defined fissure. They also carry more copper, some gold, and more pyrrhotite. Work now being done will indicate the most advantageous location for diamond drill holes to investigate tonnage possibilities.

GOOD VALUES

Samples taken by Mr. Batten confirmed results of a shipment made by previous owners. A sample taken typical of the selected ore primarily to show the nature of the ore minerals rather than to determine average grade averaged \$117.62 per ton, made up of \$11.20 in gold; \$4.50 in silver; \$5.44 in lead; \$96.48 in zinc. A grab sample of the oxidized fines from a dump below a shallow shaft averaged only \$19.49 but Mr. Batten says this has no bearing on the grade of ore that might be mined. He took a third sample representative of a well defined streak, 18 inches wide which dips very flatly into the hill. This sample averaged \$189.81 per ton, comprising \$4.23 in silver; \$9.18 in lead; and \$176 in zinc.

The engineer has reported that gold-tetradimite deposits on the south slope of the gulch may be regarded as source of high-grade ore for selective mining but he suggests that the important possibility, fully warranting investigation, is the bulk mining of a large tonnage. To prepare for this would, require detailed geological study and close sampling, involving considerable expense. The company's gold deposit might be investigated now with the aid of other mining companies or left in abeyance in the expectation that successful development of the lead-zinc deposits will put the company in position to take care of this additional project in the future, Mr. Batten suggests.

A sample from a six foot face

near the middle of the gold area workings was taken by Mr. Batten and averaged \$160.10 per ton in gold, calculating at \$35 per ounce. A sample from an 18-inch quartz vein at the intersection of drift and crosscut averaged \$2.80 per ton in gold. Another sample representative of an exposure of white chalky material in which gold values usually occur averaged \$8.40 in gold per ton. Mr. Batten took a grab sample from a small pile of material much of which showed free gold and obtained an assay of \$61.60 in gold per ton. He had no way of knowing whether this was material it was proposed to ship or rejects from ore shipped, he explains.

Seattle Shriners Rupert Visitors

A boat-load of fez-capped gentlemen and their wives surged ashore in Prince Rupert yesterday afternoon as the Union Steamships' Chilcotin docked on her first tourist cruise this summer.

The 87 members of the Nile Shrine Temple, Seattle, led by Potentate H. Dan Bracken, jr., are on their way to the Shrine convention in Juneau, Alaska. They left Vancouver Saturday, where they received a royal welcome by 5000 Canadian Shriners gathered there for the week-end convention.

The touring party will dock again in Prince Rupert Saturday morning at 9, and will remain to "see the town" until the Chilcotin leaves at 3 p.m.

Even in the rain that greeted the visitors, all were grinning and smiling as they crowded the gangplank to get a quick look at "another interesting B.C. coast city," as one of them put it.

Capt. H. E. McLean, well known on coast, is skipper on



FIRST SIGHT OF MOM—Prior to his arrival in Montreal on the Canadian Pacific liner Empress of Canada, little David Holden had never seen his mother, Mrs. Leonard Holden of Greenfield Park, Que. When David was born in Montreal, Mrs. Holden was too ill to see him. A nurse looked after him for some time and then he went to England to live with his grandmother. Here Mr. and Mrs. Holden welcome their son with open arms. (CP PHOTO)

the Chilcotin. Purser is G. C. Foote; J. Grieve is chief engineer, and H. Humphries is chief steward.

All cruises of the Chilcotin this summer have been booked in advance, company officials said.

"West Point" Merry Film

With the colorful background of the United States Military Academy, "The West Point Story," musical now showing at the Capitol, has a talented cast topped by James Cagney as a trouble-shooting showman who goes to West Point to stage a musical production set against a series of eye-filling spectacle, song hits, beautiful girls and military-perfect cadets. Lovely Virginia Mayo, Doris Day, Gordon MacRae and dancer Gene Nelson aid Cagney in this "Yankee Doodle Dandy"-type entertainment.

"The West Point Story" is concerned with an unemployed Broadway director who journeys to the Academy to direct an amateur revue. There, he tries to buck Army routine and nearly gets the show cancelled, he's put through his paces as a regular plebe and causes general mayhem throughout the military establishment, winding up by not only getting himself in trouble but involving the other cadets as well. How this fast-talking showman finally manages to save the day for the group is the basis for much of the film's hilarity.

Among the songs featured in "The West Point Story," are "By the Kissing Rock, B'klyn, You Love Me, Long Before I Knew You, It's Raining Sundrops and A Hundred Days to June—all written by Samy Cahn and Julie Styne of It's Magic and Put 'Em in a Box fame.

The British tanker Corporation, operating the world's largest fleet of oil tankers, lost more than half its ships in the second World War.

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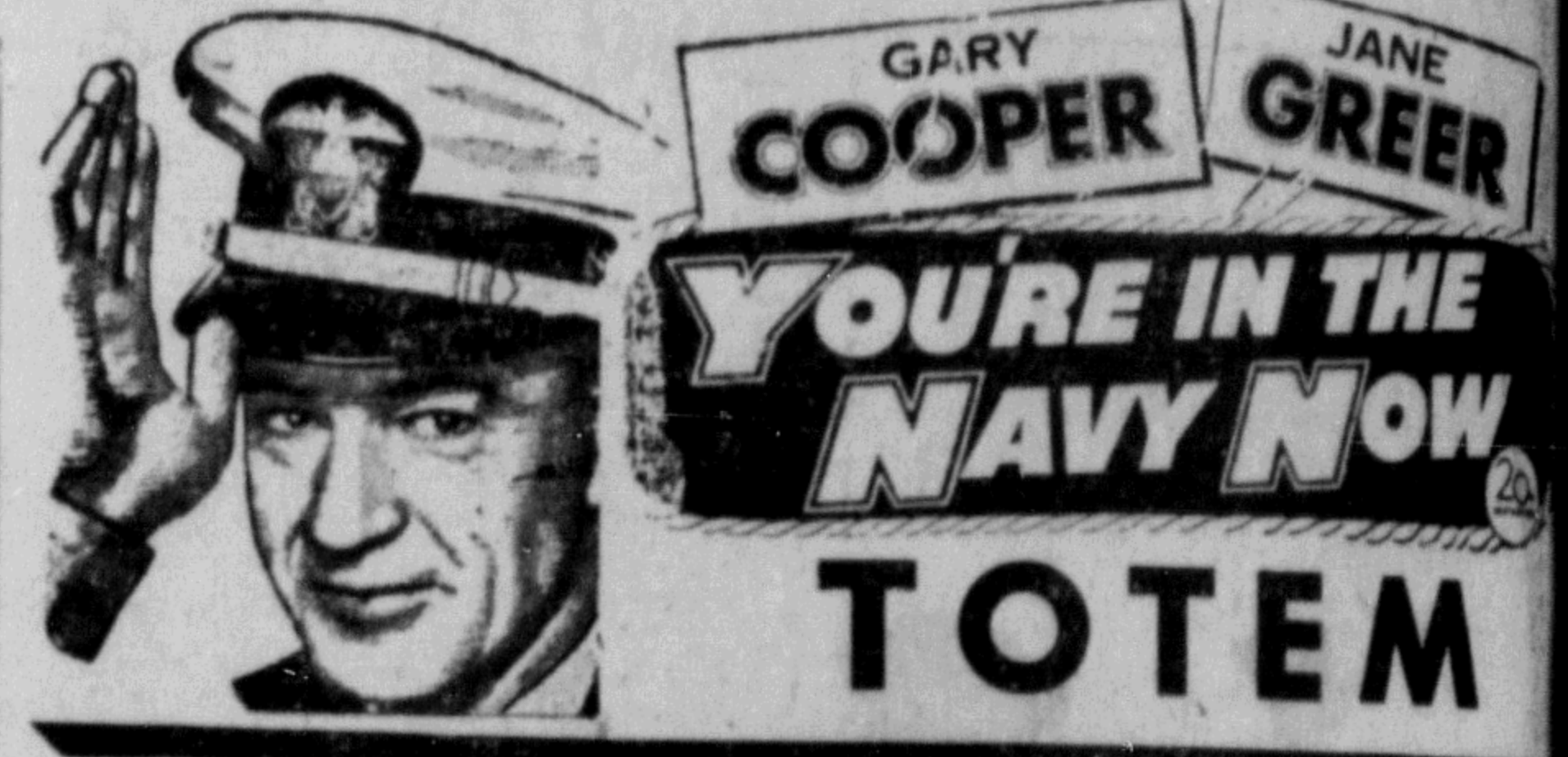
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