

History of Khutze Inlet and Western Copper Property

Written by J. Milton Meldrum circa 1995,
transcribed and appended by Robert Meldrum in 2006,
edited by Barry Price, 2009, and Dirk Mendel, 2015.

Khutze Inlet is approximately 104 kilometers South of Kitimat on B.C. inside passage. The Inlet is nine kilometers long extending off Princess Royal Channel between Klemetry and Butedale. In June 1793 Captain Vancouver anchored in Khutze Inlet and found the fishing to be very good. Carter Bay, south of Swanson Bay is named after the sailor who died on Captain Vancouver's ship after eating clams contaminated from Red Tide.



My Father Charles William Meldrum was born in 1862 on a farm in Quebec, three miles from the town of St. Calixte de Kilkenny, Montcalm County, forty miles north of Montreal. He never attended school in his entire life. Sir Wilfred Laurier lived in the next town, St. Lin, and he knew Sir Wilfred and his brother Charlemagne Laurier. Charles died in 1932 in Vancouver.

In April of 1898 my father married a neighbour's daughter and decided to take the C.P.R. to Western Canada and go to the gold strike in the Yukon and forget about farming the stony ground of Kilkenny. They stopped in Ashcroft, lived in a tent. Dad signed up with a troupe, with horses, to walk from Ashcroft to Dawson City. The journey started but soon horse trouble, pack trouble, and trail problems forced a returned to Ashcroft.

During this time my mother had written to her younger brother to also come to Ashcroft as the CPR had job openings. Anybody in their shirt sleeves were hired at once.

In 1898 Dad still had gold on his mind so he travelled to Vancouver and on to Skagway, then over the Chilkoot trail to the interior. He found work there, shoveled gold at \$16.00 per hour for someone else for a short time. He stayed the winter and worked for the White Pass and Yukon Railroad (the last spike was driven in 1900) along Lake Bennett. He also prospected around Atlin before returning to Ashcroft.

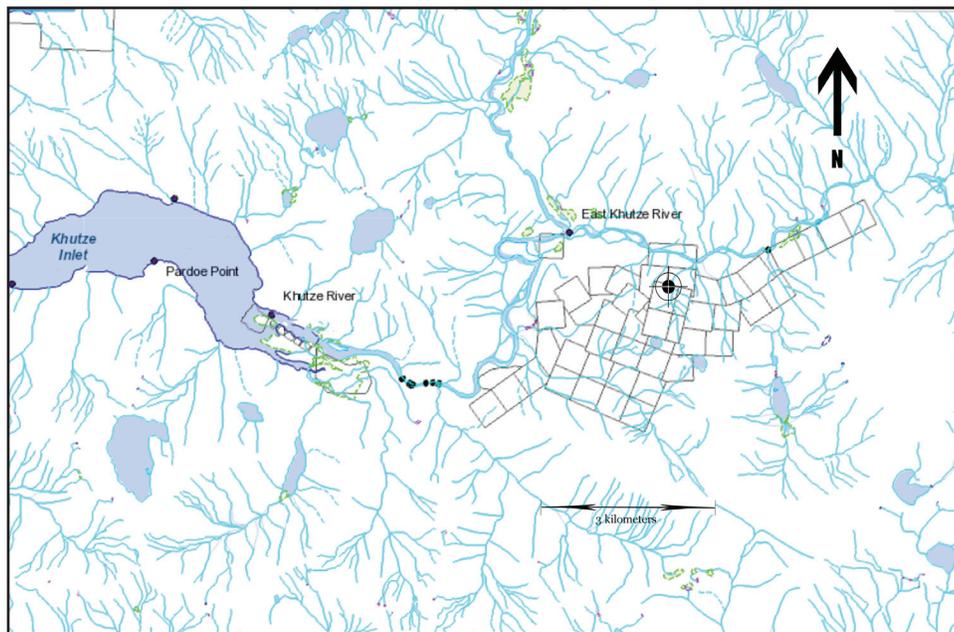
In Ashcroft he worked on the water works installation and later as an axe man with the Geological Survey of Canada under the well known surveyor George Dawson (1849-1901). While surveying he listened to much talk about rocks and gold. It was in his blood. In 1902 he worked on a tug boat as a fireman and steam engineer towing log booms to Vancouver from up the Coast. On the occasion of a heavy storm they went into Bella Bella and tied up to out-wait the storm.

A chance meeting on the wharf with Dr. Large, the medical doctor in Bella Bella, changed his life. Dr. Large told my father about an Indian patient who had a piece of “chicomán ¹” rock under his hospital bed. The Indian was most anxious to talk to a prospector. That started a long talk and money changed hands. The story was that he had trapped up the East Fork of the Khutze River by Klemtu ² and had noticed a large room-sized rock from which he had taken the sample. It appeared to be a copper mineral and was quite heavy. Upon closer examination the sample rock was identified as chalcopyrite, a copper ore. It was agreed that additional money was to be paid, if and when the mineral deposit was found.

The Indian was from China Hat, now called Klemtu, and is about 60 kilometers (40 miles) south of Khutze Inlet. Each year his Indian band would go to Khutze Inlet to collect wild rice, crab apples and cranberries and also hunt for deer, goat, ducks and geese, as these stayed in the Khutze River estuary the year around.

In Vancouver my father met a man in a real estate office, Alex McLeod, who was excited with the story and even more with the sample. A partnership agreement was made to find the source and prospect in the valley.

During the 1902 winter they constructed a wooden sixteen foot boat with a sail and oars. The following spring a freighter took them to Klemtu, where their adventure to Khutze Inlet began.



Map of Khutze Inlet showing mineral claims.

They rowed and sailed up the Princess Royal Channel between Princess Royal Island and the mainland for sixty five kilometers to the end of Khutze Inlet. The Inlet is about ten kilometers long with a slight right hand turn at the end. My father and Alex had a six month supply of food and goods which they first cashed in the bush and slowly

1. Or chikamin stone = Indian or Chinook word for mineralized rock with high value.
2. An alternate older name for Klemtu is Kitasoo. It was also known as China Hat due to the shape of Cone Island, which protects it from the open water. The name Klemtu is from the Coast Tsimshian language “Klemdoo-oolk,” meaning “impassable” Wikipedia

made their way up the river for about eight kilometers, crossing many small streams including Grizzly Creek and Wolf Creek and finally to the North Star Canyon, where the large mineralized rock was, at the base of a slide that came out of the canyon. The big rock came from way up the mountain side. They had a very difficult time trying to scale up to the source but finally made it by building ladders to get above the bluffs. They found the vein of mineral, from a knife blade to four metres wide. It is a fissure vein that followed the base wall for about a kilometer or so. They took samples, staked claims and witness posts to cover the ground they could not climb.

In later years, an easier way was to climb up on the snow, in the spring, into the canyon, and to the vein.

Upon returning to Vancouver, they met Mr. Nelson, a Mining Engineer from Swansea England (Wales). He was very excited about their find and made a quick trip to Khutze Inlet to see the showings for himself. Fortunately the ladders were still usable to access the vein. Taking samples and returning to Vancouver, the assays were soon done. Assayed results were very good. A purchase option was made within the year, through George Martin³ and William Shannon⁴ (1841-1928) through the firm Martin and Shannon (firm started in 1907). The offered amount was ten thousand dollars cash and fifty thousand dollars if the mine produced a profit.

The following spring Nelson cabled my dad and Alex McLeod to say that they had found a more exciting property in South Africa and they now decided not to go to B. C.

Martin and Shannon, however, were interested in purchasing the option for the Khutze Inlet property. My Father said no but finally agreed.



Mr. James Bolivar Mathers⁵ (1863-1936) was another executive associated with Martin and Shannon, and had mining experience in Ontario.

[In the early 1900s, William Shannon and partner George Martin acquired 51,500 acres of coal and timber leases in the Queen Charlotte Islands. They bought the rights from three men who had staked the first sixteen timber limits on Masset

On Khutze inlet there is a group of claims owned by Martin & Shannon, of Vancouver, viz.: the *Ida, Bair, Goat, Anna, Joanna, Alice, Lulu, and Happy Jack*, on which considerable work has been done this season. Applications for certificates of improvement are pending on the above-mentioned claims.

Here is the first mention of Khutze Inlet in the Minister of Mines Annual Report, 1909.

3. Shannon Falls close to Squamish is named after Mr. Shannon
4. James Mathers was elected to the first council in West Vancouver in 1912. Mathers Ave. in West Vancouver is named after him.
5. James Bolivar Mathers first settled on a lot in Loughborough Inlet. This Inlet is north of West Thurlow Island. He was elected to West Vancouver's first Council in 1912. He was a broker according to his 1912 election ballot.

Inlet. Shannon and Martin paid \$0.20 an acre for the leases, and six months later sold them to Benjamin Graham for \$2.50 an acre. <http://www.surreyhistory.ca/williamshannon.html>]

Over the next few years horses were brought into Khutze Inlet, cabins were built and mineralized veins were assessed by driving short adits.

During this time three Singer brothers were also trapping along the main Khutze River. They rented the horses from the mine operation to pack traps and supplies to their camps up the river.

Years later I got to know Porter Singer⁶ who shared his story with me. One story was about Wesley⁷ his brother. He cut his leg while chopping wood in the Khutze beach camp. Fortunately, Porter smothered the flow of blood with a floor sack. Wes always had a limp after that but his life had been saved. Two of the brothers died on the Charlottes.

Later at third cabin, eight kilometer from the beach, I found their names carved on the door post; Porter Singer, Mable Singer and Lillian Palmer. Porter and Mable had their honey-moon at Khutze Inlet in 1911 with their friend, the bridesmaid, Lillian Palmer. This must have been a “back to nature” event. Both Porter and Mable treasured their outdoors experiences and memories with the beauty and wildlife of Khutze Inlet valley.

In 1910 Martin and Shannon hired Mr. Rice, a Mining Engineer from Prince Rupert, to survey the 48 mineral



Main adit on the West side, Ward B. Smith, Operations Manager, ??, ??, Charles W. Meldrum in 1928.

6. Hezekiah Porter Singer, (1884-1959) Porter Singer married Mabel Irene Powell April 5, 1911 in Vancouver. Mabel died in Vancouver May 10 1960 age 73. (BC Archives)
7. Wesley St Clair Singer, (1881-1977) died in hospital after his night cloths caught fire while starting a fireplace. (BC Archives - Death Certificate)

claims and some land leases. They also hired Ronald Campbell Campbell-Johnson ⁸ to make an engineer's development report on the extensive property. He spent several weeks on site. Following the report recommendations, Shannon became the driving force on this venture. Mathers planned on building a standard gauge railroad, the eight kilometers to the base of the mountain. Alex McLeod was placed in charge, constructing grade over three kilometers long. A Baldwin steam locomotive was purchased and brought in but not before a pile driver started building a wharf on the south side of the Inlet.

Alex told me that when he first fired up the locomotive, it shook so much as it rolled down the steel. He turned it off as soon as he got to the end. Unhappy with the locomotive, they soon bought in a Model T Ford, adapting it with railway wheels, so it would act as a locomotive at a very slow 10 kilometers per hour. The Model T was used up until 1929.

The main camp was at the beach. The main building was two stories but, with extreme tides twice a year, a meter of water flooded the ground floor.

Over time they procured a few freight cars and converted them into living accommodation. While work on the railway was ongoing, Shannon had traced the vein along eight kilometers.

Today, the Baldwin locomotive still sits in the bush at the end of the rails.

Many hand drilled tunnels were driven into showings as far as ten kilometers (seven miles) inland from tidewater. There was no power tools used. The initial operation was shutdown in 1915 with the onset of the First World War. One fatality occurred before the closure. The Chinese cook went for walk after Sunday evening dinner and never returned. His the bones were later found in 1926 when they were constructing the grade for the second railway, He had apparently been caught by the incoming tide.

In 1916, a single fellow had heard about the Khutze Inlet Valley and decided to go up there to get away from



J. Milton Meldrum was 18 in 1931, on the locomotive at Khutze Inlet

8. Ronald Campbell Campbell-Johnston, father of Maisie Hurley and great grandfather of Moira Movanna who later invested into the Western claim.

World War I. He built a very small cabin about three and a half miles from tidewater in a very fine stand of spruce and hemlock thinking he could build a farm. The first winter was enough isolation to drive him back to civilization.

At the end of WWI in 1918 my father interested some Seattle mining investors into examining the property. They spent two weeks climbing up the West and East side of the North Star Canyon to take samples. They returned to the beach and used a canoe with a kicker to return to Swanson Bay, 19 kilometers from the head of Khutze Inlet. Swanson Bay had a large sawmill and pulp mill operating at that time.

Another group showed an interest in the Khutze Inlet properties and formed a private syndicate. This syndicate headed up by W.L. Gilbert ⁹ a Vancouver businessman, Mr. Scully, foreman, and Mr. Nick McNicoll assisted. Paddy Keegan received a letter (I have a copy) suggesting they should mine and sort 907 metric tonnes (1000 tons) of ore and go devil it down the canyon on the snow and horse pack it to the beach. An utter impossibility in those days. Several hired engineers did examine the property but with gold at \$19.00 per ounce and copper at eight cents, silver 50 cents an ounce it was a tough sell. In addition, the climate and rain made working conditions challenging. Swanson Bay registered 579 centimeters (228 inches) of rain in 1927.

The private syndicate completed some trail development and built a cabin in 1922 [not sure of this date].

COAST SECTION.

The *Western Copper* property consists of a large block of claims near the head of Khutze inlet. In 1926 they were purchased from Martin, Shannon & Mathers, of Vancouver, by the Revenue Mining Company. After doing some preliminary work the Revenue Mining Company turned the property over to C. G. Bush, of Detroit, who represents the Detroit Western Syndicate. It is now understood that this syndicate is forming a large corporation registered in the State of Delaware and ultimately will be registered within the Province. The Revenue Mining Company is a private company with a \$500,000 capitalization, financed largely by Vancouver capital. Although it has sold the *Western Copper* property to the Detroit company, development-work is being administered by the Revenue Mining Company.

Since the property was examined last year by the Resident Mining Engineer very little work has been done on the showings of this property, and there is nothing to add to the description of the ore occurrence as found in the 1926 Annual Report. The company's efforts have been directed this year towards building a railway, tram, and a fairly large permanent camp, getting ready for more extensive underground development next season. During the summer a narrow-gauge railway, just under 5 miles in length, was built from tide-water at the head of Khutze inlet to the main camp-site, just below the point selected for the working-tunnel. Twenty-pound steel was put on the ties, because a quantity of this material was on hand from an old railway which had been constructed for some 2½ miles up the same valley, but this steel will be replaced by heavier steel before much shipping is done. The grade is very good for a mining railway. The maximum grade up the valley is 2 per cent., and this is for a distance of but 1,000 feet, and the maximum reverse grade is 1 per cent. for a similar distance.

From this upper terminal a 3,000-foot aerial tram is being built to the tunnel-site. The right-of-way has been cleared and some of the towers erected, but the early snowfall prevented its completion this season.

The camp, which has been constructed at the upper terminal, consists of a bunk-house, 32 by 100 feet; a cook-house, 66 by 24 feet; a warehouse, 28 by 58 feet; and office buildings. All the rough lumber for ties and buildings was cut on the ground by the company under contract.

Throughout the greater part of the summer a crew of from fifty-five to sixty men was employed and the company is to be commended on the progress which has been made towards transportation and camp-construction.

The Minister of Mines, Annual Report, 1927.

9. Possibly William Lagrange Gilbert (1877-1966)

KHUTZE INLET SECTION.

Western Copper.—Operated by the Detroit Western Mining Corporation; W. B. Smith, manager; S. Bryant, superintendent. This mine operated, with a few minor stops, from the beginning of the year until the end of October. There were thirty-three men employed at this mine. During July 72 tons of ore was shipped. In my inspections I found the operation to be in good order.

The Minister of Mines, Annual Report, 1929.

A Wisconsin German, named Corbett ¹⁰, was the boatman and stayed on for a year, without pay, as watchman. He operated a trap line in the river valley from 1925 until he took his life in 1957. He lived alone for years in great isolation. The Thomas Crosby Mission boat for the United Church of Canada called in to check on him as often as they went by Khutze Inlet. Corbett fished, hunted and trapped beaver, marten, mink, weasel, squirrel, and lived quite well. He always had supplies and he canned deer, grouse, geese, ducks, salmon, wild crab apples. I sometimes brought his furs out for him. In the first years he rowed a boat south to Swanson Bay about 22 km (14 miles) and later he rowed the 26 km (16 miles) north to Butedale, where the Canadian Fish Cannery was, for mail and grocery supplies. In his latter years he got a partner, Ed Anderson, from Oregon to live with him and help run the trap lines. Ed was very active, extended the lines several miles. One early spring day Ed ran into five grizzly bears, shot all of them before getting back to the two room cabin by the Inlet.

In 1925 another Vancouver group, with my father, formed the Revenue Mining Co. and commenced a new railroad effort to reach the base of the mountain. With a 60 m (200') scow secured to the beach, the group built a saw mill one kilometer up the valley. They completed rebuilding about four kilometers miles of railroad.

Soon a Detroit firm, Detroit Western Mining Co., who had been very successful in Michigan with mining and real estate, showed an interest in the property. Officers of this company, the names that come to my mind, were Gen. Harragh, Mr. Leber, Mining Engineer, Ward B. Smith, Mining Engineer, was Mine Manager, Charles W. Bush, Promoter and Manager., J.P. Rowe, Mining Engineer and professor of geology at Missoula University, Harvey Hannah, Mining Engineer, R.C. Pryor, Mining Engineer, and Frederick Pardoe "FP" Wilson, Civil Engineer, was the construction engineer.

Under Detroit Western Mining Co. the railroad was constructed to seven kilometers from the beach with FP Wilson supervising construction. FP Wilson was formally chief construction engineer for the Dominion Construction Company. A diesel generator (English National 150 hp) was installed at the mine. A camp for 100 men and a 454 metric tonnes (500 ton) aerial tramway unit was to be installed the end of the railroad. The plan was to drive two 485 meter (1600') adits to hit the vein at depth.

The adit was never started, although the camps were built.

In 1928 Charles Bush examined the work and was unhappy with the nine kg. (20 lb.) steel on the railroad. He had it changed to 30 kg (65 lb.) steel per yard (regular CPR steel). At the same time they purchased the Surf Inlet Mine equipment located on the West side of Princess Royal Island. They sent scows over and returned with ore cars, oil flotation cells, assay office, flat cars, 100 electric motors, winches and other mining paraphernalia.

In order to get men up the steep mountain side, a very steep trail was built on the west side of the canyon which included two suspension bridges and more than 240 m (800') of ladders. A jig back cable was made to haul supplies up and to send down ore. The site of the camp was 667 m (2200') above sea level. Tunnels were driven through a fault zone and a decision was made to start a decline winze to connect with the Martin & Shannon tunnel on the east side of the canyon. About 90 m (300') down they encountered the vein which showed high grade ore. Orders soon came from Detroit to ship out the ore to return capital to the treasury. Two ore shipments were made to the American Smelting and Refining Company in Tacoma, Washington, and in 1929 shipments were made to Anyox in Alice Arm.

10. Possibly Arthur William Corbett, (1890-1957)

A cable was put across the canyon and some mineral was shipped over from the east side. Two drifts were put out into the canyon for water drainage and air.

In October 1929 a wire was sent to close the operation. The stock market crashed and the payroll was behind and funding was not secured for the winter. Everything was left to the pack rats, wild animals as well as human beings. They all had a field day. Many stories were made for the year 1930!

In 1931 Col. A.S. Macculloch ¹¹ who headed up the Revenue Mining Co. encouraged businessman Joseph F. Langer ¹² to returned to bring the Western Claim back into production.

Langer had come over from England after having won the Calcutta Sweep stake of 85,000 Pounds Sterling and built many blocks of houses in London. He built a number of suburban theatres in Vancouver and the famous Orpheum Theatre, after he had operated a successful placer mine at Likely near Quesnel. Success was partially compromised when employees made off with a number of gold nuggets.

The first job at Western was to de-water the decline adit of 121 m (400') of water and at the bottom drive an adit out into the North Star Canyon which they estimated to be 38 m (125'); they drove 42 m (140') without breaking out and at 45 m (150'), no luck. Langer said, "Shut it down.", as gold was down \$19.00, silver 50 cents and copper, eight cents an ounce. The crew, however, stayed on without pay and finally bore into the canyon at 50 m (165'), finding a vein with 60 cm of good ore. You now can walk across to the east side of the canyon. Mineral prices continued to

SKEENA MINING DIVISION.

On this group of forty-seven Crown-granted claims, situated in the Khutze Western Copper River area, the incline shaft was dewatered and continued for 16 feet and a Venture. crosscut for 138 feet driven to the canyon. This now forms a convenient means of access to the east side of the canyon. On the 350-foot level the sub-level was continued a further 16 feet towards west and shows 24 inches of high-grade ore in the face. Some work was also carried out on a small showing on the *Fanny* claim. Operations were in charge of E. G. Davidson with a crew of twelve men and closed on August 31st. For a detailed description of this deposit and the workings readers are referred to Bulletin No. 1, 1932. The *Hunter* group is also described in this bulletin.

The Minister of Mines, Annual Report, 1931.

plummet with the great depression and soon everyone went home.

In 1932 Fred Shelley optioned the property, hired eight men to open up the property, and get the railroad working. With promises, the pay was \$28.00 per month all found. They worked well and got things operable. B.W.W. MacDougal examined the property under very strained conditions as cheques became promises and sandwiches were missing something between the slices. Their only boat was an old leaking four meter row boat. Repairs to the hull had to be with canvas and tar heated with a flat iron. They rowed to Swanson Bay hoping that their pay would be there but, no, they had to go the opposite way to Butedale. They were very unhappy including Mr. Shelley in Vancouver.

Soon after they received enough money and continued working to the end summer.

No further significant work was done on the Western Claim for a number of years except for the odd person looking for a chance to find something new.

In 1937 the Canadian Credit Men's Trust was desperate to sell the machinery to pay for outstanding wages incurred from 1929 to 1932. Harry Stevens undertook the salvage operation. FP Wilson started with a small crew to

11. Alexander Stuart Macculloch (1886-1966)

12. Joseph Langer, a Vancouver businessman who was able in 1927 to pony up \$1 million to build the Orpheum and who was in deep financial trouble three years later. History of Metropolitan Vancouver website

again open the railway line. Stevens thought maybe there may be an opportunity for a major mining co. to take an interest at this property. An engineer from Allenby (a ghost town today where a large copper smelter operated at this time, by Princeton) came to view the property over ten days. He decided yes several times but with the world metal conditions with copper valued at eight cents per ounce, it was risky. No was the final response.

In December of 1937, the camp was running short of groceries when the Inlet froze over. The Union Steamship *Cardena* was unable to break through the ice to get to the float camp. The crew was down to one porcupine per day. Ten days later the weather warmed considerably and the ice melted.

All the salvageable machinery was removed by 1938 and sold to Japan to help the war effort.

KHUTZE INLET.

Hunter Group.—This group, owned by J. M. Meldrum and J. G. Campbell, was optioned late in the year to P. W. Racey and Seattle interests and exploration and development-work commenced. The group is located on the north branch of Khutze River, longitude 128° 18', latitude 53° 10', about 12 miles from tide-water.

The Minister of Mines, Annual Report, 1939.

In 1947 a small group of men who had never been there before, undertook to find ore and a way to remove it. They only got a couple of miles up the river before upsetting the canoe, nearly losing their lives. They had been financed by Mrs. B.T. Rogers, Mrs. Purdy and by Mrs. Hurley¹³ who was a daughter of the engineer Campbell Johnson who reported on the property in 1911. They had taken up some of the claims just before the bad experience.

In 1962 Col. MacCulloch, with an engineer, flew into the property by helicopter from Prince Rupert. There is only one spot to land on the west side. Unfortunately while attempting to land, a blade hit a tree branch and the helicopter collapsed to the ground. The only injury occurred when the pilot broke his ankle jumping to the ground. Shelter was close by in the main adit. Their helicopter radio only worked for broadcasting. After a two days of broadcasting may-day, they were finally heard by Alcan's Sikorsky helicopter working by Kemano. MacCulloch had by this time suffered a heart attack and had to be basketed out when help came.

A few years later I examined the accident location, landing with Okanagan Helicopters. MacCulloch's pack sack was still there, with a few sandwiches and his rifle. MacCulloch lived to 1966, apparently none the worse from the experience.

In 1967, Milton Meldrum took John Buckle in to examine the property and was very much impressed with the showings on both sides of the canyon. His recommendations to a Calgary company, Khutze Mines Ltd. Planned was a 365 meter (1,200') cable from the truck road to the vein site to ship selected high grade ore out. The company's directors were; Orville Burkinshaw, President, J.M. Meldrum vice-president, McConnel Secretary and Higgins assistant secretary. Meldrum directed, at the start, to build a truck road seven kilometres into the spot selected for the base cable operations. Two portable living quarters on wheels was barged in with a D9 Caterpillar, an International dump truck, a 4x4 pick up, a French diesel track tractor. A 12 meter (40') diesel boat and a 5.5 m (18') boat with two 106 hp. mercury outboards were used for water transportation. The road was completed for 5.6 km (3.5 miles) inland with Burkinshaw's brother as foreman. In October he phoned Meldrum and received news was that there was no pay cheques for the eight men for the last month and the owners had no time to make arrangements as they were just boarding a plane for Great Bear Lake.

In August 1987 a company known as Freemont Gold Corp. sent in two geologists, Dr. Allan Fawley (1912-1993) and Ray Maret to accompany Milton to inspect the property. Dr. Fawley completed a report. This positive report re-

13. Amy C. "Maisie" Armytage Moore (Campbell-Johnson) Hurley (1886-1964).

sulted with Freemont Gold banning together with Marum Resources and Alcove Gold to further explore developing this property.

In May 1988 a camp was established on the north-west side of the North Star Canyon. The plan was to open the tunnel at the bottom of the decline adit connecting the passageway to the East side vein exposures and tunnels on the vein. The wooden stairs in the decline adit were all rotten and were replaced. The site was cleared and trails re-established. A well-made camp was built with bunk house, kitchen and dining room, showers and refrigerated coolers with an electrical plant.

In October and November 1988, six diamond drill holes were drilled on the east side of the North Star canyon for a total of 539 meters (1,767'). On the west side four holes for 248 meters (814'). The total drill program amounted to 787 meters (2,587').

The first winter after construction the buildings, the roof supports were not able to withstand the ten feet of heavy wet snow and were completely flattened.

No further work has been done on the property between 1989 and 1992.

Note: after this was written (2006), the property was visited by Alex Burton, P.Eng.

Note: Charles William Meldrum, who found and developed the Western Copper property died on September 5, 1932, in Vancouver, age 70. Meldrum point on the north side of Khutze Inlet is named after him, Pardoe Point is across the Inlet, on the south side.

Current status of Khutze Valley is a Conservancy managed by BC Parks and is described on their web site as follows: (<http://www.env.gov.bc.ca/bcparks/explore/cnsrvncy/kootze/>)

History: Kootz/Khutze Conservancy was designated as a conservancy on July 28, 2006 following recommendations from the Central Coast Land and Resource Management Plan.

There were two previous mineral claims in the conservancy, up the Khutze River. The "Hunter" claims of 1927 targeted mineralized quartz veins containing copper, gold and silver. Three tonnes were mined yielding 40 kg of copper, 933 grams of gold and 373 grams of silver. The "Western Copper" claims of 1928 targeted mineralized quartz-feldspar veins along a shear zone. The veins contained copper, silver and gold. 215 tonnes were mined yielding 30,812 kg of copper, 45,193 grams of silver and 5,319 grams of gold. Remnants of the old rail grade that was used to bring out the ore can still be seen in the Khutze River estuary.

There is an old snow cat beside the Khutze River, on the south bank. It is unknown what this piece of abandoned equipment was used for. The UTM coordinates for old snow cat are: Zone 09U; 5881657 m North; 0539879 m East.

Colonel Andrew Stuart Macculloch; Letter from 1934

MACCULLOCH & WHITNEY LIMITED

*555 Howe Street
Vancouver, B.C.*

12th May 1934

(DOCUMENT 28)

I have investigated the Khutze Inlet Property in 1925 in company with its discoverer, Mr. Charles W. Meldrum. A short time afterwards, I acquired it by bond purchase and immediately proceeded to put it in shape to be examined by operators competent to develop it to production:

I succeeded in interesting Mr. C. C. Bush, a well-known mining engineer of Detroit, Michigan. He, with a group of influential associates, took over the property from me, agreeing to pay \$1,250,000 for it out of production, the whole payable in five years.

This group, after careful examination, laid out a plan for the development of the mine. A railway was built for a distance of four and a half miles from tidewater to the lower camp site. Camps were built, a ground tram was surveyed out to the mouth of the North Star Canyon, and a jig-bank tram line was laid out to attack the ore deposits in the jaw of the canyon, where a tunnel had been driven for 165 feet to cut the vein at 930 feet below the outcrop on top of the mountain. The vein at this point was squeezed to 4 inches wide, but assayed 7.2 ounces of gold to the ton. A drift on the vein to the west was run for 35 feet, where the vein widened to 14 inches, showing similar values in arsenopyrite. All this work was done under my supervision on behalf of the Detroit group.

At that time \$45,000 had been expended on the property, and it was estimated that the expenditure of a further 150,000 would place the mine in production of 25 tons per day, while extending the drift from the canyon level. In our opinion the proceeds from shipments, because of the grade of ore, would have been sufficient to have taken care of all operating charges necessary to bring the mine into full development.

(Sentence or paragraph missing)

Campbell-Johnson was taken along because of his intimate knowledge of the ground, to show the party over the property and justify his report made in 1909.

This party, with several of the principals, spent twelve days on the ground, examining every outcrop and the physical aspects generally.

Because of the unanimously favourable opinion of the engineers mentioned, as disclosed in their reports, the principals felt justified in developing on a much more elaborate scale. They decided to sink on the ore body from the top of the mountain instead of drifting from the jaw of the canyon,' as recommended by our engineer. As this plan went contrary to my judgment, and involved greatly increased cost of operation which I did not consider were warranted at that time, I withdrew from the management of the work, and Mr. Ward B. Smith, M.E., was then placed in charge.

Within the next two years Mr. Smith spent approximately \$400,000 on the property. He erected two separate camps, one at the 1600 feet elevation and another at 2250 foot elevation. He installed a tram capable (of handling 500 tons of ore every 24 hours by gravity, with the necessary bunkers, from end of railroad at 260 foot elevation to the 1560 foot elevation, and a double jog-back tram from that level to the 2250 foot elevation, where his main operating camp was situated. He placed the following additional machinery on the ground, 165 h.p. National engine, with generator, motors, &c., for transmitting power from the lower camp site to top of mountain; two squirrel cage motors to drive his compressors; three large air revivers; one shovel loader; a drill sharpener; sixteen air liners, stopers and jack hammers; two small railway engines, ore cars, logging cars and other such equipment; a No. 3 American sawmill; two blacksmith shops, equipped; seven thousand ore sacks, camp equipment sufficient to take care of one hundred men &c.

A cross-cut was driven from the upper camp site 340 feet to out the vein, and a shaft was sunk from that point to a depth of 811 feet. This shaft did not follow the dip of the vein. However, it did cut the ore in two places, and shipments were made of about 250 tons to the Tacoma Smelter. The returns from one shipment were 1.28 ounces of gold and 15 per cent copper per ton; the other gave returns of 1.24 ounces of gold and 15 per cent copper.

At this time, 1929, owing to the depression, the purchasers found themselves in difficulties. They were in debt for about \$55,000, of which \$30,000 had been loaned to them by my group in an effort to tide them over. But they were unable to carry on and the property finally reverted to me.

No further work was done on the ground until the summer of 1931, when with a small crew, I drained the shaft of water, rehabilitated the camps and equipment, drove out the air from the bottom of the shaft, with the intention of resuming development along the lines originally planned -- from the jaw of the North Star Canyon -- by drifting from the Shannon tunnel westward 165 feet to a point under the shaft, where a raise of 130 feet would connect the jaw of the canyon workings

with the shaft, and thus permit of driving levels at regular intervals to block out ore. By drifting to the east, backs would be attained at the rate of, foot for foot, for 1000 feet, and maintained at this depth for a further 1500 feet to the Big Canyon, where the ore is exposed 3 feet wide in the canyon for a depth in excess of 800 feet. Values were secured at this point of over 6 ounces in gold to the ton in a finely disseminated pyrite in quartz gangue.

While driving out to the canyon wall, an ore shoot was cross-cut and drifted on for a distance of 40 feet that is 40 inches wide and gradually narrows to 10 inches where it outcrops. A second drift was run out to the canyon wall from a pocket 350 feet below collar of shaft and ore was drifted on for 80 feet, three to seven feet wide. At this point a raise of 50 feet was made in ore, and another drift for 80 feet all in ore 3 feet wide that averages in excess of 0.50 ounces in gold and 12 per cent copper per ton. This work blocked out over one thousand tons of ore, and I believe there is an additional three thousand tons indicated.

There are six ore shoots definitely showing in canyon, shaft and drifts, that are 60 to 80 feet in length with an average width of 3 feet. Between shoots the ore squeezes, but it is always present, and gold values are greatly increased as the vein narrows. This characteristic seems to prevail for a mile in length, according to the evidence of surface outcrops.

Our available funds becoming exhausted, we, in turn, had to abandon the work, and the property reverted to Messrs. Martin, Shannon and Mathers.

I am confident that this property will make a mine of commercial value. By driving a 1600 foot cross-cut tunnel from the main tram terminal to the vein, gravity stopping of ore and the self-operating tram will bring mining costs to a minimum, with ample backs and lengths on the vein for a distance of at least two miles.

On account of having water transportation to Tacoma Smelter, and because of the desirable fluxing quality of the ore, a minimum cost for freight and treatment is assured thereby precluding any necessity for either a smelter or a mill on the ground. Operating costs may further be reduced by installing hydro-electric, there being available 12,000 h.p. on the north fork of Khutze River five miles distant, with lesser power available much closer to the property.

With this report, I have dealt mainly with aspects not covered by many eminent engineers who have previously reported on the property.

I hope, therefore, that it will be of value to you clarifying points, that, otherwise might have remained obscure.

Yours faithfully,

(Signed) A.S. MACCULLOCH

(Hand written notes: Colonel Andrew Stuart Macculloch Col. British Army First World War. Promoter, Flour production, Oil production, Montana.

Came to Vancouver about 1925, Ainslie Mining Co., Revenue Mining Co, Selkirk Tungsten Mines, all Vancouver.

The History behind Pardoe Point

by Alan Wilson, 2010

From: *The Encyclopedia of Raincoast Place Names*

Pardoe Point (53°06'00" 128°27'00" S shore of Khutze Inlet, E of Princess Royal I). Named in 1929 after Edward "Ted" Pardoe Wilson, construction engineer at that time for the Western Copper Mine, located about 8 km up the Khutze valley and connected to the head of Khutze Inlet by a tramway. The property was active prior to 1910, and again, under several different owners, between 1925 and 1932. See also Green Spit.

The name you list, Edward "Ted" Pardoe Wilson is my father. The Pardoe of the point, the construction engineer referred to, was his father, Frederick Pardoe Wilson (known as "FP", born 1880 in England). The point was named after him.

FP played a considerable role in BC engineering, being a construction engineer on the Kettle Valley Railway and on the CPR mainline, helping found the Vancouver engineering firm that became Dominion Construction, and being involved in countless construction projects around Vancouver and Victoria, as well as further abroad around BC, like at Khutze. (My family donated to the Penticton Museum several albums full of his original photos of the construction of the Kettle Valley trestles which he was involved in engineering and overseeing construction.)

I should mention that my wife and I happened upon Pardoe Point ourselves a couple of years ago, quite accidentally, during a boat trip to Prince Rupert. I had heard vague references to a spot on the coast named after him but thought there was probably a Wilson Point somewhere. So finding ourselves at Pardoe Point was quite a surprise. Moreover, the other point in Khutze Inlet is Meldrum Point, named after a family on my mother's side. Apparently my grandfather and Meldrum were neighbours and colleagues (long before my father and mother met, so that's just a coincidence). In any case, the story I've heard from family sources is that FP was the one to name Meldrum Point after his friend. (Little did he know they'd end up distant relations?)

In any case, Khutze Inlet has a very special meaning to me now... and by the way, it's awesomely beautiful!

FYI, Ted Wilson, my father, also went into engineering and was involved in designing electrical systems for many buildings in Vancouver, especially at UBC where his firm had a longtime role in the university's development, as well as projects at SFU, the CBC, etc.

From: <http://knowbc.com/Knowbc-Blog/Pardoe-Point-the-True-Story>



The head of Khutze Inlet. Jack Borno photo.



Looking up the Khutze River valley toward East Khutze River. Adrian Dorst photo.