



NWT MINING HERITAGE

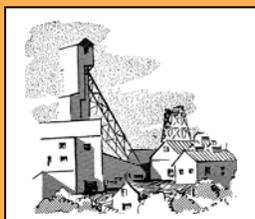
NEWSLETTER

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The NWT Mining Heritage Society is a group dedicated to building a mining museum in Yellowknife. It was officially incorporated in July 2002.

The group owns several buildings at the old Giant Mine and plans on renovating the recreation hall first, followed by buildings at the A-shaft area.

The society has also begun development of outdoor displays at Giant, surrounding the public boat parking lot.



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Rec Hall Foundation Repairs Complete! ❏

After two months of construction, crews with Eddie Paul's Nextreme Construction Ltd. completed repairs to the foundation of the recreation hall at Giant Mine townsite, the Society's proposed mining museum centre. A new concrete wall lines the north side of the building, replacing the rotting timber posts and skirting from original construction in the 1960s. The project cost in excess of \$60,000 and we would like to thank the monetary contributions over the past few months, including J&R Mechanical, City of Yellowknife Heritage Committee, and GNWT Education, Culture and Employment through the Core Funding program.

Due to the contour of the ground at the northeast side of the building, water was draining beneath and damaging timber posts. We were not able to make a concrete wall here; instead, we have placed a geo-textile membrane to divert water away from the building.



Concrete forms are placed



The completed foundation

New Website Commissioned ❏

After a year in development, the Society launched its new website in September 2010. The site is hosted by Global Storm IT who also had the contract to redesign the current layout.

Thanks to Ryan Silke, Steve Clarke, and Walt Humphries for their assistance in developing the new page and filling it with content. If you have any suggestions for content, please let us know, and enjoy the new website!



Visit the new NWT Mining Heritage Society website at www.nwtminingheritage.com

Pics from Mining History

From the William Stalker collection, donated by daughter Coral Murray.



The Giant Mine company car, 1950



Giant Mine B-shaft, 1948



unknown, William Stalker, Bud Weatherby, at Giant Mine, 1950s



RCMP log cabin at Port Radium, 1947. Rick Muyres moved this cabin to Norman Wells in 2007.

This newsletter is published periodically as events are planned and organized. Please contact Stephen Clark at info@nwtminingheritage.com if you'd like to contribute photos or stories.

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Signage Placed at Outdoor Displays

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The Society has erected new signs at its outdoor display area of the Giant Mine townsite. This permanent signage describes 28 individual pieces of mining machinery collected from around the NWT. Thanks to our members involved in the drafting of the signs, and Eddie Paul of Nextreme Construction for welding the plates onto the equipment. Funding for this project was courtesy of an NWT Parks and Recreation grant.

A sign describing in brief the geology of the Giant Mine/Baker Creek area has also been erected near the shore of Baker Creek, opposite of the old steam boiler plant at the Giant townsite. This sign was erected with funding from Nuna Logistics and includes a Dene translation.

Ore Car (Rocker-Dump Type)

The rocker-dump model was the most commonly used type of ore car at the big mines until the 1950s, when they were replaced with the more efficient Granby-dump ore cars.

These cars are about two-ton (38-40 cubic foot) capacity which means that every car can hold approximately two tons of ore or waste rock. Depending on the size of the locomotive engine, twelve to sixteen of these cars made up a full train underground. Rock was loaded into the cars from above-head chutes, while the payload was dumped

into chutes on the track floor which fed other levels below. A network of chutes eventually led to the bottom of the shaft where the rock was collected and hoisted to surface.

The box 'rocks' side-to-side so the operator has to push the box to dump its contents. While the empty box is fairly easy to tip, a loaded box may prove difficult for one man to tip, so it may have taken two or three workers to dump one of these cars.

GEOLOGY

"The History of our Planet"

This is a picture of pillow lavas that are part of the Yellowknife volcanic belt. These lava were erupted under an ocean 2.7 billion years ago. Geology helps to shape the topography and that influences the local ecosystem. Baker Creek sits in a valley created by a shear zone which contains gold that was deposited here eons ago. Prospector Johnny Baker found that gold in 1935, and the city of Yellowknife was born. Learning about geology helps us to better understand and appreciate the world around us.

This Month in NWT Mining History

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History was made in the Northwest Territories around noon, on Monday, **September 5, 1938**, when the Con gold mine outside of Yellowknife, poured its **first gold brick**. Weight of the gold bar was 72 and a half pounds, valued at over \$28,000 (in 1938 dollars; today, at a gold price of \$1,270 per ounce, this bar would be worth US\$988,000).

Dimensions of the brick were 12 inches by 8 inches by 3 inches. Mill superintendent Fred Walton oversaw the monumental pour in the mine's newly erected refinery.

Presiding over the ceremony was Charles Camsell, deputy minister of mines and NWT commissioner, Cominco president William Archibald, Dr. Fred Jolliffe of the Geological Survey of Canada, and famous arctic explorer J.B. Tyrell. Mr. Tyrell spoke of the historic moment, "Yellowknife looks as if it would become one of the rich gold producing sections of this Dominion. We shall hear much about it in the future."

Con Mine was the first gold mine in

the NWT. Staked in 1935, it was brought quickly to production after the discovery of high-grade quartz vein systems in the summer of 1936.

It was an important catalyst in the settlement and growth of the town of Yellowknife, and remained an economic engine of the city until its closure in 2003. The mine ultimately produced over five million ounces of gold.



First gold bar in the NWT

OUR CORPORATE MEMBERS

September 2010

