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NANA REGIONAL CORPORATION, INC.

BOX 49, KOTZEBUE, ALASKA 99752
TELEPHONE (907) 442-3301

May 15, 1981

Honorable Bill Ray
Chairman
Senate Transportation Committee
Pouch V
Juneau, AK 99811

Re: Senate Bill 510

Dear Mr. Chairman:

This is in regard to Senate Bill 510, which would appropriate \$1 million to the Department of Transportation for a route survey for a highway from Prospect Creek to the Ambler Mining District. This letter supplements the testimony Don Argetsinger delivered to the Committee on May 7.

NANA strongly opposes the adoption of any legislation which will assist in the development of overland transportation routes from the east to the Ambler District. We are very concerned with the consequences allowing uncontrolled overland access would have on the Arctic environment and the lifestyle of the residents of this region. Three of the 11 communities in this region are located in the Ambler Mining District/Kobuk River Valley and four others are either in the Kobuk Valley or immediately adjacent to it. Residents of these villages enjoy and work hard to maintain a lifestyle traditional to the Natives of this region. While development of mining claims in the Ambler District might some day prove to be economically feasible, it is extremely important that when and if it takes place, it is done in a manner consistent with the aspirations of the people of this area. This is the essence of NANA's concern with this legislation. In addition, there are a number of other specific reasons why Senate Bill 510 is unacceptable. Several of these are listed below:

1. The results of the State Department of Transportation's "Western Arctic Transportation System" study (WATS) are unknown. This study is supposed to have examined a number of alternatives for transportation to, from, and within



Honorable Bill Ray

Page TWO

5/15/81

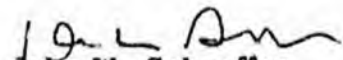
the Western Arctic regions of the State. A great deal of time and money was devoted to this effort. It is important for everyone to have an ample opportunity to review the analysis and recommendations made by those contributing to this work. This should be done before any decisions are made by either the Administration or the Legislature to fund work in connection with designated transportation routes to or from the Arctic. For example, alternative modes of transportation (water and railroad) going to the west from the Ambler District to tidewater have been examined in the WATS study, demonstrating that it is premature to take action on a measure such as Senate Bill 510 until everyone has had a chance to look at these options and a full and complete public airing of all alternatives has been provided.

2. There are no major mining concerns with claims in the Ambler District who are anywhere near a decision to develop their property. From all we have been able to learn, development decisions are easily 10 and very likely 15 years away. In certain cases NANA lands contain or will be situated adjacent to the claims of the companies holding large claim blocks at Ambler. We expect to work closely with those having interests in the area and may even participate in some way in this development ourselves, either on our own lands in the District or through use of NANA lands adjoining these claims. All this is to illustrate that we are not opposed to mining within the region, in fact our shareholders now support the idea of a carefully planned and executed mining development for the simple reason they need the employment it would bring. However, mining will not help our people unless it is carefully planned and development is phased over a long period of time. For this reason we have begun discussing with a number of companies (including the major concerns holding claims in the Ambler District) the potential for development of a lead/zinc property in the Northwest part of the region in the vicinity of Kivalina. This property is located close enough to tidewater that we believe the problem of transportation can be successfully addressed with a minimum of disturbance to the environment and the lifestyle of our people.

In summary, NANA requests that no action be taken on Senate Bill 510 and that the issue of developing any additional transportation for this region be approached in a manner which allows for proper planning, consideration of all modes and routes, and the full participation of the residents of this area.

Sincerely,

NANA REGIONAL CORPORATION, INC.


John W. Schaeffer
President

dcs

Honorable Bill Ray

Page THREE

5/15/81

cc: Governor Jay Hammond
Lt. Governor Terry Miller
Commissioner Bob Ward
Senator Frank Ferguson
Senator John Sackett
Representative Al Adams
Representative Jack Fuller
Tim Wallis, Doyon
Charles Johnson, Bering Straits
Marie Schwind, Mauneluk Association
Senator Charles Parr
Senator Don Gilman
Senator Ed Dankworth
Senator Tim Kelly
Senator Bettye Fahrenkamp
Senator Brad Bradley
Senator Mike Colletta
Senator Arlis Sturgelewski



NANA REGIONAL CORPORATION, INC.

BOX 49, KOTZEBUE, ALASKA 99752
TELEPHONE (907) 442-3301

May 20, 1981

Honorable Bill Ray
Chairman
Senate Transportation Committee
Pouch V
Juneau, AK 99811

Re: Senate Bill 510

Dear Mr. Chairman:

This refers to my letter of May 15, 1981, expressing NANA's views regarding the above referenced legislation.

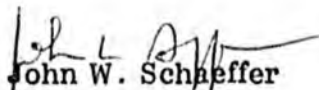
There are two errors in this letter which I want to call to your attention. In the seventh line of item number two on page two, the third word should be "ourselves."

In the third line of the last paragraph on page two, the third word from the end of the line should be "all."

Thank you for making these corrections on your copy.

Sincerely,

NANA REGIONAL CORPORATION, INC.


John W. Schaeffer
President

dcs



Honorable Bill Ray
Page TWO
5/20/81

cc: Governor Jay Hammond
Lt. Governor Terry Miller
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Senator Charles Parr
Senator Don Gilman
Senator Ed Dankworth
Senator Tim Kelly
Senator Bettye Fahrenkamp
Senator Brad Bradley
Senator Mike Colletta
Senator Arlis Sturgelewski

May 22, 1981


John W. Schaeffer, President
NANA Regional Corporation, Inc.
Box 49
Kotzebue, Alaska 99752

Dear Mr. Schaeffer:

This is to acknowledge receipt of your correspondence of May 15 opposing Senate Bill 510 which appropriates \$1 million for a route survey for a highway from Prospect Creek to the Ambler Mining District.

Thank you for sending me NANA's position on this legislation. You can be assured that the Transportation Committee will take these points into consideration.

Sincerely,


Bill Ray
Senator
District C



NANA REGIONAL CORPORATION, INC.

BOX 49, KOTZEBUE, ALASKA 99752
TELEPHONE (907) 442-3301

May 15, 1981

Honorable Bill Ray
Chairman
Senate Transportation Committee
Pouch V
Juneau, AK 99811

Re: Senate Bill 510

Dear Mr. Chairman:

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Honorable Bill Ray

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5/15/81

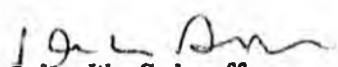
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Sincerely,

NANA REGIONAL CORPORATION, INC.


John W. Schaeffer
President

dcs

Honorable Bill Ray

Page THREE

3/11/81

cc: Governor Jay Hammond
Lt. Governor Terry Miller
Commissioner Bob Ward
Senator Frank Ferguson
Senator John Sackett
Representative Al Adams
Representative Jack Fuller
Tim Wallis, Doyon
Charles Johnson, Bering Straits
Marie Schwind, Mauneluk Association
Senator Charles Parr
Senator Don Gilman
Senator Ed Dankworth
Senator Tim Kelly
Senator Bettye Fahrenkan
Senator Brad Bradley
Senator Mike Colletta
Senator Arlis Sturgelewski

CITY of AMBLER

99786

May 6, 1981

Senator Frank Ferguson
Representative Al Adams
Pouch V
Juneau, Alaska 99801

Dear Frank & Al,

We have just learned about S B 510 which would begin work on a road from the Pipeline to Ambler and we are strongly against this bill.

We think a road into the Upper Kobuk would not be good for the people who live here as it would bring in too many people to keep on living on subsistence lifestyle.

The City Council of Ambler will discuss this bill at our next meeting and we will ask those who don't want the road build will sign the letter.

We have to ask you to help us to stop them from ruining our land and the way we live.

Sincerely,

City Council of Ambler

and concerned people of Ambler.

Peter MacManus

Thelma J. Cleveland

Thelma's Johnson
~~Frank Johnson~~

John Blower

Molly Pearson

Stanley Johnson

Truman Cleveland Sr.

Lily Cleveland

Arthur L. Douglas Sr.

Tommy Lee

Louie Comstock Jr.

Frank Denny

Scott Jones

Nicholas A. Jones

Helena R. Jones

Nancy Johnson

Lillian E. Johnson

Katharine Cleveland

Wallace W. Cleveland

Regina Randall

Rodney Zickitt

TELEGRAM TRANS - FILE

NOORVIK, AK 99763

02075 TDA NOORVIK AK 136 05-12 1247P ADT

PMS SENATOR BILL RAY, CHAIRMAN
SENATE TRANSPORTATION COMMITTEE

JUNEAU

WE OPPOSE THE PASSAGE OF THE SENATE BILL NBR 513 QUOTE AN ACT MAKING A SPECIAL APPROPRIATION TO THE DEPARTMENT OF THE TRANSPORTATION-PF FOR A HIGHWAY ROAD SURVEY FROM PROSPECT CREEK TO THE AMBER MINING DISTRICT; AND PROVIDING FOR AN EFFECTIVE DATE. WE FEEL THAT STREET AND ROAD DEVELOPMENT SHOULD BE A PRIORITY WITHIN RURAL TOWNSITE BOUNDARIES RATHER THAN EXPANDING STATE FUNDS FOR A SURVEY ATTEMPTING TO LINK URBAN AREAS WITHIN RURAL COMMUNITIES. RURAL COMMUNITIES SUFFER FROM INADEQUATE STREET ROADS AND WILL CONTINUE TO, UNLESS LEGISLATORS AND ADMINISTRATIVE OFFICIALS DEVELOP POLICIES TARGETING FUNDS TOWARD RURAL COMMUNITY STREETS AND ROAD DEVELOPMENT, RATHER THAN EXPANDING FUNDS DETRIMENTAL TO THE LIVLIHOOD AND CULTURAL LIFESTYLE OF RURAL RESIDENTS. WE URGE NON PASSAGE OF THE ABOVE BILL IN THE SENATE TRANSPORTATION COMMITTEE.

JAKE WELLS

CITY ADMINISTRATOR OF NOORVIK

BOX 146

NOORVIK AK 99763

#

02061 TDA AMBLER ALASKA 60 05-11 136P ADT

PMS SENATOR BILL RAY CHAIRMAN TRANSPORTATION COMMITTEE

JUNEAU AK

0833

81 MAY 11 11 44 AM '64

THE CITY COUNCIL AND CITIZENS OF AMBLER UNANIMOUSLY, STRENUOUSLY
OPPOSE THE PROPOSED HIGHWAY TO OUR REGION. SUCH A ROAD WOULD
SURELY LEAD TO THE ULTIMATE DISSPOILMENT OF THE LOCAL ECOSYSTEM
AND TO THE DESTRUCTION OF OUR SIBSISTENCE LIFE STYLE. WE VOW TO
UNITE WITH ALL WHO OPPOSE THIS THREAT, AND WILL USE EVERY POWER
WITHIN OUR MEANS TO DEFEAT IT.

CITY OF AMBLER

TELEGRAM

ALASCCM, INC.
PHONE: 586-6442
JUNEAU, AK 99802

MAY 11 PM 5 10

02049 TDA KOTZEBUE ALASKA 82 05-11 1135A ADT

PMS SEN BILL RAY

JUNEAU

~~0822~~ 0822

SENATE BILL 510 WOULD BE A DISASTER FOR THE RESIDENTS OF THE UPPER KOBUK RIVER. RESIDENTS OF AMBLER, KOBUK AND SHUNGNAK HAVE OFTEN EXPRESSED THEIR OPPOSITION TO ANY ROADS IN THE AREA. THE ROAD WOULD BEING UNWANTED DEVELOPMENT AND INFLUX OF PEOPLE WHO WOULD COMPETE WITH LOCAL RESIDENTS FOR JOB AND SUBSISTENCE RESOURCES. AT A TIME WHEN THE SUBSISTENCE PRIORITY OF RURAL ALASKAN RESIDENTS IS BEING CHALLENGED SB510 IS PARTICULARLY ILL ADVISED. I URGE THE SENATE TRANSPORTATION COMMITTEE DEFEAT SB510.

GREG MOORE SUBSISTENCE COORDINATOR, MAINELUK ASSOCIATION

TELETYPE UNIT

81 MAY 11 PM 5 31

100 05-11 2302

#

02081 NL TDA KOTZEBUE ALASKA 100 05-11 230P ADT

PMS SENATOR BILL RAY

0836

JUNEAU AK

I WORK FOR THE MAUNELUK HEALTH CORPORATION IN KOTZEBUE AND
 HAVE TRAVELED TO THE VILLAGE OF SHUNGNAK AND AMBLER ON HEALTH
 RELATED BUSINESS. I HAVE SPENT TIME TALKING TO THE RESIDENTS
 OF THESE VILLAGES ON THE MATTER OF SB510 AND THEY FEEL STRONGLY
 AGAINST THE ROAD INTO THIS AREA. THIS ROAD WOULD GREATLY AFFECT
 THEIR LIVELIHOOD IN BOTH CULTURE AND SIBSISTENCE LIFESTYLE OUR
 MAUNELUK CORPORATION DEALS IN HEALTH PROBLEMS IN THE REGION AND
 SUCH A ROAD WOULD ADD TO THE EXISTING PROBLEMS OF OUR AREA. WE
 HOPE YOU WILL HELP OTHERS CONSIDER MORE THOUGHTS BEFORE SUCH
 A MOVE IS MADE.

TOM FIELDS, WELLNESS COORDINATOR

TELEGRAM

NOV 11 1981

02133 TDA KIANA ALASKA 32 05-11 0418P ADT

PMS SEN BILL RAY

JUNEAU

0852

THE CITY OF KIANA OPPOSES THE PROPOSED ROAD FROM PROSPECT
CREEK TO AMBLER UNTIL THERE ARE HEARINGS IN EACH VILLAGE THAT
MAY BE EFFECTED BY THE ROAD IN OUR NANA REGION.

EUGENE GESSE, MAYOR

KIANA ALASKA

81 NOV 11 PM 6 52

MAUNELUK ASSOCIATION

P. O. Box 256
Kotzebue, Alaska 99752

Phone
(907) 442-3311
or
(907) 442-3313

May 6, 1981

Senator Bill Ray
Senate Transportation Committee
State Legislature
Pouch V
Juneau, Alaska 99811

Dear Senator and Committee:

It is the position of the people of Northwest Alaska that a road through the Kobuk Valley to the western coast would be undesirable.

The social, environmental, cultural and political impacts on the people of the region would far outweigh the positive aspects. This could be especially destructive if done in conjunction with secretary Watt's accelerated exploration for oil.

NANA Corporation has proposed an alternative route, from Ambler to Golovin Bay, to allow the mining corporations to get the minerals out, and jobs to be created, yet allow the people to remain in the present subsistence and local control situation.

Before you open up roads, please investigate other alternatives such as railroads and lighter -than-air vehicles. This is a strong position held by the people of the region, and we suspect, many people outside the region who have not yet spoken up.

The bill introduced by Parr et. al. for a \$1 million route survey should not be passed. The Western Arctic Transportation Study has not even been distributed for public review yet, and already proposals are being made for opening up this country.

It is in the State's interest to leave the minerals in the ground as long as possible to get a higher price later when the market demand is higher. The remaining time can be used by the State, our corporations, and our people to get the training and develop the management capability to handle the changes.



MEMBER VILLAGES

Ambler, Buckland, Deering, Kiana, Kivalina, Kobuk, Kotzebue, Noatak, Noorvik, Selawik, Shungnak

Senator Bill Ray
PAGE 2
May 6, 1981

Please read thoroughly the enclosed resolution and the points it makes in developing the reasons for our position. This resolution was adopted by ALL the communities of the NANA region.

Sincerely,

MAUNELUK ASSOCIATION

Dennis J. Tiepelman, President



Marie N. Schwind
Executive Vice-President

MNS/ijc

cc: Senator Frank Ferguson
Rep. Al Adams
Rep. Jack Fuller
House Transportation Committee
Commissioner of Community & Regional Affairs
Commissioner of DOT/PF
Commissioner of Dept. of Natural Resources
AFN Members
Mauneluk Board of Directors
John Schaeffer, President of NANA

ENCLOSURE

MAUNELUK ASSOCIATION

P. O. Box 256
Kotzebue, Alaska 99752

Phone
(907) 442-3311
or
(907) 442-3313

RESOLUTION #81-09

KOBUK VALLEY ROAD

- WHEREAS: Mauneluk Association represents the eleven (11) villages in the NANA Region; and
- WHEREAS: The Mauneluk Association Board of Directors is the policy making body for the Mauneluk Association; and
- WHEREAS: The people of Northwest Alaska wish to retain their current lifestyle and economy; and
- WHEREAS: Development needs to be carefully phased to allow for local training and growth management institutions; and
- WHEREAS: A highway would accelerate sociocultural caribou and fishery impacts through immigration of outside employment and population; and
- WHEREAS: A highway would be a subsidy to a multi-national corporation capable of funding it's own support system; and
- WHEREAS: The benefits would not outweigh the social and economic costs; and
- WHEREAS: The State's hard-rock mineral severance taxes are so low that there would not be substantial State benefits; and
- WHEREAS: State's severance taxes are not likely after reapportionment to be redistributed to rural areas to offset the impacts; and
- WHEREAS: Other technological and routing alternatives exist for getting the minerals to market; and



MEMBER VILLAGES

Ambler, Buckland, Deering, Kiana, Kivalina, Kobuk, Kotzebue, Noatak, Noorvik, Selawik, Shungnak

RESOLUTION #81-08

Page 2

May 5, 1981

AND WHEREAS: The precedent is already set around Nome for a road system not connected to the main network.

NOW THEREFORE BE IT RESOLVED THAT: No road be built nor route surveyed from the existing network through the Kobuk Valley to Ambler.

ATTEST:

Lila M. Moto
LILA M. MOTO
CORPORATE SECRETARY

Dennis J. Tiepelman
DENNIS J. TIEPELMAN, PRESIDENT
MAUNELUK ASSOCIATION

DATE:

May 6, 1981

Eiola S. Norton
VICE-CHAIRPERSON
MAUNELUK BOARD OF DIRECTORS



MAUNELUK ASSOCIATION

P. O. Box 256
Kotzebue, Alaska 99752

Phone
(907) 442-3311
or
(907) 442-3313

May 6, 1981

Senator Bill Ray
Senate Transportation Committee
State Legislature
Pouch V
Juneau, Alaska 99811

Dear Senator and Committee:

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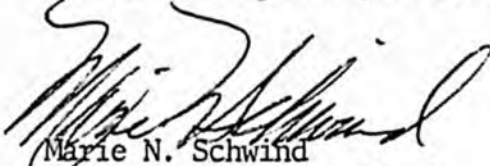
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House Transportation Committee
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Commissioner of DOT/PF
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Mauneluk Board of Directors
John Schaeffer, President of NANA

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Dennis J. Tiepelman
DENNIS J. TIEPELMAN, PRESIDENT
MAUNELUK ASSOCIATION

DATE:

May 6, 1981

Viola S. Norton
Vice-CHAIRPERSON
MAUNELUK BOARD OF DIRECTORS



To: Senate Transportation Committee

May 7, 1981

From: E. O. Bracken, Development Specialist
Office of Minerals Development

Statement in favor of Senate Bill No. 510

TRUNKLINE SURFACE TRANSPORTATION SYSTEM

The transportation system component proposed by Senate Bill No. 510 is representative of the type of infrastructure improvement needed to encourage development of Alaskan resources.

Access for transportation of product to market and for supplies and labor for the production process is an essential first step toward making resource potential commercially valuable.

This Division would encourage the establishment of a bulk transportation system for the state. Whereas, S.B. No. 510 proposes highway access, the optimum system might be railroad extension.

The appropriation should include consideration of feasibility for any combination of bulk surface transportation facilities for servicing the potentially productive area in and adjacent to the Ambler mining district.

PLEASE NOTE: THE FOLLOWING PAGES WERE TREATED
AS A UNIT IN THE ORIGINAL DOCUMENT

NOTES from phone conversation with Dave Smith, DNR, Division of Minerals & Energy, Anchorage, Noon, May 6, 1981:

Ambler Mining District:

Includes the Arctic deposit: minerals include copper, lead, zinc, silver and gold; area "drilled out" by Kennecott Copper -- they are certain of the scope of the deposit -- they anticipate 9,000 tons per day produced at the mine, and about 600,000 tons per year.

Also includes the Sun deposit and the Smucker deposit, with the same ore minerals: Anaconda has interest in these deposits; Anaconda is not altogether sure of the scope of these deposits, but figures that together they may add up to another 600,000 tons per year. There may be other deposits.

Total mineral materials available for export from area probably about 1.2 million tons per year.

An area 6 miles wide, located about 20 miles north of Kobuk, extending about 25 miles to the west and about 35 miles to the east.

Should also be considerable "in haul" -- perhaps 20% to 25% of amount of mineral out haul -- food, supplies, etc.

STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF COMMERCE & ECONOMIC DEVELOPMENT

OFFICE OF THE COMMISSIONER

POUCH D

JUNEAU, ALASKA 99811

Phone: 465-2500

May 6, 1981

Honorable Charles Parr
Alaska State Senate
Pouch V
Juneau, Alaska 99811

Dear Senator Parr:

Thank you for your letter of April 24 with reference to legislation (SB 510) which you are introducing to provide a route survey from Prospect Creek to the Ambler Mining District. My department is supportive of meaningful initiatives to plan for and develop the transportation and power infrastructures necessary to realize the potential of the Ambler District.

John Sims, Director of the Office of Minerals Development, is currently in the process of contacting mining companies active in exploration of the Southern Brooks Range Mineral Belt with a view to establishing collective infrastructure needs. At least two major companies, Anaconda and Bear Creek have very substantial proven reserves while several other companies are pursuing active exploration programs. Remote mineral districts such as the Kobuk or Ambler Belt will require the collective efforts of and cooperation between the private sector state and federal agencies to provide for overland access and other components of infrastructure. This should be addressed not as a site-specific need but to further the development of more than one mining property.

Even in these days of depressed base metal prices, the major mining companies would, in all probability, be developing mines in the Ambler District given the existence of a realistic mineral development climate and a resolution of infrastructure requirements.

Initiatives of the Office of Minerals Development in conjunction with the holders of in-ground resources should clearly indicate an appropriate integrated development scenario. This contact could then be broadened into a task force approach involving the private sector, agencies and affected communities with the objective of working towards the establishment of a viable, healthy and efficient mining industry in the Interior.

May 6, 1981

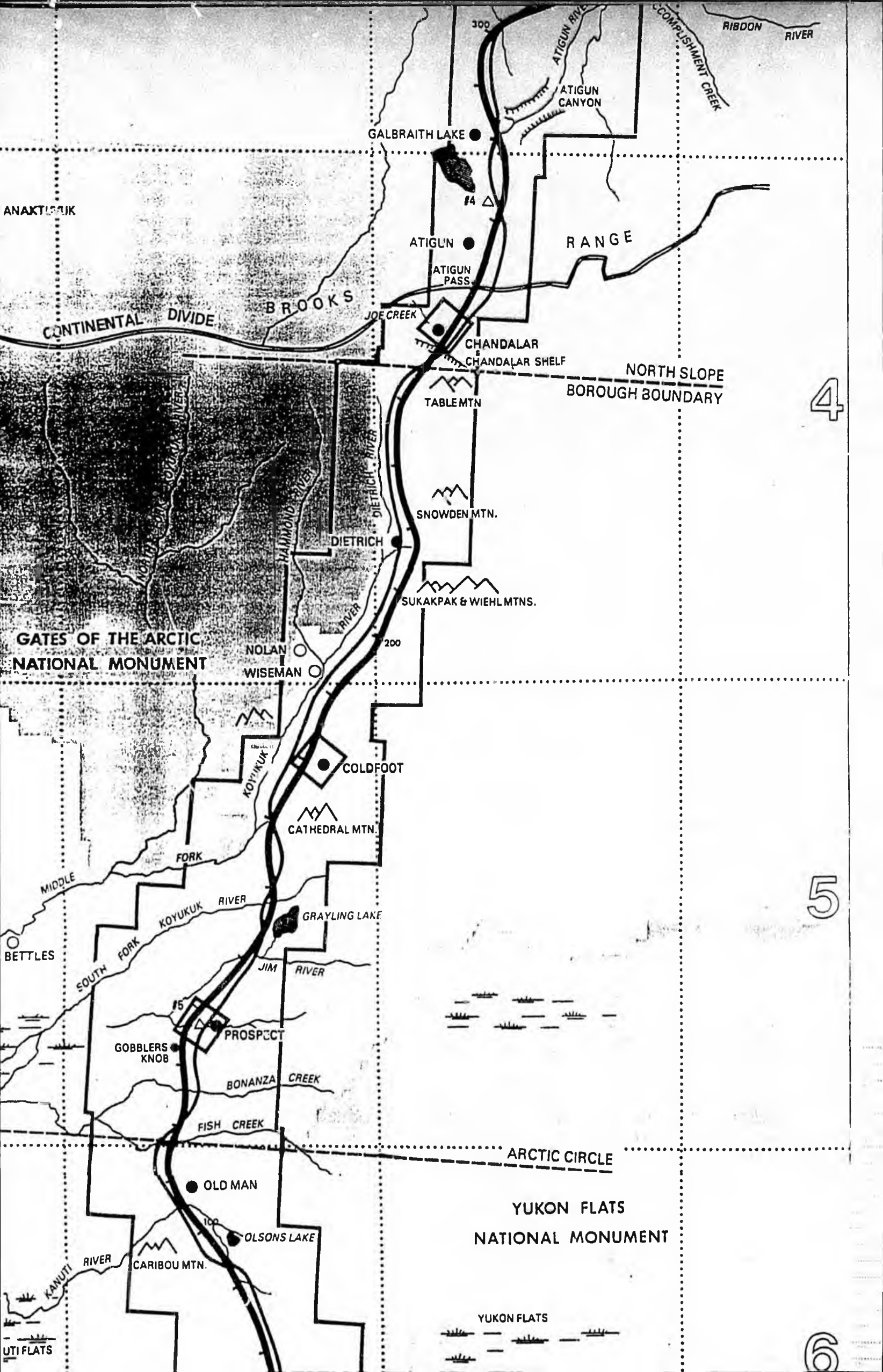
While we are probably, in realistic terms, a decade or more away from major mineral production in the Ambler District, given the lead and lag times inherent in the start-up of new mining operations, it is timely to seize the initiative now and develop momentum in this vital aspect of our future economy.

Sincerely,

A handwritten signature in cursive script, appearing to read "Charles R. Webber", followed by a horizontal line extending to the right.

Charles R. Webber
Commissioner

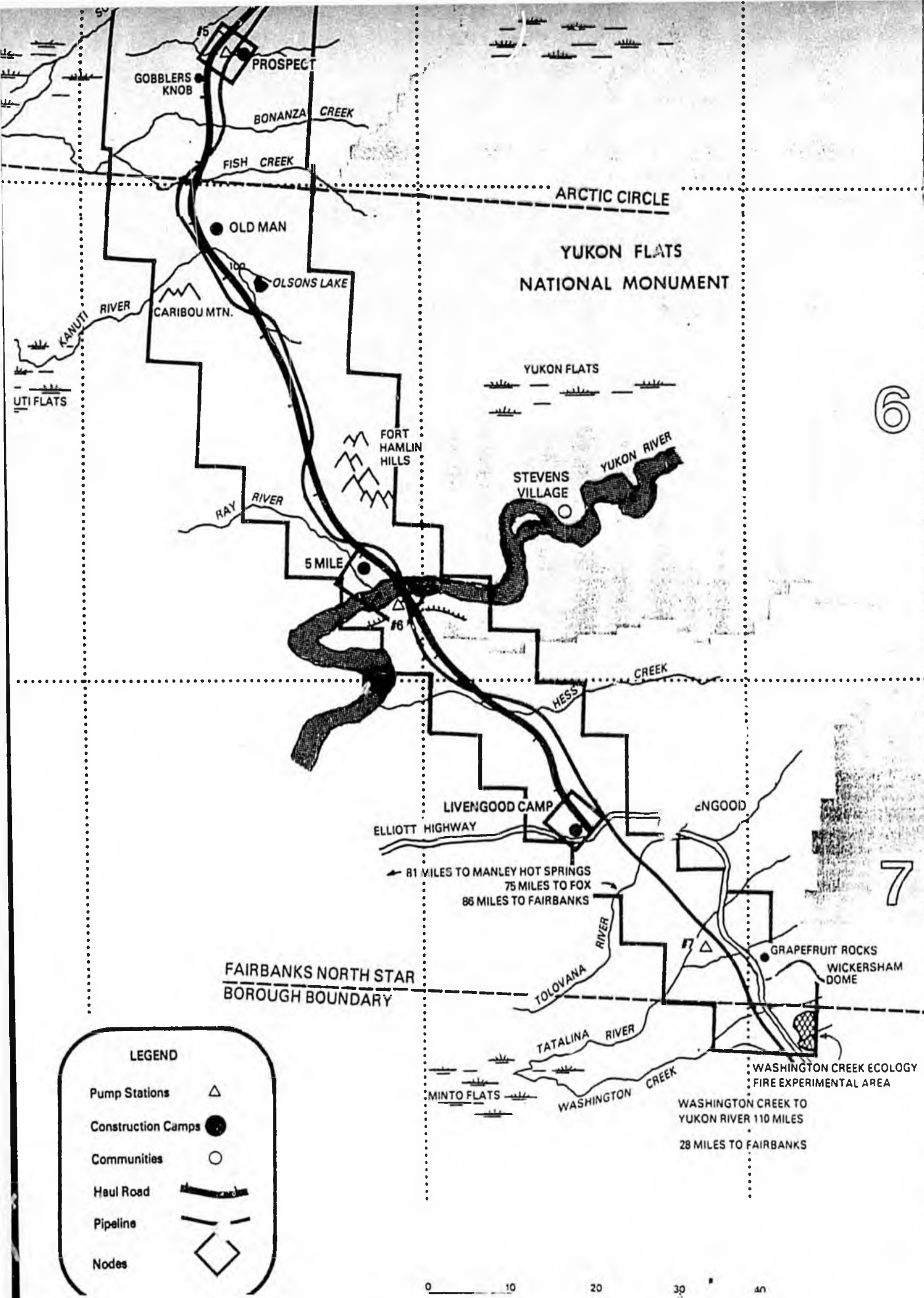
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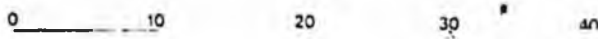
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FILE WITH BILL

CHARLIE PARR

ALASKA LEGISLATURE

S.R. Box 50599
Fairbanks, Alaska 99701
(907) 456-5029

Pouch V
Juneau, Alaska 99811
(907) 465-4907

June 5, 1981

MEMORANDUM

TO: Senator Bill Ray and
Members of the Transportation Committee

FROM: Senator Charles H. Parr *CHP*

SUBJECT: SB 510

At the time I testified before your committee on SB 510, the enclosed material had been requested but not yet received from DNR.

Although I understand the concerns of the Senator from Kotzebue, I should point out to the committee that some of the largest mineral deposits along the route of the proposed road are fairly far east of the Ambler area. It seems that some steps will need to be taken in the near future to exploit the at least \$10 billion of known metal deposits.

CHP:pbd
Enclosure

South Flank Brooks Range Mineral Belt

It is generally estimated the mineral belt along the south flank of the Brooks Range, from the pipeline haul road west to the Ambler district, contains a minimum of \$10 billion dollars worth of metals already discovered. The metals include important amounts of copper, lead, zinc, silver, and gold. Less well known deposits of chromium and nickel exist farther to the west. Nonmetallics present include barite, asbestos, talc, and jade. Minor amounts of coal are known.

Some of the deposits have been extensively explored by drilling (Arctic Camp and Bornite). Others are partly tested, and the entire extent and reserves are still not completely determined. Industry has released grade and/or tonnage figures on some deposits, but information is generally confidential or incomplete. Additional exploration will increase the proven reserves.

A statistical analysis of the resource potential of some of the region by the U.S. Geological Survey (Grybeck and Young, 1978) suggests that there could be several times as much ore still undiscovered as has been found to date.

The attachments include two maps and one table. Map A is to be used with the table which provides information on the types of metals present and available data on grades and tonnages by deposit.

Map B is included because it gives the locations of the known prospects and principal metals at a glance.

Explanation of Map "A"

The map is a copy of a portion of the Mineral Terranes of Alaska map series published in 1979 by the University of Alaska Arctic Environmental Data Center. There is a township base; 1" = 16 miles.

Shaded areas represent various rock units found to be favorable for one or more types of minerals in some areas.

Triangles and hexagonal symbols indicate the better-known ore deposits; size of symbol is a general indication of the size of the ore deposit; numerous minor deposits are not shown.

Numbers above the symbols correspond to numbers in the table containing names of the deposits, types of metals present, and comments.

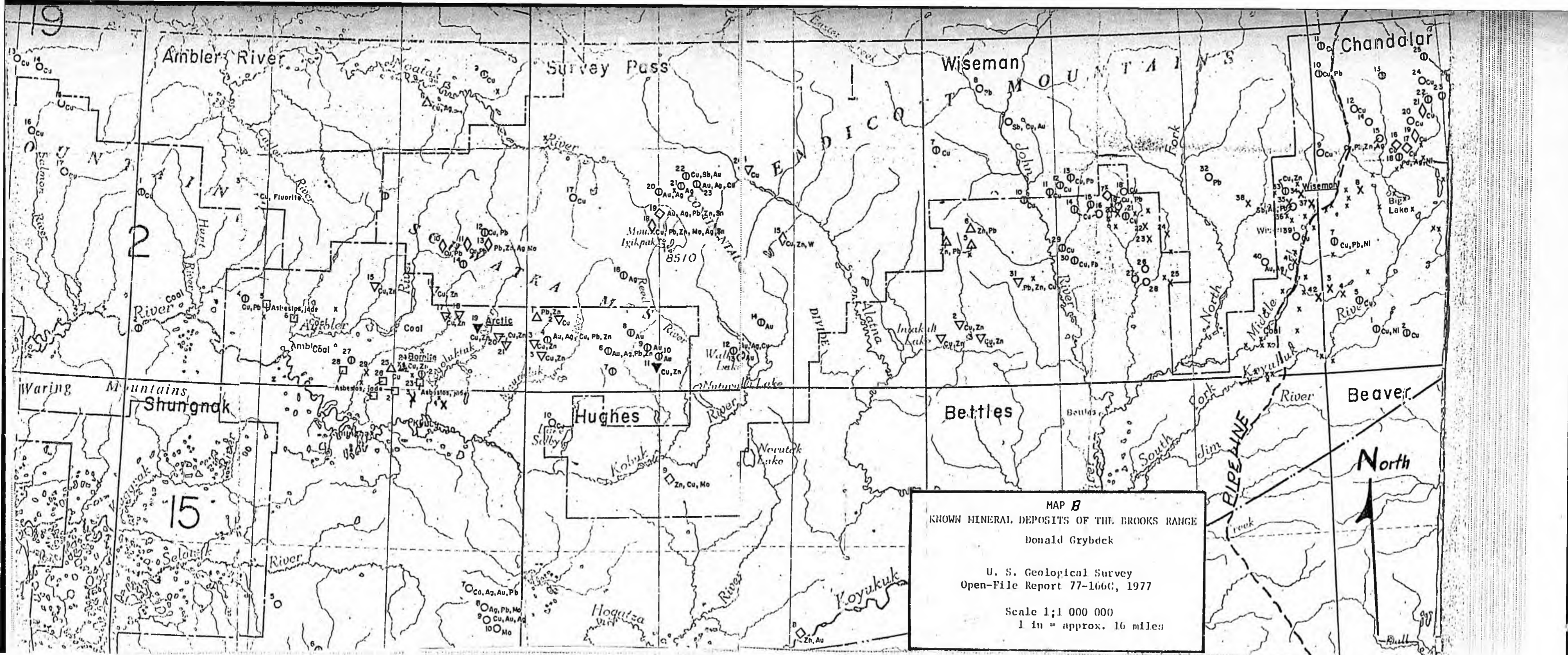
Dotted outlines are areas having anomalous metals in stream sediments, detected by geochemical prospecting. Symbols for anomalous metals shown.

A section of the Haul Road has been inked in for reference.

Mineral Deposits, South Flank of Brooks Range

<u>Map Number (Map A)</u>	<u>Name of Prospect</u>	<u>Comments (as of March 1978)</u>
1	Picnic Creek	This is a major copper, lead, zinc silver occurrence, where 17 drill holes have defined over 1 billion dollars worth of metal. The deposit is almost surrounded by the proposed park, and is less than 6 miles from the Park Boundary.
2	Red (Walker Lake)	Copper, zinc, gold, silver present but not drilled.
3	Unnamed	Assays of 1% tungsten and tin.
4	R-0	Copper and zinc prospect: geology similar to that in Ambler district.
5	Arrigetch Peaks North	Copper, zinc, tungsten, tin.
6	Ann (and others in vicinity)	Are copper, lead, zinc and silver occurrences containing up to 20% lead-zinc and 3% copper.
7,8,9	Abo and others	Similar to Ann deposit.
10	KAV	Copper; silver.
11,12	Unnamed	A cluster of occurrences containing copper, lead, zinc, silver and molybdenum in this area.
13	Horse Creek	A significant deposit containing copper, zinc, lead, silver, and gold. Similar to Arctic Camp Deposit (No. 18).
14	Cliff	Near Horse Creek deposit; zinc, lead, copper.
15	Smucker	A high grade copper, lead, zinc, silver deposit. 5 drill holes have defined several millions tons of mineral resource with values up to \$110/ton. The geology suggests significant additional reserves will be found.

Map Number (Map A)	Name of Prospect	Comments (as of March 1978)
16	Sunshine Creek	Copper, zinc, lead, silver and gold. Details not published, but deposit similar to Arctic Camp.
17	Dead Creek	Copper, zinc, lead, silver and gold. Details not published, but similar to Arctic Camp.
18	Arctic Camp	This is one of the world's largest copper, lead, zinc, silver ore bodies. Numerous diamond drill holes have defined 40 million tons which average 4% copper, 1.0% lead, 5.5% zinc, 1.5 ounces/ton silver.
19	Bornite	This is a very high grade copper deposit, numerous drill holes have been defined several 100 thousand tons of high grade reserve worth approximately \$120/ton and millions of tons of lower grade copper. Also contains zinc, lead, silver, and gold. Extensively explored by drilling and a 1100-foot vertical shaft.
20	Pardner Hill	May be similar to Bornite. Copper, lead, gold, and silver. Near Bornite deposit.
21	Kobuk Placer District	Placer gold has been mined.
22	Unnamed	Northwest of Ambler district. Primarily vein copper deposit.
23	Omar	Northwest of Ambler district. Drilling indicates a significant copper deposit.
24	Frost	Northwest of Ambler district. Copper, zinc and barite. Possibly as much as 10 million tons of barite indicated.
25	Clery Creek	Placer gold district north of Kiana.



Ambler River

Survey Pass

Wiseman

Chandalar

2

Waring Mountains
Shungnak

Hughes

Bettles

Beaver

15

North

Selatuk River

Hogutza

Koyukuk

PIPELINE

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