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DEPARTMENT OF NORTHERN AFFAIRS AND NATIONAL RESOURCES
MINISTÈRE DU NORD CANADIEN ET DES RESSOURCES NATIONALES

For Instructions Re Use of File Cover See Back Cover
Voir au verso comment utiliser la chemise

Reference – Renvoi

Action Taken – Mesures prises

Referred To
Destinataire

Purpose – Objet

Date _____

Initiale
Initiales

P.A.
Date
or T.
Date de
range-
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B.F. Date
Date de
rappel

Initiale
-
Initiales

Registry
Inspection
—
Examen
du service
des
Archives

FILE NO.

250-40-29

VOL. I

RAYROCK-AIRSTRIP

FROM - DE:

TO - Å

RELATED FILES are listed inside file cover – DOSSIERS CONNEXES énumérés à l'intérieur

000995

IMPORTANT

The REGISTRY is established to serve you but satisfactory service is largely dependent upon your prompt return of files. This file is charged to you and you are responsible for its return; unless you notify the Registry to transfer the charge to another person, the file will remain charged to you until it is returned. **If action cannot be taken within 48 hours B.F. FILE. Do not remove documents from the file.**

Particulars Re Use of File Cover

- Column 1 – Shows the office or name of the person to whom the file is routed.
- 2 – Shows the reasons for the routing, or the date and identification number of the letter on file requiring your attention.
 - 3 – Shows the date on which the file is routed to the user.
 - 4 – Provides for initials of the person routing or rerouting a file.
 - 5 – Provides space for the user to enter the date of P.A. (put away) when action is completed – OR the letter "T" when the user transfers the file to another person.
 - 6 – Provides space for the user to write the BF (bring forward) date, the date the user wishes the file to be brought back to him.
 - 7 – Provides space for the user to initial the entry when a file is to be P.A.'d, B.F.'d, or "T" transferred.
 - 8 – Provides space for the Registry to enter the date on which the file is returned to the Registry and inspected before being put away.

L'objet du SERVICE DES ARCHIVES est de servir, mais la qualité du service est liée au prompt retour des dossiers. Il incombe à la personne au nom de laquelle le présent dossier est inscrit, de le renvoyer au service des archives; à moins qu'elle n'avertisse le service d'inscrire le dossier au nom d'une autre personne, le dossier restera inscrit à son nom, tant qu'il sera en circulation. **Si l'on ne peut s'occuper du dossier dans les 48 heures, indiquer la date de rappel. Ne pas enlever de documents du dossier.**

Détails concernant l'usage de la chemise

- Colonne 1 – indiquer le bureau ou le nom de la personne vers qui le dossier est acheminé.
- 2 – indiquer les raisons de l'acheminement ou la date et le numéro d'identification de la lettre au dossier dont le destinataire doit s'occuper.
 - 3 – indiquer la date d'acheminement du dossier vers l'utilisateur.
 - 4 – réservée aux initiales de la personne acheminant ou réacheminant le dossier.
 - 5 – réservée à l'inscription de la date de rangement par l'utilisateur, lorsqu'il a fini du dossier – OU à celle de la lettre "T" quand l'utilisateur transmet le dossier à une autre personne.
 - 6 – réservée à l'inscription de la date de rappel, à laquelle l'utilisateur souhaite ravoit le dossier.
 - 7 – réservée aux initiales de l'utilisateur, lorsque le dossier fait l'objet d'un rangement, d'un rappel ou d'une transmission.
 - 8 – réservée au service des archives pour y inscrire la date où le dossier lui est renvoyé et où il est examiné avant d'être rangé.

FILE NO. 250-40-29 Vol 1
from 1958

Year 1958

[illegible]

FILE No......

[illegible]

orig & 40-2-37A
cc 40-2-37B

Ottawa, 9 March, 1959

J.C. Byrne, Esq.,
President and Managing Director,
Consolidated Discovery Yellowknife
Mines Limited,
25 Adelaide Street West,
Toronto 1, Ontario.

File #	290-40-29
Indexed by	2/R

Dear Mr. Byrne:

Construction of Airstrips and Access Roads
Taurcanis, Discovery and Bayrock

Thank you for your letter dated the 26th of February, 1959 on the above subject. I would like to comment on the agreements as follows:

Taurcanis

It has been decided that in view of the amount you have spent to date on the access road to the Taurcanis airstrip, the full amount of \$7,500.00 would be paid even though the road is not actually completed. You should be receiving a cheque in payment of this claim very shortly.

Discovery

You will recall that on Claim No. 1 under this project the charges for the access road construction and the airstrip construction were not segregated. In view of the short length of the access road, the claim will be accepted as presented and the maximum allowable costs of \$17,500.00 and \$1,250.00 for the airstrip and the access road respectively will be combined to read \$18,750.00.

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- 2 -

Rayrock

Your request for an extension of the Rayrock Agreement for a period of two years to the 1st of March, 1961, is approved.

Claims 1, 2 and 3 for a gross total of \$5,069.13 have been received and payment will be made shortly.

Arrangements will be made to provide the funds required in 1959-60 on each of the three agreements.

Yours sincerely,

R. G. Robertson
R. G. Robertson,
Deputy Minister.

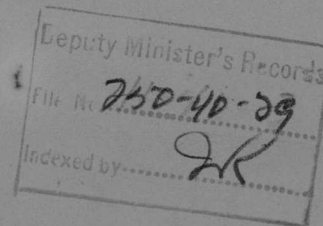
APPROVED

Deputy Minister of Finance

orig CC 40-2-37A
CC 40-2-37B

Ottawa, 25th February, 1959

J.C. Byrne, Esq.,
President and Managing Director,
Consolidated Discovery Yellowknife
Mines Limited,
25 Adelaide Street West,
Toronto 1, Ontario.



Reply to J.C. Byrne

Dear Mr. Byrne:

Construction of Airstrips and Access Roads
Taurcanis, Discovery and Rayrock

I wish to thank you for your letter dated the 9th of February, 1959, on the above subject.

Taurcanis

Your request for an extension of this Agreement for a period of eight months to the 30th of October, 1959, is approved.

We have for payment the Taurcanis Claims 1 and 1A for \$6,651.57 and \$7,500.00 respectively. This would indicate that the carry-over to next fiscal year should be about \$1,900.00 if no further claims are submitted this year. Would you please confirm this.

Although the access road to the Taurcanis airstrip is not finished, Claim 1A is for the full contribution of \$7,500.00. We are enquiring from the Legal Division whether or not the holdback is required until completion of the road irrespective of the fact that the costs are in excess of the authorized ceiling.

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- 2 -

Discovery

In accordance with your request, I am extending the Discovery Agreement to the 30th of June, 1960. The question of incorporating the access road in the overall project and not segregating charges for the access road construction and the airstrip construction is being referred to our Legal Division for an opinion. Possibly an amendment to the Agreement will be required.

Claim 1 on Discovery shows the government share to be \$18,139.36 out of a total allotment of \$18,750.00. Would you please confirm that the carry-over to 1959-60 is to be approximately \$600.00.

Rayrock

It is noted the construction of the airstrip will not be completed by the 1st of March, 1959 and that you have no specific target date for final completion. When this is known we can arrange for an extension to the Rayrock Agreement. To date we have not received a claim for the work done this fiscal year.

I would be pleased to have your comments on the various points raised in this letter. As soon as the recommendations of the Legal Division are received regarding payment of the claims, I will write further.

Yours sincerely,



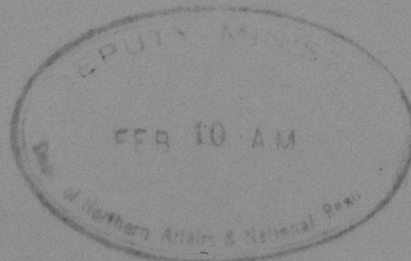
R. G. Robertson,
Deputy Minister.

Feb. 11/59

MINE OFFICE
YELLOWKNIFE
N. W. T.HEAD OFFICE
SUITE 509
25 ADELAIDE STREET WEST
TORONTO 1, CANADA

CONSOLIDATED DISCOVERY YELLOWKNIFE MINES LIMITED

TELEPHONE EMPIRE 4-5588

Toronto, Ontario
February 9, 1959*orig on 40-2-37A*
CC 40-2-37BMr. R. G. Robertson
Deputy Minister
Dept. of Northern Affairs and National Resources
OTTAWA, Ontario

Dear Mr. Robertson:

Deputy Minister's Records

File No. *250-4029**2R*Construction of Airstrips & Access Roads
Taurcanis, Discovery, Rayrock*B.F. Feb. 25/59*
Reply to be sent
on first new
contract?

Thank you for your letters of February 3rd and 5th with attached photocopies of reports by the Yellowknife Mining Inspector dated January 16th, 1959. The information you requested is as follows:

1. Taurcanis: We expect to resume work on the airstrip in June and to complete construction by the fall of 1959. The strip will be widened to the required 200 feet and the runway will be gravelled for a width of 100 feet. We also propose to gravel the access road from the property to the airstrip. The access road work will have to be done at our expense as the last cost statement indicated that we spent in excess of the estimated cost appearing in the contract.

We would like to have the contract extended for a period of eight months, new completion date October 30th, 1959. Estimated cost to complete the airstrip in 1959 is \$5,000.00.

2. Discovery: Construction of the airstrip will not be completed before the spring of 1960. Our agreement with the Department of Northern Affairs and National Resources calls for a length of 3,000 feet. We were able to add an additional 400 feet during 1958 and it now has a length of 3,400 feet. Construction is slow as mill tailings are being used for fill and some sections have required a substantial depth of

- 2 -

fill to bring the strip up to grade. We plan to gravel a length of 1,400 feet this year, the remaining length must be allowed to completely drain and dry during the summer of 1959 and this portion will be gravelled during the winter and spring of 1959-60.

We would like to have the Discovery contract extended to include a new completion date of June 30th, 1960.

Reference access road, we incorporated same in the overall project as actually an area had to be filled, drained, levelled and surfaced from the north end of the airstrip proper to connect with our mine road. We therefore feel that our estimated figure of \$2,500.00 for access road should be included in the overall estimated cost of \$37,500.00 for airstrip and access road. The completed cost of the project at Discovery will exceed our original estimate by approximately \$10,000.00.

3. Rayrock: Construction of the airstrip will not be completed by March 1st, 1959. We have no specific target date for final completion. The present strip, 2,400 feet long by 175 feet wide, was put into regular operation October 15th for use by Otter and Beaver aircraft. Relocation of the Rayrock airstrip eliminated the necessity for an access road.

The strip proved to be a tremendous asset during the freeze-up period which was abnormally long, approximately six weeks. Without the strip the mine would have been completely isolated during this interval.

Yours sincerely,

CONSOLIDATED DISCOVERY YELLOWKNIFE MINES LIMITED

J. C. Byrne
President and Managing Director

JCB:q's

COPY FOR DEPUTY MINISTER'S FILE

Lachaine/ar

352-1

Signal 40-2-3 7A

Ottawa, September 26, 1958

250-40-29

J. C. Byrne, Esq.,
President and Managing Director,
Consolidated Discovery Yellowknife
Mines Limited,
Suite 509,
25 Adelaide Street, West,
Toronto 1, Ontario.

Dear Mr. Byrne:

Assistance re Airstrips at Discovery,
Taurcanis and Rayrock

Please refer to your letter of September 4th, 1958 regarding equipment rental rates on the construction of airstrips and access roads at Taurcanis, Rayrock and Consolidated Discovery Mines. As mentioned in this letter, a number of rates were previously approved and the following additional rates are hereby approved:

Taurcanis

TD-14 International Tractor with blade and winch, including operator	\$10.50 per hour
5 cu. yd. scraper	4.00 per hour
TD-6 International Tractor with blade including operator	6.00 per hour

Discovery

D-2 Tractor with blade or overhead loader and winch	6.00 per hour
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- 2 -

In addition you are authorized to include the cost of freighting diesel oil at 43 cents per gallon, and gasoline at 52 cents per gallon from Yellowknife to the Tauroanis airstrip.

Yours sincerely,

R. G. Robertson

R. G. Robertson,
Deputy Minister.

APPROVED

Director, Northern Administration and Lands Branch.

copy 40-2-37A 382-1

Ottawa, September 24, 1958

MEMORANDUM FOR THE DEPUTY MINISTER

Assistance re Airstrips at Discovery,
Taurcanis and Rayrock

You will recall that on our memorandum dated August 20th, 1958 you approved a number of equipment rental rates in connection with the construction of airstrips at Rayrock, Taurcanis and Consolidated Discovery Mines.

Mr. J. C. Byrne has now requested approval of the following additional rates:

Taurcanis

TD-14 International Tractor with blade and winch including operator	\$10.50 per hour
5 cu. yd. scraper	4.00 per hour
TD-6 International Tractor with blade including operator	6.00 per hour
Freight from Yellowknife	
Diesel oil	.43 per gallon
Gasoline	.52 per gallon

Discovery

D-2 Tractor with blade or overhead loader and winch	6.00 per hour
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These rates are considered reasonable and it is recommended that they be approved. If you concur would you please sign the attached letter to Mr. Byrne.

B. G. Sivertz,
Director.

DEPUTY MINISTER'S FILE

Lachaine/ar

352-1

mguelm
40-2-37A

file

AUG 25 1958

Ottawa, August 22, 1958

Deputy Minister's Records
File No. 41-41-3
Indexed by <input checked="" type="checkbox"/>

J. C. Byrne, Esq.,
President and Managing Director,
Consolidated Discovery Yellowknife
Mines Limited,
25 Adelaide Street, West,
Toronto 1, Ontario.


Dear Mr. Byrne:

Assistance re Airstrips at Discovery,
Tauraganis and Rayrock

--
Enclosed are the original copies of the three agreements which this Department entered into for assistance in the construction of airstrips and access roads with the Rayrock, Tauraganis, and Consolidated Discovery Mines Limited.

We are arranging with the Cost Inspection and Audit Division of the Department of Finance, to audit the claims under these agreements. Their Toronto Office will contact you direct regarding the procedure for submission of accounts.

Yours sincerely,


R. G. Robertson,
Deputy Minister.

APPROVED

Director, Northern Administration and Liaison Branch.

40-2-37A
Lachaine/ar

Deputy Minister's Records
File No. 41-41-3
Indexed by.....
352-1

Ottawa, July 18, 1958

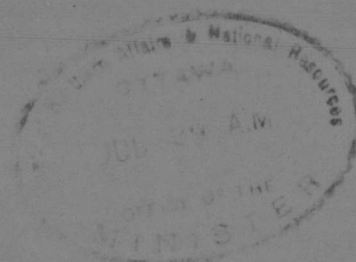
MEMORANDUM FOR THE DEPUTY MINISTER

Assistance to Airstrips at Discovery,
Tauroanis and Rayrock

By Order-in-Council P.C. 1957-37/626 dated May 3, 1957, the Governor-in-Council approved the entry into agreements providing for a maximum contribution of \$57,000 toward the cost of construction of airstrips and access roads at the mining properties mentioned above.

After extensive discussions and negotiations with the Department of Transport and the mining companies, we have prepared agreements acceptable to all concerned. These have now been signed and sealed by Mr. J.C. Byrne on behalf of the mining companies and are attached for execution. Would you please return all nine copies to this office for distribution.

B. G. Sivertz,
Director.



MINE TAIL
YELLOWKNIFE
N. W. T.

HEAD OFFICE
SUITE 909
25 ADELAIDE STREET WEST
TORONTO 1, CANADA

CONSOLIDATED DISCOVERY YELLOWKNIFE MINES LIMITED

TELEPHONE EMPIRE 4-5586

Toronto, Ontario
June 12, 1958

Deputy Minister's Records
41-41-3
Indexed by: JR

Mr. R. G. Robertson
Deputy Minister
Northern Affairs and National Resources
OTTAWA, Canada

Attention: Mr. F. J. G. Cunningham

Dear Sir:

Assistance to Airstrips at Discovery
Taurcanis and Rayrock

Thank you for your letter of June 10th with enclosed amended copy of each draft agreement. The amended drafts are quite satisfactory to us. We note particularly that licensing of these airstrips would not be mandatory unless they were to be used as a base of operations for commercial air service.

The airstrip at Discovery was used continuously during the past winter by both Bristol and Otter aircraft. There was uninterrupted communication during the break-up period at the mine this year as Otter aircraft were able to land on the strip. A length of approximately 2,000 feet has been completed. The remaining length is now being built up to grade and we hope to increase the length to about 3,200 feet.

Reference the Taurcanis strip, we purchased a scraper and have had it flown to the Taurcanis strip. This along with our tractors and trucks will be utilized in extending the current length of 2,300 feet. We hope to have most of the construction completed this year for an ultimate length of 3,500 feet.

We plan on year round freighting operations by planes carrying six to seven ton pay loads to the Discovery and Taurcanis strips. The Rayrock strip, on

- 2 -

the other hand, would be used essentially by Otter aircraft during the break-up and freeze-up periods as the mine is completely isolated for ten days to three weeks at these times. Our plans therefore do not necessarily include provision for operation of large aircraft.

Yours very truly,

CONSOLIDATED DISCOVERY YELLOWKNIFE MINES LIMITED

J. C. Byrne
President and Managing Director

JCB:0's

Deputy Minister's Records
File No. 41-41-3
Indexed by *JB*

*No copy of
agreement for
us. June 9*

original n 40-2-37B

Ottawa, June 10, 1958

reply from JC Byrne - June 12

J.C. Byrne, Esq.,
President and Managing Director,
Rayrock Mines Limited,
Suite 509,
29 Adelaide Street, West,
Toronto 1, Ontario.

Dear Mr. Byrne:

Assistance to Airstrips at Discovery,
Tauroanis and Rayrock

Please refer to my letter of February 14, 1958, advising that the points raised in your letter of January 31, 1958 on the above subject would be considered, after which I would write to you again. This matter was discussed with the Department of Transport who, as you know, advise us on such matters. I would like to comment on the suggested changes in the draft agreements in the same order as you have them in your letter of January 31, 1958.

Discovery Agreement

1. The suggestion in this paragraph is that because the length of the airstrip is limited the Department of Transport should be prepared to approve this as a one-way airstrip for Bristol aircraft. This would require an amendment to paragraph (s) on page 4 to the effect that the airstrip would be operated and maintained as a private one-way airstrip with a provision that the Company would make it available without charge to all aircraft at all times as an emergency airstrip only.

It is not the policy of the Department of Transport to approve an airstrip for a particular type of aircraft although in this case the specifications were prepared with a particular

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- 2 -

type of aircraft in mind. The responsibility rests with the aircraft operator to determine that the landing area to be used is within the operating limitations of the aircraft taking into consideration the airport elevation, wind, climatic conditions runway dimensions and surface conditions at the time of the landing.

As we are to contribute public funds towards the construction of this airstrip we are not prepared to have it operated as a private field.

2. Because development is limited and structures exceed the 1:40 north approach surface, it is agreed that the Specifications for the Discovery airstrip should read 3000 feet instead of 3500 feet for the length of the usable landing area. It is expected the Bristol operations from a runway of this length would have to be at a gross weight considerably less than the maximum or operations conducted only when favourable conditions prevail.

3. We concur in the substitution of "South Approach Area" for "Approach Areas" in the fourth paragraph of the Specifications for the Discovery airstrip.

Rayrock Agreement

As recommended by the Department of Transport we consider 3500 feet to be a minimum length for the Rayrock strip and cannot therefore accept the suggestion that this be reduced to 3000 feet. In addition it is recommended that provision be made for extending this runway to 4000 feet as soon as practicable. On this question the Department of Transport have made the following comments:

"While it may be quite true that a runway of 3500 feet or even 3000 feet could be used by Bristol 170 aircraft on occasions when wind, temperature and condition of runway surface are all favourable, it is also very true that many occasions are experienced when the wind is light or directly across the landing strip, or occasions when even light snow patches or snow drifts or slightly soft spots retard the aircraft during its take-off run. Performance figures published by the manufacturer for a Bristol 170 show that a

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- 3 -

runway length of 3000 feet is much less than actually required for operations at maximum gross weight. A length of 3000 feet would provide no margin for error or even a slight misjudgment on the part of the pilot and no margin for a cross-wind or a slightly soft runway surface."

Taurcanis Agreement

The foregoing also applies in its entirety to the Taurcanis Agreement. The length of usable landing area in the Specifications for the Taurcanis Agreement has been changed from 3000 to 3500 feet.

All Three Agreements

1. We are agreeable to amending the completion date referred to in paragraph 1 (b) of all agreements to March 1, 1979.
2. Your request to insert the words "owned by the Company, or its successors" after the word "resources" in paragraph 1 (1) of the agreements is accepted.
3. Licensing of these airstrips would not be mandatory unless they were to be used as a base of operations for a commercial air service. Once an airport has been developed to licensing standards and a license is issued, the operator's main obligation to the public is to ensure that the airport is maintained to these standards. Payments of the contributions is of course not contingent on the airports being licensed but only on their being developed to licensing standards in accordance with the agreements.

I am sending you an amended copy of each draft agreement which I hope will be acceptable to you. I would appreciate receiving your comments on these drafts before the agreements are prepared in their final form.

Yours sincerely,

R. G. Robertson

R. G. Robertson,
Deputy Minister.

APPROVED

Northern Administration and Lands Branch

Lachaine/ar

Copy for Deputy Minister's file

*No copy of
agreement for
us. June 9*

Deputy Minister's file
File No. 4141-3
Indexed by..... ✓

Ottawa, June 10, 1958

J.C. Byrne, Esq.,
President and Managing Director,
Rayrock Mines Limited,
Suite 509,
29 Adelaide Street, West,
Toronto 1, Ontario.

Dear Mr. Byrne:

Assistance to Airstrips at Discovery,
Tauroanias and Rayrock

Please refer to my letter of February 14, 1958, advising that the points raised in your letter of January 31, 1958 on the above subject would be considered, after which I would write to you again. This matter was discussed with the Department of Transport who, as you know, advise us on such matters. I would like to comment on the suggested changes in the draft agreements in the same order as you have them in your letter of January 31, 1958.

Discovery Agreement

1. The suggestion in this paragraph is that because the length of the airstrip is limited the Department of Transport should be prepared to approve this as a one-way airstrip for Bristol aircraft. This would require an amendment to paragraph (c) on page 4 to the effect that the airstrip would be operated and maintained as a private one-way airstrip with a provision that the Company would make it available without charge to all aircraft at all times as an emergency airstrip only.

It is not the policy of the Department of Transport to approve an airstrip for a particular type of aircraft although in this case the specifications were prepared with a particular

...2

- 2 -

type of aircraft in mind. The responsibility rests with the aircraft operator to determine that the landing area to be used is within the operating limitations of the aircraft taking into consideration the airport elevation, wind, climatic conditions runway dimensions and surface conditions at the time of the landing.

As we are to contribute public funds towards the construction of this airstrip we are not prepared to have it operated as a private field.

2. Because development is limited and structures exceed the 1:40 north approach surface, it is agreed that the Specifications for the Discovery airstrip should read 3000 feet instead of 3500 feet for the length of the usable landing area. It is expected the Bristol operations from a runway of this length would have to be at a gross weight considerably less than the maximum or operations conducted only when favourable conditions prevail.

3. We concur in the substitution of "South Approach Area" for "Approach Areas" in the fourth paragraph of the Specifications for the Discovery airstrip.

Rayrock Agreement

As recommended by the Department of Transport we consider 3500 feet to be a minimum length for the Rayrock strip and cannot therefore accept the suggestion that this be reduced to 3000 feet. In addition it is recommended that provision be made for extending this runway to 4000 feet as soon as practicable. On this question the Department of Transport have made the following comments:

"While it may be quite true that a runway of 3500 feet or even 3000 feet could be used by Bristol 170 aircraft on occasions when wind, temperature and condition of runway surface are all favourable, it is also very true that many occasions are experienced when the wind is light or directly across the landing strip, or occasions when even light snow patches or snow drifts or slightly soft spots retard the aircraft during its take-off run. Performance figures published by the manufacturer for a Bristol 170 show that a

...3

- 3 -

runway length of 3000 feet is much less than actually required for operations at maximum gross weight. A length of 3000 feet would provide no margin for error or even a slight misjudgment on the part of the pilot and no margin for a cross-wind or a slightly soft runway surface."

Taurcanis Agreement

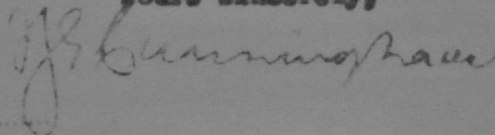
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All Three Agreements

1. We are agreeable to amending the completion date referred to in paragraph 1 (b) of all agreements to March 1, 1999.
2. Your request to insert the words "owned by the Company, or its successors" after the word "resources" in paragraph 1 (1) of the agreements is accepted.
3. Licensing of these airstrips would not be mandatory unless they were to be used as a base of operations for a commercial air service. Once an airport has been developed to licensing standards and a license is issued, the operator's main obligation to the public is to ensure that the airport is maintained to these standards. Payments of the contributions is of course not contingent on the airports being licensed but only on their being developed to licensing standards in accordance with the agreements.

I am sending you an amended copy of each draft agreement which I hope will be acceptable to you. I would appreciate receiving your comments on these drafts before the agreements are prepared in their final form.

Yours sincerely,



R. G. Robertson,
Deputy Minister.

APPROVED

Minister of Administration and Lands Branch.

40-2-37

PJCC:M

Ottawa, March 7, 1958.

MEMORANDUM FOR MR. SIVERTZ

I have your memorandum of February 17 regarding the agreements for airstrips at Bayrock, Discovery and Tauroanis.

As suggested by you, I have referred the changes, suggested by Mr. Byrne, to the Acting Chief of the Economics Division, and now attach a copy of the memorandum which he has given to me dated March 4, 1958. I agree with his suggestions and would, therefore, now ask you to discuss the various changes suggested with officers of the Department of Transport. Thereafter it will probably be necessary for a further letter to go from the Deputy Minister to Mr. Byrne informing him of the extent to which we can agree to the suggested changes and asking for concurrence. With that letter it might be well to send a revised draft of each of the three agreements so that time will be saved if Mr. Byrne agrees to accept the conclusions reached between you and Transport officials. You should, of course, avail yourself of the facilities of the Legal Division in preparing the drafts.

F.J.G. Cunningham,
Assistant Deputy Minister.

orig on 40-2-37A
copy on 40-2-37B
" " 40-2-37

41-41-3

~~40-2-37~~

2R

Ottawa, March 4, 1958.

MEMORANDUM FOR MR. CUNNINGHAM

ASSISTANCE TO AIRSTRIPS AND ACCESS ROADS,
RAYROCK, DISCOVERY AND TAURCANIS

You asked if I had any comment from the policy viewpoint on Mr. Sivertz memorandum of February 17.

You will note that Mr. Byrne's suggested changes, except for two, have not been incorporated in the draft agreements. I think there will be no point in having Mr. Olson draw up the final agreements until the Department reaches a conclusion on Mr. Byrne's proposals and agreement with him on the changes.

My comments on Mr. Byrne's suggestions, as given in his letter of January 31, are as follows. First a general comment. Mr. Byrne's changes are nearly all technical ones and thus require consultation with the Civil Aviation Branch of the Department of Transport. Since the Works and Services Division of the Northern Administration Branch, which is administering this programme of assistance, has already been in touch with Transport on similar technical aspects, I think that they should also consult that Department for clarification of these particular points. There would be no purpose in having another division of the Department deal with Transport at this stage.

Discovery Agreement

1. Mr. Byrne suggests that the airstrip be licensed by Transport as a private one-way airstrip for Bristol aircraft. He cites certain technical reasons as making it necessary to classify the strip as a private one-way facility. Transport should be asked for

- 2 -

their views as to whether technically the airstrip cannot be operated and maintained as a public airstrip. As a matter of principle, I would think that, with certain limited exceptions, public funds should be expended only for the construction of public airstrips and that unless technical considerations precluded it, the strip at Discovery should be a public facility.

2. Length should be 3000' instead of 3500' as set out in the Schedule of Specifications. The Specifications were laid down by Transport who acted as our technical advisers in the matter. Transport should now be asked whether they can accept the change proposed by Mr. Byrne.

3. "south approach area" instead of "approach areas" in paragraph 4 of the Schedule of Specifications is also a matter on which only Transport can advise.

Rayrock Agreement

1. Substitution of 3000' for 3500' as length of useable landing area is again a matter for discussion with Transport.

I might add that, with respect to length of useable landing area, Transport had specified that the airstrips at Taurcanis and Rayrock should be built to a minimum length of 3500'. In case of the strip at Discovery both Transport and this Department were given to understand by Mr. Byrne that while the strip cannot be more than 3000' long there will be an additional 500' which can be used by aircraft landing from the south. It had been the hope of Transport that the companies would extend all three strips to 4000' as soon as possible. Under these circumstances, I would think that Transport would be reluctant to agree to reduction of the Discovery and Rayrock strips to 3000' each.

All Three Agreements

1. and 2. These points with respect to completion date and the company's obligation for maintenance have already been incorporated in the draft agreements. I agree with the changes.

3. As to clarification of the question of licensing by Transport, this too should be taken up by the Branch with that Department.

S. Trachtenberg,
Acting Chief, Economic Division.

copy on 40-2-37

Christie/MJ
Deputy Minister's Records
File No. 41-41-3
Indexed by.....

Ottawa, 18 February, 1958.

MEMORANDUM FOR THE DIRECTOR

RAYROCK AIRSTRIP AND ACCESS ROAD AGREEMENT

My comments on the agreement as drafted for the Minister's signature are as follows:

Para. 1 (b) - The completion date is stated as being the 31st of March, 1958, or by such later date as the Minister in his discretion may designate. Obviously it would be impossible to complete the airstrip and access road by the 31st of March, 1958, therefore I would agree with Mr. Byrne's suggestion that this date be extended to, possibly, the 1st of March, 1959.

- (i) - "exploitation of the mineral resources adjacent to the airstrip and access road";... This could be construed to mean that Rayrock might be held responsible for the maintenance even after their operations had ceased if there are other mineral resources adjacent to the airstrip which might be exploited by a completely independent company.

Your memorandum to the Deputy Minister states that the changes suggested by Mr. Byrne have not been incorporated in the draft agreement as they demand study and will require some policy decisions. However, Mr. Byrne has stated that the length of the runway is limited to 3,000 feet by the head frame at one end of the approach area which, in turn, would not provide for the ratio of 1:40 as stipulated in the specifications. Should not these points be settled?

K.J. Christie
K.J. Christie,
Acting Chief,
Mining and Lands Division.

orig 40-2-37A
off 40-2-37
40-2-37B

40-2-37

Deputy Minister's Records
File No. 41-41-3
Indexed by.....

DEPUTY MINISTER
FEB 21
Dept. of Northern Affairs & National Resources

Ottawa, February 17, 1958.

MEMORANDUM FOR THE DEPUTY MINISTER

Assistance Re Airstrips and Access Roads
Rayrock, Discovery and Taurcanis

On December 31st, 1957, you returned the draft agreement for the Rayrock project asking that similar draft agreements be prepared for the Discovery and Taurcanis airstrips. As requested the three drafts were sent to Mr. Byrne for comment and to the Department of Transport for their views.

-- The Director of Civil Aviation had a few minor changes to suggest and these have been incorporated in the attached drafts.

You received Mr. Byrne's letter of January 31st, 1958, a copy of which was forwarded to this office for preparation of reply. An interim reply was sent to Mr. Byrne on February 14th, 1958. In your memorandum of December 31st, you indicated that when the comments were received Mr. Olson would be in a position to draw up the final agreements and the drafts are attached for this purpose.

Actually Mr. Byrne's suggested changes have not been incorporated in the draft agreements as they demand study and will require some policy decisions. You will probably want to refer this initially to Mr. Trachtenberg to deal with after which a final reply can be sent to Mr. Byrne. In this connection we will gladly co-operate with the Economic and Legal Divisions in any way we can.

B.G. Siverta,
Director.

Lachaine/ef

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je

Ottawa, February 14, 1958.

41-41-3

~~41-2-37~~

WR

Mr. J.C. Byrne,
President and Managing Director,
Rayrock Mines Limited,
Suite 509,
29 Adelaide Street West,
Toronto 1, Ontario.

Dear Mr. Byrne:

Assistance to Airstrip at Discovery,
Taureania and Rayrock

I have your letter of January 31st, 1958, in which you comment on the proposed agreements for the above. The points you raised demand some study and when this is completed I will write to you again.

Yours sincerely,

Robertson

R.G. Robertson,
Deputy Minister.

APPROVED

Director, Northern Administration and Lands Branch

2 copies Mr. Roberts for
purpose of reply, etc.

HEAD OFFICE
SUITE 509

25 ADELAIDE STREET WEST
TORONTO 1, CANADA

41-41-3

~~40-237~~

MR

RAYROCK MINES LIMITED

TELEPHONE EMPIRE 4-5588

Toronto, Ontario
January 31, 1958

R. G. Robertson, Esq.
Deputy Minister
Northern Affairs and National Resources
OTTAWA, Canada

Dear Mr. Robertson:

Re: Assistance to Airstrips at
Discovery, Tauroanis and Rayrock

We are in receipt of your letter dated
January 20, 1958, enclosing three draft agreements in
regard to the above mentioned. We have the following
comments for your consideration:

Discovery Agreement

1. The penultimate paragraph on Page 1 of this
agreement refers to the Department of Transport being
prepared to license the airstrip. As you will recall, the
length here is limited by mine location and the small lake
to the south, while the headframe is located within the
north approach area. Would it not be better to have this
recital refer to the Department of Transport being prepared
to approve this as a private, one-way airstrip for Bristol
aircraft? This would also require an amendment to paragraph
"s" on Page 4 to the effect that the airstrip is to be
operated and maintained as a private, one-way airstrip and
a provision that the Company will make it available without
charge to all aircraft, at all times, as an emergency
landing strip only.

2. The first paragraph of the Schedule of Speci-
fications should indicate the length as being 3,000 feet
rather than 3,500 feet.

3. The fourth paragraph of the Schedule of Speci-
fications should have the words "south approach area" rather
than "approach areas".

- 2 -

BEST COPY AVAILABLE

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Page 2.

January 31, 1958

Rayrock Agreement

1. The first paragraph of the Schedule of Specifications should have the figures "3,000" substituted for "3,500".

All Three Agreements

1. The completion date referred to in Paragraph 1(b) of all agreements should be amended to, say, March 1, 1959.

2. Paragraph 1(1) refers to the Company being responsible for maintenance "until such time as in the opinion of the Minister it ceases to be an airstrip for the exploitation of the mineral resources adjacent to the airstrip and access road". Would it not be fair to insert the words "owned by the Company, or its successors" after the word "resources"?

3. Would you be good enough to clarify the question of licensing or non-licensing by the Department of Transport. Is the license mandatory, and if so, does it impose further obligations on the Company in relation to the public?

Yours sincerely,

RAYROCK MINES LIMITED

JCB:o's

J. C. Byrne
President and Managing Director

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Copied 40-2-37
-37A
37B

JAN - 1958

B. Y. 20 Feb.
created
MR

See letter Jan. 31 from
J.C. Byrne

Ottawa, January 20, 1958.

Mr. J. C. Byrne,
President and Managing Director,
Rayrock Mines Limited,
Suite 509,
29 Adelaide Street West,
Toronto 1, Ontario.

41-41-3
40-2-37
MR

Dear Mr. Byrne,

Assistance to Airstrips at Discovery,
Taurcanis and Rayrock

You were advised previously that Treasury Board had approved the expenditure of \$57,000 as a contribution toward the cost of construction of airstrips and access roads at the above mentioned mines. In this connection we have prepared three draft agreements and one copy of each is enclosed.

I would appreciate receiving your comments on these drafts before the agreements are prepared in their final form.

Yours sincerely,

R. G. Robertson
R. G. Robertson,
Deputy Minister.

DEPUTY MINISTER
MINISTRY OF NATURAL RESOURCES

Ottawa, January 16, 1958.

Mr. J.C. Byrne,
President and Managing Director,
Rayrock Mines Limited,
Suite 509,
29 Adelaide Street West,
Toronto 1, Ontario.

Dear Mr. Byrne:

Assistance to Airstrips at Discovery,
Taurcanis and Rayrock

You were advised previously that Treasury Board had approved the expenditure of \$57,000 as a contribution toward the cost of construction of airstrips and access roads at the above mentioned mines. In this connection we have prepared a form of agreement and one copy of each is enclosed.

I would appreciate receiving your comments on these drafts before the agreements are prepared in their final form.

Yours sincerely,

R.G. Robertson,
Deputy Minister.