



1984 PHYSICAL REPORT
ON THE MID CLAIM GROUP

Watson Lake Mining District, Y.T., NTS: 105/B-1
Latitude 60°02'N; Longitude 130°12'W

092823

DECEMBER, 1984

YUKON 1984 ASSESSMENT



092823

1984 PHYSICAL REPORT

ON THE

MID CLAIM GROUP

WATSON LAKE MINING DISTRICT, YUKON TERRITORY

NTS: 105/B-1

Latitude: 60°02'N; Longitude 130°12'W

OWNER: CANAMAX RESOURCES INC.

OPERATOR: REGIONAL RESOURCES LTD.

BY

James J. Hylands, P.Eng.

CORDILLERAN ENGINEERING

1980-1055 W. Hastings Street

Vancouver, B.C. V6E 2E9

DECEMBER, 1984

CLAIMS: Mid 1-128; Grant No's YA56975-YA57102
Mid 129-160; Grant No's YA57155-YA57186
Mid 161-225; Grant No's YA58936-YA59000
Mid 226-240; Grant No's YA65801-YA85815
Mid 241Fr- Grant No's YA70110-YA70141
272Fr;

LOCATION: S. of Rancheria River, approximately 85 km
west of Watson Lake, Yukon Territory

WORK PERIOD: June 9, 1984 to August 22, 1984

TABLE OF CONTENTS

<u>Chapter</u>		<u>Page</u>
1.0	SUMMARY AND CONCLUSIONS	1
2.0	INTRODUCTION	2
3.0	1984 PROGRAM	6
	3.1 Road Construction	6
	3.2 Road Reconstruction	8
	3.3 Surveying	10
4.0	COST STATEMENT	11
	STATEMENT OF QUALIFICATIONS	16
	APPENDIX Analytical Certificates	17

Tables

<u>Table 1</u>	Status of Claims	5
<u>Table 2</u>	Analytical Results, Barite Samples from access road	8
<u>Table 3</u>	Equipment Used For Road Construction - Phase I	9
<u>Table 4</u>	Road Construction & Maintenance, Y.T., 1984	9
<u>Table 5</u>	Culverts Installed, Y.T., 1984	9
<u>Table 6</u>	Application of Assessment Credits to Claims	15

Figures

<u>Figure 1</u>	Location Map	3
<u>Figure 2</u>	Claim Map	4
<u>Figure 3</u>	Compilation Map (1:10,000)	7

Plate

<u>Plate 1</u>	Road Map (1:20,000)	in pocket
----------------	---------------------------	-----------

CHAPTER 1.0

SUMMARY AND CONCLUSIONS

An access road was constructed to allow trenching and diamond drilling of a potential barite deposit north of the Y.T./B.C. Border southeast of Rancheria. The discovery during road building of extensive high-grade barite in subcrop is very encouraging. Widening, ditching, gravelling and grading of the Tootsee River road has enhanced the possibility of year round operation.

Respectfully submitted

CORDILLERAN ENGINEERING

A handwritten signature in cursive script, appearing to read "J. Hylands".

James J. Hylands, P.Eng.

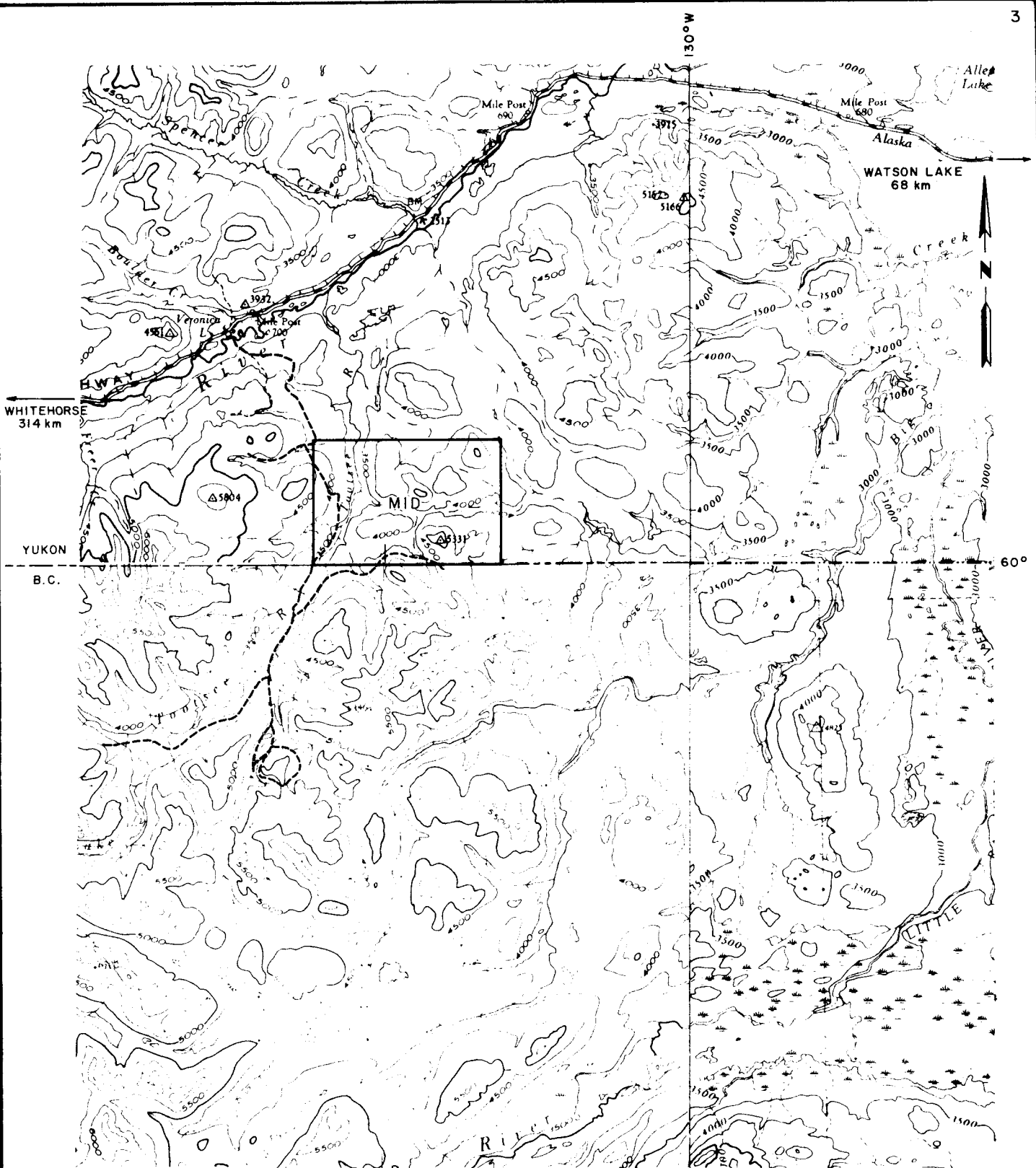
CHAPTER 2.0

INTRODUCTION

The Mid Claim Group lies south of the Rancheria River approximately 85 km west of Watson Lake, Y.T. Access to the claims is provided on the west side of the claim group by the Tootsee River road, originating at km 1128 on the Alaska Highway, and to the south central area by a four-wheel drive road which begins at km 18.8 on the Tootsee River road (Figure 1, Plate 1). The claim group consists of the Mid 1-272 two-post claims and fractions staked in 1981, 1982 and 1983 by Cordilleran Engineering for Regional Resources Ltd., Amax of Canada Limited and Canamax Resources Inc. (Figure 2). The status of the claims is given in Table 1.

During the 1981 field season the Mid claims were geologically mapped at 1:5000 scale, 10.5 km of cut baseline and 126.4 km of blazed and flagged cross- and tie-line were established, and 2,546 soil samples were collected and analyzed for Ag, Pb, Zn and Ba. Three lines (3.9 km) of Pulse EM and gravity surveys were conducted over one geochemically anomalous area.

The 1982 program on these claims involved cutting two grids (14.1 km) as control for an expanded Pulse EM survey over the Big Swamp area. In addition, the Midway property was aerially photographed at 1:20,000 and 1:40,000 scales, and orthophoto maps produced at 1:10,000 scale.



REGIONAL RESOURCES LTD.
MIDWAY PROPERTY

MID CLAIMS

WATSON LAKE MINING DISTRICT, YUKON TERRITORY

1 : 250 000

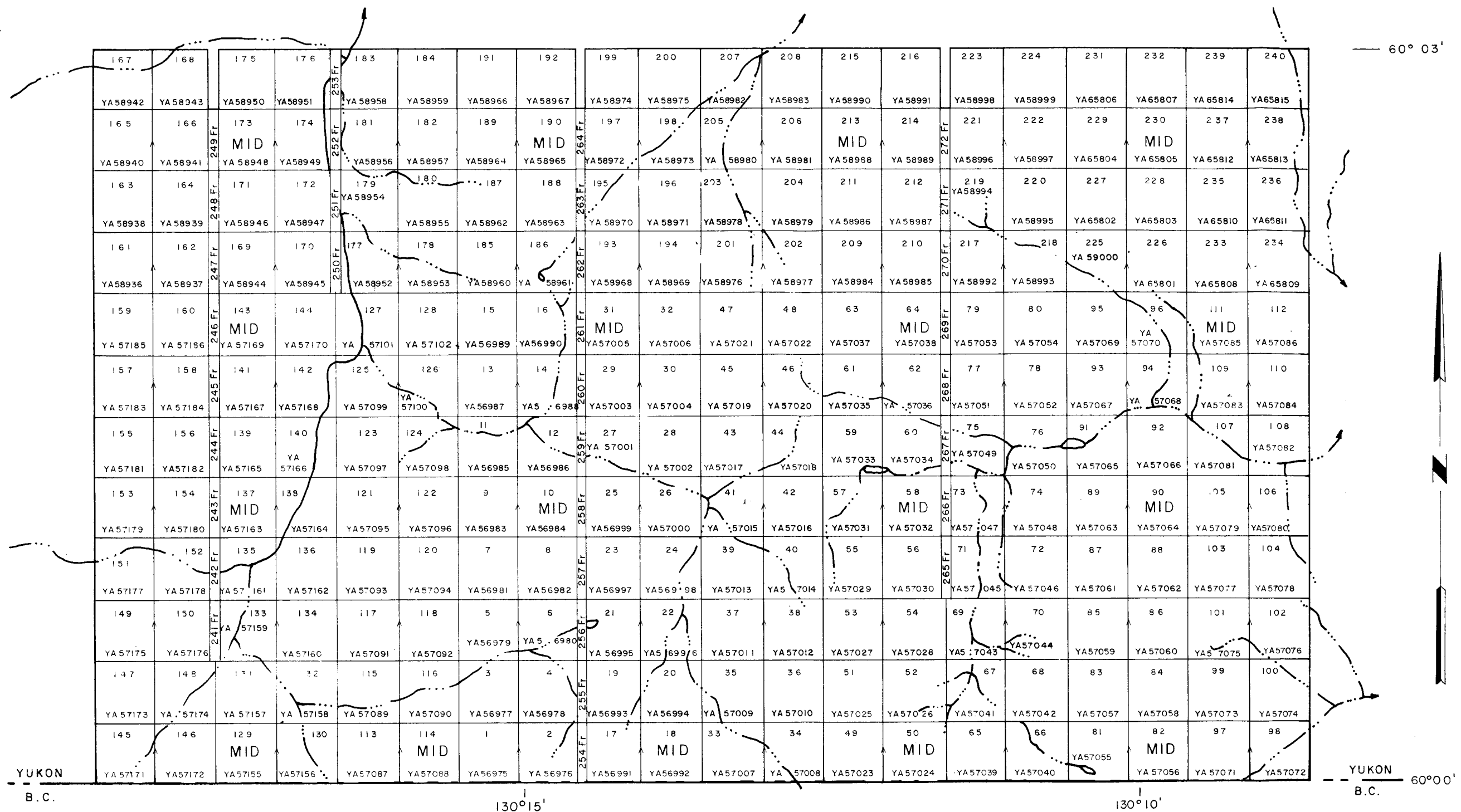
m 5000 0 5000 10,000 15,000 m



BY

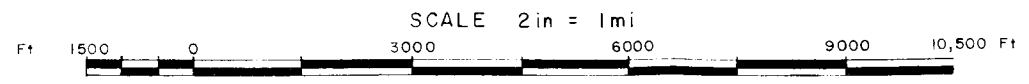
CORDILLERAN ENGINEERING

FIGURE 1



Handwritten signature

REGIONAL RESOURCES LTD.
 MIDWAY PROPERTY
 MID 1-272 CLAIM GROUP



DECEMBER 1984

NTS 105 B 1

BY: CORDILLERAN ENGINEERING

FIGURE 2

Table 1

STATUS OF CLAIMS

272 Claims; Watson Lake Mining District; NTS: 105/B-1

CLAIM	GRANT No(s)	EXPIRY DATE(s)	CLAIM	GRANT No(s)	EXPIRY DATE(s)
Mid 1-8	YA 56975-56982	31 Dec. 1989	Mid 154	YA 57180	31 Dec. 1985
Mid 9	YA 56983	31 Dec. 1985	Mid 155	YA 57181	31 Dec. 1987
Mid 10	YA 56984	31 Dec. 1989	Mid 156	YA 57182	31 Dec. 1985
Mid 11-16	YA 56985-56990	31 Dec. 1985	Mid 157	YA 57183	31 Dec. 1987
Mid 17-26	YA 56991-57000	31 Dec. 1989	Mid 158	YA 57184	31 Dec. 1985
Mid 27-32	YA 57001-57006	31 Dec. 1985	Mid 159	YA 57185	31 Dec. 1987
Mid 33-42	YA 57007-57016	31 Dec. 1989	Mid 160	YA 57186	31 Dec. 1985
Mid 43-48	YA 57017-57022	31 Dec. 1985	Mid 161	YA 58936	31 Dec. 1988
Mid 49-58	YA 57023-57032	31 Dec. 1989	Mid 162	YA 58937	31 Dec. 1986
Mid 59-64	YA 57033-57038	31 Dec. 1985	Mid 163	YA 58938	31 Dec. 1988
Mid 65-74	YA 57039-57048	31 Dec. 1989	Mid 164	YA 58939	31 Dec. 1986
Mid 75-80	YA 57049-57054	31 Dec. 1985	Mid 165	YA 58940	31 Dec. 1988
Mid 81-88	YA 57055-57062	31 Dec. 1989	Mid 166	YA 58941	31 Dec. 1986
Mid 89-96	YA 57063-57070	31 Dec. 1985	Mid 167-168	YA 58942-58943	31 Dec. 1988
Mid 97-100	YA 57071-57074	31 Dec. 1989	Mid 169-174	YA 58944-58949	31 Dec. 1986
Mid 101	YA 57075	31 Dec. 1988	Mid 175-176	YA 58950-58951	31 Dec. 1988
Mid 102	YA 57076	31 Dec. 1987	Mid 177-182	YA 58952-58957	31 Dec. 1986
Mid 103	YA 57077	31 Dec. 1985	Mid 183-184	YA 58958-58959	31 Dec. 1988
Mid 104	YA 57078	31 Dec. 1987	Mid 185-190	YA 58960-58965	31 Dec. 1986
Mid 105	YA 57079	31 Dec. 1985	Mid 191-192	YA 58966-58967	31 Dec. 1988
Mid 106	YA 57080	31 Dec. 1987	Mid 193-198	YA 58968-58973	31 Dec. 1986
Mid 107	YA 57081	31 Dec. 1985	Mid 199-200	YA 58974-58975	31 Dec. 1988
Mid 108	YA 57082	31 Dec. 1987	Mid 201-206	YA 58976-58981	31 Dec. 1986
Mid 109	YA 57083	31 Dec. 1985	Mid 207-208	YA 58982-58983	31 Dec. 1988
Mid 110	YA 57084	31 Dec. 1987	Mid 209-214	YA 58984-58989	31 Dec. 1986
Mid 111	YA 57085	31 Dec. 1985	Mid 215-216	YA 58990-58991	31 Dec. 1988
Mid 112	YA 57086	31 Dec. 1987	Mid 217-222	YA 58992-58997	31 Dec. 1986
Mid 113-118	YA 57087-57092	31 Dec. 1989	Mid 223-224	YA 58998-58999	31 Dec. 1988
Mid 119-120	YA 57093-57094	31 Dec. 1986	Mid 225	YA 59000	31 Dec. 1986
Mid 121-128	YA 57095-57102	31 Dec. 1985	Mid 226-230	YA 65801-65805	31 Dec. 1986
Mid 129-134	YA 57155-57160	31 Dec. 1989	Mid 231-232	YA 65806-65807	31 Dec. 1988
Mid 135-144	YA 57161-57170	31 Dec. 1985	Mid 233	YA 65808	31 Dec. 1986
Mid 145	YA 57171	31 Dec. 1987	Mid 234	YA 65809	31 Dec. 1988
Mid 146	YA 57172	31 Dec. 1985	Mid 235	YA 65810	31 Dec. 1986
Mid 147	YA 57173	31 Dec. 1987	Mid 236	YA 65811	31 Dec. 1988
Mid 148	YA 57174	31 Dec. 1985	Mid 237	YA 65812	31 Dec. 1986
Mid 149	YA 57175	31 Dec. 1987	Mid 238-240	YA 65813-65815	31 Dec. 1988
Mid 150	YA 57176	31 Dec. 1985	Mid 241Fr)		
Mid 151	YA 57177	31 Dec. 1987	-272Fr)	YA 70110-70141	9 Jun. 1985
Mid 152	YA 57178	31 Dec. 1985			
Mid 153	YA 57179	31 Dec. 1987			

RECAP OF CLAIMS BY EXPIRY DATE:

9 Jun. 1985: Mid 241Fr-272Fr

31 Dec. 1985: Mid 9, 11-16, 27-32, 43-48, 59-64, 75-80, 89-96, 103, 105, 107, 109, 111, 121-128, 135-144, 146, 148, 150, Mid 152, 154, 156, 160

31 Dec. 1986: Mid 119, 120, 162, 164, 166, 169-174, 177-182, 185-190, 193-198, 201-206, 209-214, 217-222, 225-230, Mid 233, 235, 237

31 Dec. 1987: Mid 102, 104, 106, 108, 110, 112, 145, 147, 149, 151, 153, 155, 157, 159

31 Dec. 1988: Mid 101, 161, 163, 165, 167, 168, 175, 176, 183, 184, 191, 192, 199, 200, 207, 208, 215, 216, 223, 224, Mid 231, 232, 234, 236, 238-240

31 Dec. 1989: Mid 1-8, 10, 17-26, 33-42, 49-58, 65-74, 81-88, 97-100, 113-118, 129-134

CHAPTER 3.0

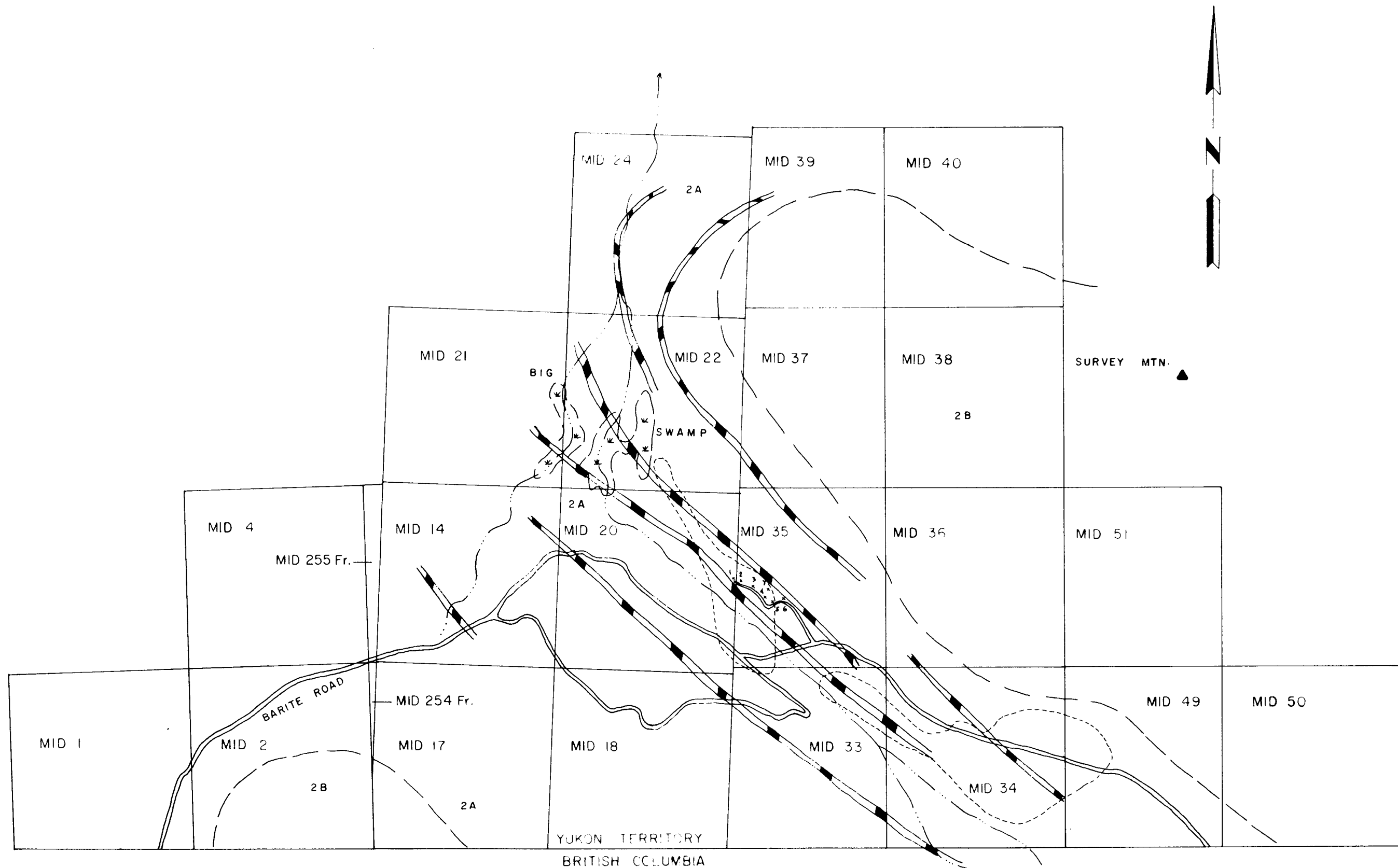
1984 PROGRAM

The data from the 1981 and 1982 exploration programs was compiled during 1983. Soil Ba geochemical trends and Pulse EM conductors were found to coincide southeast of the Big Swamp (Figure 3). Combining these results with geological mapping, and prospecting results, it was concluded that there was a high probability of finding barite deposits underlying the surficial materials in this area. In addition, the Ewen Barite deposit, found in 1980, lies 2 km southeast and on strike with this geochemical/geophysical anomaly. The next phases of exploration in this area will be trenching and diamond drilling, for which road access would be required.

3.1 ROAD CONSTRUCTION

The barite access road was built from km 18.8 on the Tootsee River road, east of the old Tootsee River bridge. Starting from this point allowed construction of a road with a maximum gradient of 10%, and a minimum of switchbacks and permafrost sections (Plate 1, Figure 3). 11.1 km of road was built, of which 4.77 km was in the Yukon Territory. Minimum road width was 4 metres.

Road construction began July 15, 1984 using a Caterpillar D7E bulldozer rented with operator and fuel from E. Caron Diamond Drilling, Whitehorse, Y.T. A Caterpillar 235 backhoe, leased from Kledo Construction, Fort Nelson, B.C., was used to cut back slopes on the side hill sections of the road. Two 600 mm by 6 m culverts were required for one creek crossing. Construction ended on August 11, 1984.



LEGEND

LOWER SYLVESTER GROUP
 2B - SANDSTONE, CONGLOMERATE,
 MINOR SILTSTONE

2A - SILTSTONE; MINOR SANDSTONE,
 CONGLOMERATE

SYMBOLS

PULSE EM CONDUCTORS

Ba ANOMALIES, > 10,000 ppm

GEOLOGICAL CONTACT

ROAD

STREAM

* 1 BARITE SAMPLE LOCATIONS

HISTORY

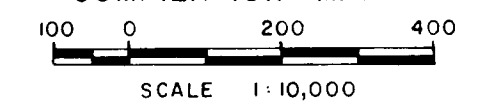
1980 - STAKED
 1981 - GEOLOGY, GEOCHEMISTRY
 1982 - GEOPHYSICS
 1984 - ROAD CONSTRUCTION

NOTE

CLAIM LOCATION BY AERIAL TRIANGULATION SURVEY
 OF NORTH AND SOUTH ENDS OF LOCATION LINES.
 CLAIMS ARE NOT SURVEYED.

REGIONAL RESOURCES LTD.

MIDWAY PROPERTY
 MID CLAIMS, BIG SWAMP AREA
 COMPILATION MAP



DECEMBER, 1984

FIGURE 3

J. J. [Signature]

An access road for trenching was built parallel to the trend of the soil geochemical anomaly. Barite in subcrop was exposed, from which seven grab samples were taken. Each sample weighed approximately 5 kg, and was obtained from an area 3 m by 3 m. Partial results are presented in Table 2; the analytical certificates are in the Appendix; and the samples are located on Figure 3.

Table 2

ANALYTICAL RESULTS, BARITE SAMPLES FROM ACCESS ROAD

<u>Sample No.</u>	<u>Specific Gravity</u>	<u>% BaSO₄</u>	<u>% SiO₂</u>	<u>% CaO</u>	<u>% Fe</u>
15321	4.0	83.42	14.00	0.45	0.15
15322	3.8	75.80	20.50	0.35	0.15
15323	4.3	92.13	5.00	0.50	0.15
15324	4.1	85.27	11.50	0.50	0.20
15325	4.2	88.39	8.50	0.45	0.15
15326	4.1	86.46	10.50	0.40	0.15
15327	<u>4.2</u>	<u>91.21</u>	<u>7.00</u>	<u>0.35</u>	<u>0.10</u>
Averages	4.1	86.28	11.00	0.43	0.15

3.2 ROAD RECONSTRUCTION:

The Tootsee River road provides access to both the B.C. and Y.T. areas of the Midway property (Plate 1). In preparation for hauling heavy equipment into the Midway property, and barite out, this road was upgraded by relocating sections to reduce grades, installing culverts at all creek crossings, gravelling and grading. The reconstruction in Y.T was done under Land Use Permits YA4F514 and QP84/509, and final clearances were granted. In addition, a pile-supported steel girder bridge was constructed over the Rancheria River.

The first phase of reconstruction lasted from June 9, 1984 to July 28, 1984. The equipment used is listed in Table 3, the work done in Table 4 and the culverts installed in Table 5.

Table 3EQUIPMENT USED FOR ROAD RECONSTRUCTION - PHASE I

<u>Make</u>	<u>Model</u>	<u>Type</u>	<u>Supplier</u>
Caterpillar	D68	Bulldozer	E. Caron Diamond Drilling, Whitehorse
Caterpillar	D6C	Bulldozer	E. Caron Diamond Drilling, Whitehorse
Caterpillar	D7E	Bulldozer	E. Caron Diamond Drilling, Whitehorse
International	270	Payscraper	E. Caron Diamond Drilling, Whitehorse
Champion		Grader	Geddes & Fleming Construction, Teslin
Caterpillar	235	Backhoe	Kledo Construction, Fort Nelson

Table 4ROAD RECONSTRUCTION AND MAINTENANCE, Y.T., 1984

<u>Kilometres</u>	<u>Work Done</u>
0.4- 1.0	Graded and ditched
1.0- 3.9	Graded where feasible
3.9- 5.9	Widened, graded and ditched
5.4	Corner cut and widened
5.9- 7.0	Widened, gravelled (30-60 cm gravel), graded
7.0- 9.0	Road widened, ditched, graded
9.0- 9.5	Road relocated to bring grade down to 10%, graded
9.5-10.7	Road widened, ditched, graded
10.7-11.2	Road relocated to bring grade down to 10%, gravelled, graded
11.2-12.1	Road graded
12.1	Road relocated to reduce grade, bypass soft area
12.1-12.8	Road widened, ditched, graded
12.8-13.5	Road relocated, gravelled, graded, to bypass soft areas
13.5-15.5	Road widened, ditched, graded
15.5-15.7	Road widened, gravelled, graded

Table 5CULVERTS INSTALLED, Y.T., 1984

<u>Kilometres</u>	<u>Number</u>	<u>Size</u>	<u>Couplers</u>
4.4	1	300 mm x 6 m	
5.0	2	500 mm x 6 m	1
6.5	1	300 mm x 6 m	
7.0	2	1200 mm x 4 m	1
9.1	4	1200 mm x 4 m	2
11.2	2	500 mm x 4 m	1
13.6	1	1200 mm x 6 m	1
		1200 mm x 4 m	

Of the 23.5 km of road upgraded, 15.7 km was in Yukon Territory.

3.3 SURVEYING

The barite access road was surveyed from stations which were established on hills overlooking the road. These stations were surveyed from Control Points established for the 1982 aerial photography. A total of 60 observations were made on the Yukon portion of the road.

CHAPTER 4.0

COST STATEMENT

The following persons were employed at the cost indicated:

J. J. Hylands, P.Eng.,	Supervisor	\$367.40/day
M. Rezek,	Surveyor	284.40/day
M. Boulding,	Surveyor's helper	270.40/day
R. Mirko	Field hand	262.40/day

Costs include salaries, bonus, camp support and fees for management and professional services.

J. J. Hylands	1980-1055 West Hastings Street Vancouver, B.C. V6E 2E9
M. Rezek	182-908 Clarke Road, Port Moody, B.C. V3H 1L8
M. Boulding	RR2 Site 1. Nanaimo, B.C. V9R 5K2
R. Mirko	203 Jefferson Ave. West Vancouver, B.C. V7W 1W2

The cost/man day for food, shelter, maintenance, supervision, etc., was \$187.40/manday
The cost/hour for the Bell 206B helicopter including hourly rate,
fuel, camp support for pilot and mechanic, and supervision was \$795.06/hour



BARITE ROAD: - B.C. & Y.T.Construction Costs

1) Walking and flagging route:				
M. Rezek	2 days x \$284.40/day	.....	\$ 568.80	
M. Boulding	2 days x 270.40/day	.....	540.80	\$ 1,109.60
2) Helicopter use:				
Initial route selection	0.9 hrs			
Supervision and flagging	0.8 hrs			
Culvert transportation	0.7 hrs			
Surveying	4.7 hrs			
	<u>7.1 hrs</u> x \$795.06/hr	.....		5,644.93
3) Daily supervision, July 15-August 11:				
1 hr/day x 28 days ÷ 8 = 3.5 days				
J. Hylands,	3.5 days x \$367.40/day	.....		1,285.90
4) Equipment costs:				
Cat D7E	309 hrs x \$ 85.00/hour	.....	26,265.00	
Operator travel	49 hrs x 28.35/hour	.....	1,389.15	
Cat 235 hoe	7 hrs x 169.15/hour	.....	1,184.05	
Culverts	2 x 600mm x 6m x 297.36 ea.	.....	594.72	29,432.92
				<u>\$37,473.35</u>
	Cost/kilometre	-	<u>\$37,473.35</u> 11.1 km	- \$3,375.98/km

Survey Costs

M. Rezek, surveyor	1 day x \$284.40/man day	.....	\$ 284.40	
M. Boulding, helper	1 day x 270.40/man day	.....	270.40	
				554.80
Instrument Rental, May 15-Oct.31, 170 days				
\$7,332.35 ÷ 170 days = \$43.13/day		.....	43.13	
			<u>\$ 597.93/day</u>	
1) Road Survey:	11.1 kms, 5 days x \$597.93/day	.....		\$ 2,989.65
2) Helicopter use:				
August 14	0.9 hours			
August 18	0.9 hours			
August 19	1.5 hours			
August 20	1.4 hours			
August 22	0.8 hours			
	<u>5.5 hours</u> x \$795.06/hour	.....		4,372.83
				<u>\$ 7,362.48</u>
	Cost/kilometre	-	<u>\$7,362.45</u> 11.1 km	- \$ 663.29/km
CONSTRUCTION & SURVEY:	COST/KILOMETRE	-	\$3,375.98 + \$663.29	- \$4,039.27/km

4.77 kilometres in Yukon Territory Cost = 4.77 x \$4,039.27 = \$19,267.32

Hylands

TOOTSEE RIVER ACCESS ROAD Maintenance & Reconstruction Costs, Y.T.:

- 1) Walking and flagging route:
 J. Hylands, 2 days x \$367.40/day \$ 734.80
- 2) Helicopter use:
 Initial survey of routes 1.7 hrs
 Supervision 1.2 hrs
 Moving equipment operators 1.5 hrs
 4.4 hrs x \$795.06/hr 3,498.26
- 3) Daily supervision, June 9-July 16 = 38 days
 3 hours/day x 38 days ÷ 8 = 14.25 days
 J.Hylands 14.25 days x \$367.40/day 5,235.45

4) Equipment costs:

Equipment	Hours	Cost/hr	Travel hrs	Cost/hr			
Cat D6C	260.5	\$ 85.00	56	\$ 28.35	.....	\$23,730.10	
Cat D6B	126.0	85.00	40	28.35	.....	11,844.00	
International 270	123.5	85.00	29	28.35	.....	11,319.65	
Cat 235	150.0	168.15	52.5	20.00	.....	26,422.50	
Champion Grader	203.5	79.80			.....	<u>16,239.30</u>	89,555.55

5) Culverts installed

Culverts				Couplers			
	Size	No.	Price ea.	No.	Price ea.		
at km 4.4	300mm x 6m	1	\$149.12			.....	\$ 149.12
at km 5.0	500mm x 6m	2	221.00	1	20.00	.....	462.00
at km 6.5	300mm x 6m	1	149.12			.....	149.12
at km 7.0	1200mm x 4m	2	458.49	1	42.00	.....	958.98
at km 9.1	1200mm x 4m	4	458.49	2	42.00	.....	1,917.96
at km 11.2	500mm x 4m	2	147.33	1	20.00	.....	314.66
at km 13.6	1200mm x 6m	1	667.73	1	42.00	.....	709.73
	1200mm x 4m	1	458.49			.....	458.49
							<u>5,120.06</u>

Labour, R. Mirko 2 days x \$262.40/day 524.80 5,644.86

\$104,668.92

Cost/kilometre = $\frac{\$104,668.92}{15.7 \text{ km}}$ = \$6,666.81/km



ALLOCATION OF COSTS TO CLAIMS**A. BARITE ROAD**

<u>Claim</u>	<u>Kilometres</u>	<u>Cost at \$4,039.27/km</u>
Mid 1	0.26	\$ 1,050.21
2	0.52	2,100.42
18	0.51	2,060.03
19	0.76	3,069.85
20	0.60	2,423.56
33	0.41	1,656.10
34	0.55	2,221.60
35	0.72	2,908.27
49	<u>0.44</u>	<u>1,777.28</u>
	4.77	\$19,267.32

B. TOOTSEE RIVER ROAD

<u>Claim</u>	<u>Kilometres</u>	<u>Cost at \$6,666.81/km</u>
Mid 147	0.13	\$ 866.68
149	0.52	3,466.74
151	0.23	1,533.37
152	0.33	2,200.05
154	0.44	2,933.40
156	0.57	3,800.08
157	0.10	666.68
158	0.73	4,866.77
159	0.46	3,066.73
161	0.57	3,800.08
163	<u>0.34</u>	<u>2,266.72</u>
	4.42	\$29,467.30



Table 6

APPLICATION OF ASSESSMENT CREDITS TO CLAIMS

GROUP	EXPENDITURES ON		1 YEAR @ \$100/CLAIM	2 YEARS @ \$200/CLAIM	3 YEARS @ \$300/CLAIM	4 YEARS @ \$400/CLAIM	5 YEARS @ \$500/CLAIM	0 YEARS	AMOUNT APPLIED	No. OF CLAIMS IN GROUP
	CLAIM(S)	\$								
A	Mid 34 + 49	3,998	Mid 86	Mid	Mid	Mid 101,234	Mid 102,104,106,108, 110,112	Mid 50,65,66,81,84, 34,49	\$3,900	16
B	18 + 33	3,716	85,88				94,96,103,105,107, 109,111	36,51,54,69,70,18, 33	3,700	16
C	19	3,069	227	218,230,231,232, 237	59,60,75,77,79 267Fr			22,39,42,19	2,900	16
D	20	2,423	225	80,228,235,238, 239,240	76,78	266Fr		37,40,57,58,73,20	2,300	16
E	35	2,908	226	233,236	89,91,92,93,95	90,265Fr		35,38,55,56,71, 72	2,800	16
F	1 + 2	3,150	47,269Fr	45,46,61,62,268Fr	44	254Fr,255Fr, 256Fr		1,2,21,24,41	2,700	16
G	147 + 149	4,333	9,122	145,147,149	119,120,258Fr	136,146,148,150, 241Fr,257Fr		133,10	4,100	16
H	151 + 152	3,733	32	11,12,27,28,30, 43,121,124,138, 151,259Fr		135,152,242Fr		31	3,500	16
I	154	2,933	260Fr	13,14,123,125, 126,140,153		137,154,243Fr		29	2,700	12
J	156	3,800		15,16,127,128, 155,261Fr	142	139,156,244Fr, 262Fr,263Fr		195	3,500	13
K	157 + 159	3,733	190,191	157,159	170,179,180,189	143,160,246Fr 251Fr		192	3,500	13
L	158	4,866	199		177,178,185,186, 187,188,197	141,144,158,245Fr 250Fr,264Fr		200,207	4,600	16
M	161	3,800	161,176,183	182	162,169,171,172, 174,181	247Fr,252Fr,253Fr		184	3,500	14
N	163	2,266	163,165,167, 168		164,166,173	248Fr,249Fr		175	2,100	10

GROUP	\$ SPENT	\$ APPLIED (Table 6)	MID CLAIMS	\$ TO COMMON DATE TO DEC.31	TOTAL AMOUNT APPLIED
C	3,069	2,900	267 Fr	75	2,975
D	2,423	2,300	266 Fr	75	2,375
E	2,908	2,800	265 Fr	75	2,875
F	3,150	2,700	254 Fr, 255 Fr, 256 Fr, 268 Fr, 269 Fr	375	3,075
G	4,333	4,100	241 Fr, 257 Fr, 258 Fr	225	4,325
H	3,733	3,500	242 Fr, 259 Fr	150	3,650
I	2,933	2,700	243 Fr, 260 Fr	150	2,850
J	3,800	3,500	244 Fr, 261 Fr, 262 Fr, 263 Fr	300	3,800
K	3,733	3,500	246 Fr, 251 Fr	150	3,650
L	4,866	4,600	245 Fr, 250 Fr, 264 Fr	225	4,825
M	3,800	3,500	247 Fr, 252 Fr, 253 Fr	225	3,725
N	2,266	2,100	248 Fr, 249 Fr	150	2,250

Total Applied: \$40,375

CASH IN LIEU To Common Date MID 270 Fr, 271 Fr, 272 Fr, not included in Groupings, to December 31, 1985 - \$225.00
(Present date on MID 241 Fr to 272 Fr is June 9, 1985)



CORDILLERAN ENGINEERING

1980 GUINNESS TOWER, 1055 WEST HASTINGS STREET, VANCOUVER, B.C. V6E 2E9 TEL: (604) 681-8381

STATEMENT OF QUALIFICATIONS

I, James J. Hylands, with a business address at 1980-1055 West Hastings Street, Vancouver, British Columbia V6E 2E9, do hereby certify that I have supervised the field work on the Mid claims.

I also certify that:

1. I am a graduate of the University of British Columbia, Vancouver (B.A.Sc. Geological Engineering, Option 1, 1966).
2. I have engaged in the study and practice of mineral exploration since graduation, in Canada, the United States and the Phillippines.
3. I am a Professional Engineer registered in the Province of British Columbia.

Respectfully submitted

CORDILLERAN ENGINEERING



J. J. Hylands, P.Eng.

JJH/z
December, 1984
Vancouver, B.C.

APPENDIX

ANALYTICAL CERTIFICATES

Bondar-Clegg & Company Ltd.
 130 Pemberton Ave.
 North Vancouver, B.C.
 Canada V7P 2R5
 Phone: (604) 985-0681
 Telex: 04-352667



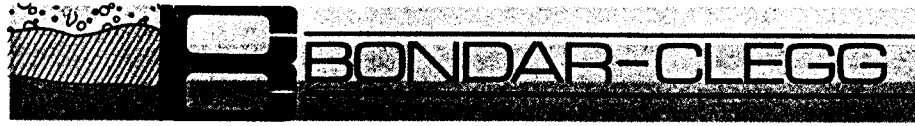
REPORT: 424-3631

PROJECT: MIDWAY

PAGE 1

SAMPLE NUMBER	ELEMENT UNITS	BaSO4 PCT	SG	pH PH	NOTES
R 15321		83.42	4.0	6.1	7*
R 15322		75.80	3.8	6.0	7*
R 15323		92.13	4.3	6.1	7*
R 15324		85.27	4.1	5.7	7*
R 15325		88.39	4.2	6.5	7*
R 15326		86.46	4.1	5.8	7*
R 15327		91.21	4.2	6.5	7*
<i>Total Ba calculated as BaSO4</i>					

R. H. Clegg



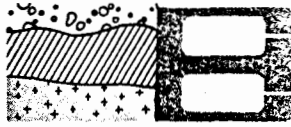
REPORT: 124-3631

PROJECT: MIDWAY

PAGE 1

SAMPLE NUMBER	ELEMENT UNITS	Hg PPB	Cu PPM	Pb PPM	Zn PPM	Cd PPM	Co PPM	Ni PPM	Fe PCT	As PPM	Cr PPM	NOTES
R 15321		15	2	<5	10	<1	1	2	0.15	<5	6	
R 15322		20	2	<5	10	<1	<1	2	0.15	5	4	
R 15323		10	3	<5	5	<1	<1	5	0.15	5	3	
R 15324		20	3	<5	10	<1	<1	14	0.20	5	5	
R 15325		10	3	<5	35	<1	<1	3	0.15	<5	3	
R 15326		10	3	<5	30	<1	1	8	0.15	<5	5	
R 15327		10	1	<5	6	<1	<1	5	0.10	<5	3	

Bondar-Clegg & Company Ltd.
130 Pemberton Ave.
North Vancouver, B.C.
Canada V7P 2R5
Phone: (604) 985-0681
Telex: 04-352667



BONDAR-CLEGG

19.
Geochemic
Lab Repor

REPORT: 224-3631

PROJECT: MIDWAY

PAGE 1

SAMPLE NUMBER	ELEMENT UNITS	SiO2 PCT	CaO PCT	MgO PCT	NOTES
R 15321		14.00	0.45	<0.05	
R 15322		20.50	0.35	<0.05	
R 15323		5.00	0.50	<0.05	
R 15324		11.50	0.50	<0.05	
R 15325		8.50	0.45	<0.05	
R 15326		10.50	0.40	<0.05	
R 15327		7.00	0.35	<0.05	



SYMBOLS

○ □ KILOMETRE POSTS

— ROAD LOCATION

- - - PREVIOUS ROAD LOCATION

ROADS TRACED FROM UNCONTROLLED
AIR PHOTO MOSAIC.

SCALE APPROXIMATELY 1 : 20,000

399
105 B1

092823

REGIONAL RESOURCES LTD.

MIDWAY PROPERTY

YUKON ROAD MAP

SCALE ~ 1 : 20,000

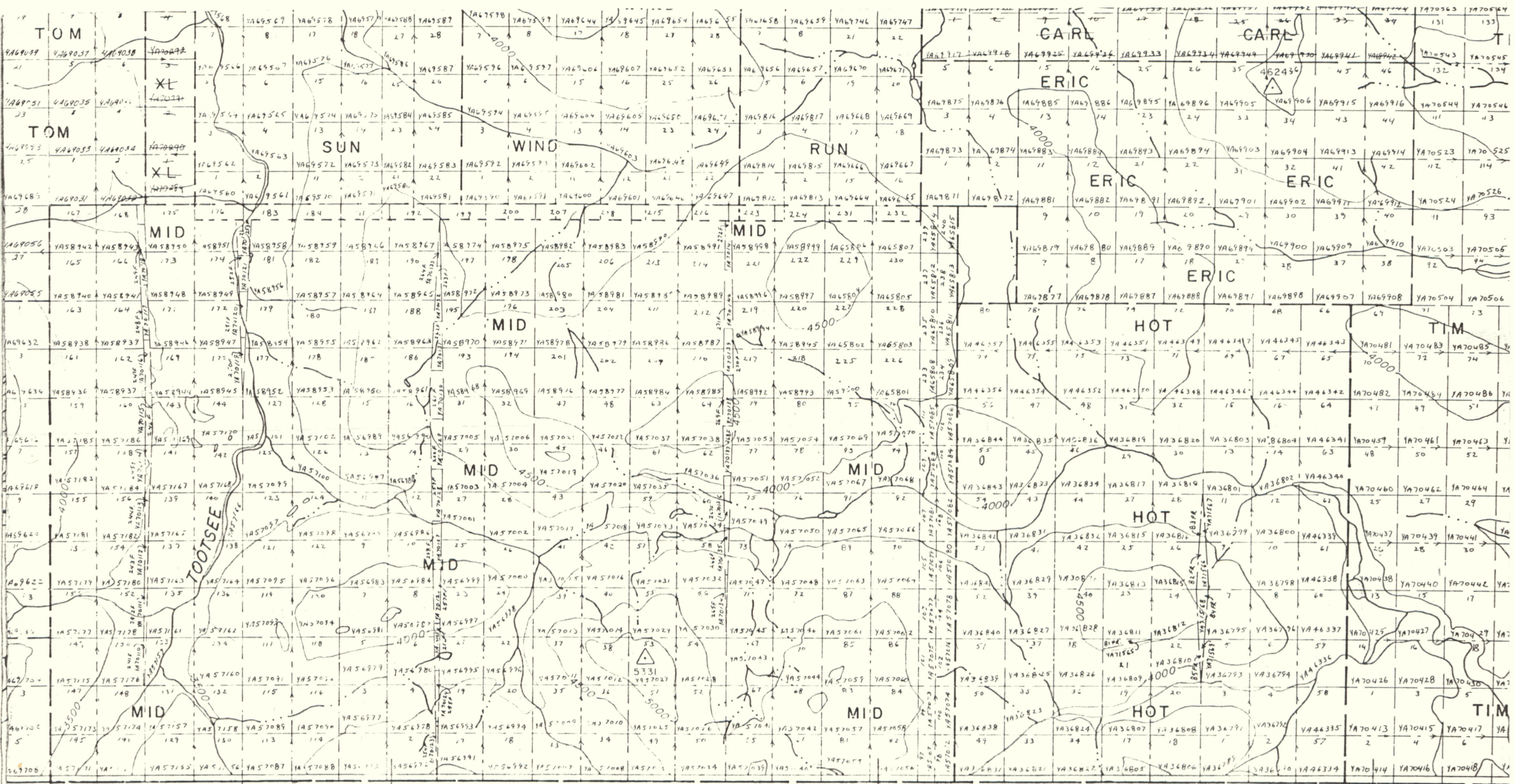
CORDILLERAN ENGINEERING

1980-1055 W. HASTINGS ST.
VANCOUVER, B.C.

DECEMBER 1984

[Handwritten signature]

PLATE 1

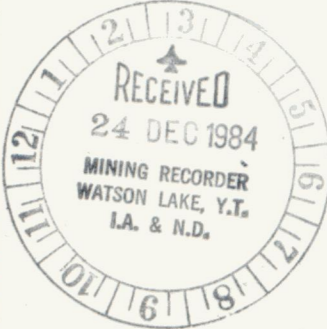


BRITISH

COLUMBIA

105-B-1

533



YUKON
B.C.

YUKON
B.C.

130°15'

130°10'

60°00'

REGIONAL RESOURCES LTD.
MIDWAY PROPERTY
MID CLAIMS
GROUPING MAP

SCALE 2in = 1mi



NTS 105 B I

DECEMBER 1984

BY : CORDILLERAN ENGINEERING

092823