MAP NO:	**ASSESSMENT REPORT X**	**DOCUMENT NO:** 093217
	PROSPECTUS	**MINING DISTRICT:** MAYO
106D/16	**CONFIDENTIAL X**	**TYPE OF WORK:** AIRSTRIP CONSTRUCTION
	OPEN FILE	

REPORT FILED UNDER: PAMICON DEVELOPMENTS LIMITED

DATE PERFORMED: FEBUARY 28-MAY 25,1994 **DATE FILED:** DECEMBER 1994

LOCATION: **LAT.:** 65 °00′ **AREA:** FAIRCHILD LAKE

LONG.: 134°02′ **VALUE $:** 74,100

CLAIM NAME & NO.: SLAB 153,155-156,158

WORK DONE BY: MIKE STAMMERS

WORK DONE FOR: NEWMONT EXPLORATION LIMITED

DATE TO GOOD STANDING:	**REMARKS:** CONSTRUCTION OF THE COPPER POINT AIRSTRIP. 895 by 30 meters.

Indian and Northern Affairs Canada | Affaires indiennes et du Nord Canada

M.R. file no.

R.M.M.R. file no.

Date forwarded 10 January 95

TRANSMITTAL FORM

From ▶ Mining Recorder at: MAYO, YUKON

To ▶ Regional Manager, Mineral Rights at Whitehorse, Y.T.

For action are:

- ☐ NEW APPLICATION FOR PLACER LEASE TO PROSPECT — Name
- ☐ RENEWAL APPLICATION PLACER LEASE TO PROSPECT — Name — Lease no.
- ☐ AFFIDAVIT OF EXPENDITURE ON PLACER LEASE — Name — Lease no.
- ☐ SECURITY DEPOSIT
- ☐ FINANCIAL ABILITY
- ☐ ASSIGNMENT OF PLACER LEASE NO. — From — To
- ☐ GROUPING APPLICATION UNDER SEC. 52(2) PLACER MINING ACT. — Owner
- ☐ DIAMOND DRILL LOGS — Claims — Claim sheet no.
- ☑ QUARTZ ASSESSMENT REPORT — Claims: Slab, Hoover — Claim sheet no.: 106-D-16

Type of report: Airstrip Construction

Submitted by: Newmont Exploration Limited

Cls. work performed on: Slab 153, 155, 156 + 158

$ req. for ren. application: 74100.00

OFFICE OF THE REGIONAL MANAGER MINERAL RIGHTS JAN 12 1995 YUKON TERRITORY

Please return one copy of numbered report and Index card for our files.
Thank you.

Graham
Signature

Date returned

REPLY ACTION

Signature

802-37 (7-88)

1994 ASSESSMENT REPORT

ON THE

COPPER POINT AIRSTRIP CONSTRUCTION

SLAB 153, 155, 156 AND 158 CLAIMS

Located in the Fairchild Lake Area
Mayo Mining District
Yukon Territory, Canada
NTS 106D/16

65°00' North Latitude
134°02' West Longitude

-prepared for-

NEWMONT EXPLORATION LIMITED

Denver, Colorado

-prepared by-
PAMICON DEVELOPMENTS LIMITED

Michael A. Stammers, P.Geo.

DATES WORK PERFORMED: February 28 - May 25, 1994
DATE OF REPORT: December 1994

1994 ASSESSMENT REPORT ON THE COPPER POINT AIRSTRIP CONSTRUCTION, SLAB 153, 155, 156, AND 158 CLAIMS

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APPENDICES

LIST OF FIGURES

1.0 INTRODUCTION

This assesment report describes all aspects related to the construction of the Copper Point airstrip including planning and site selection, mobilization of equipment, construction, 1994 utilization and possible future use. The airstrip is located on the Slab 153, 155, 156 and 158 quartz claims, 177 kilometres northeast of Mayo, Yukon (Figure 1). The airstrip was built, in the absence of road access, to facilitate the safe and economical transport of personnel, materials and fuel in support of the Fairchild Joint Venture (Newmont Exploration Limited and Westmin Resources Limited) 1994 and future mineral exploration projects in this area of the Wernecke Mountains. At the time of airstrip construction, Westmin Resources Limited held 1320 claims in the district and a US$ 1.2 million budget had been approved for diamond drilling, geological, geochemical, and geophysical survey work.

The airstrip site was chosen for its central location in relation to the claim holdings, suitable underlying gravel aggregate over a desired distance, gentle relief, favourable prevailing wind directions, clear approaches, the excellent adjoining camp site area, and for the absence of any visual impact from the nearby Bonnet Plume River. The Copper Point airstrip was named after the spectacular, copper-stained wedge shaped feature also known as Slab Mountain.

The airstrip construction program was jointly managed by Pamicon Developments Ltd. and Equity Engineering Ltd. on behalf of the Fairchild Joint Venture. Costs related to the previously submitted applications for Certificate of Work were derived from work carried out from February 28 1 to May 25, 1994.

2.0 LIST OF CLAIMS

The Slab property comprises 222 contiguous quartz claims, located in the Mayo Mining District (Figure 2). The airstrip was constructed on the Slab 153, 155, 156, and 158 mineral claims. These claims and airstrip have been surveyed by Lamerton and Associates of Whitehorse, Yukon (Figure 3) and by Department of Indian and Northern Affairs claims inspector S. Howes. Government records indicate that the following claims are owned by 100% by Westmin Resources Limited of Vancouver, B.C. Separate documents indicate that they are under option to Newmont Exploration Limited of Denver, Colorado.

NEWMONT EXPLORATION LTD.
WESTMIN RESOURCES, PAMICON DEVELOPMENTS, EQUITY ENGR.

FAIRCHILD PROJECT, YUKON TERRITORY, CANADA
MAYO MINING DISTRICT

SLAB 1-222 CLAIMS

LOCATION MAP

N.T.S.: 106C/13,D/16,E/1,F/4	SCALE: 1:5,000,000	FIGURE 1
DATE: NOV., 1994	DRAWN BY:	

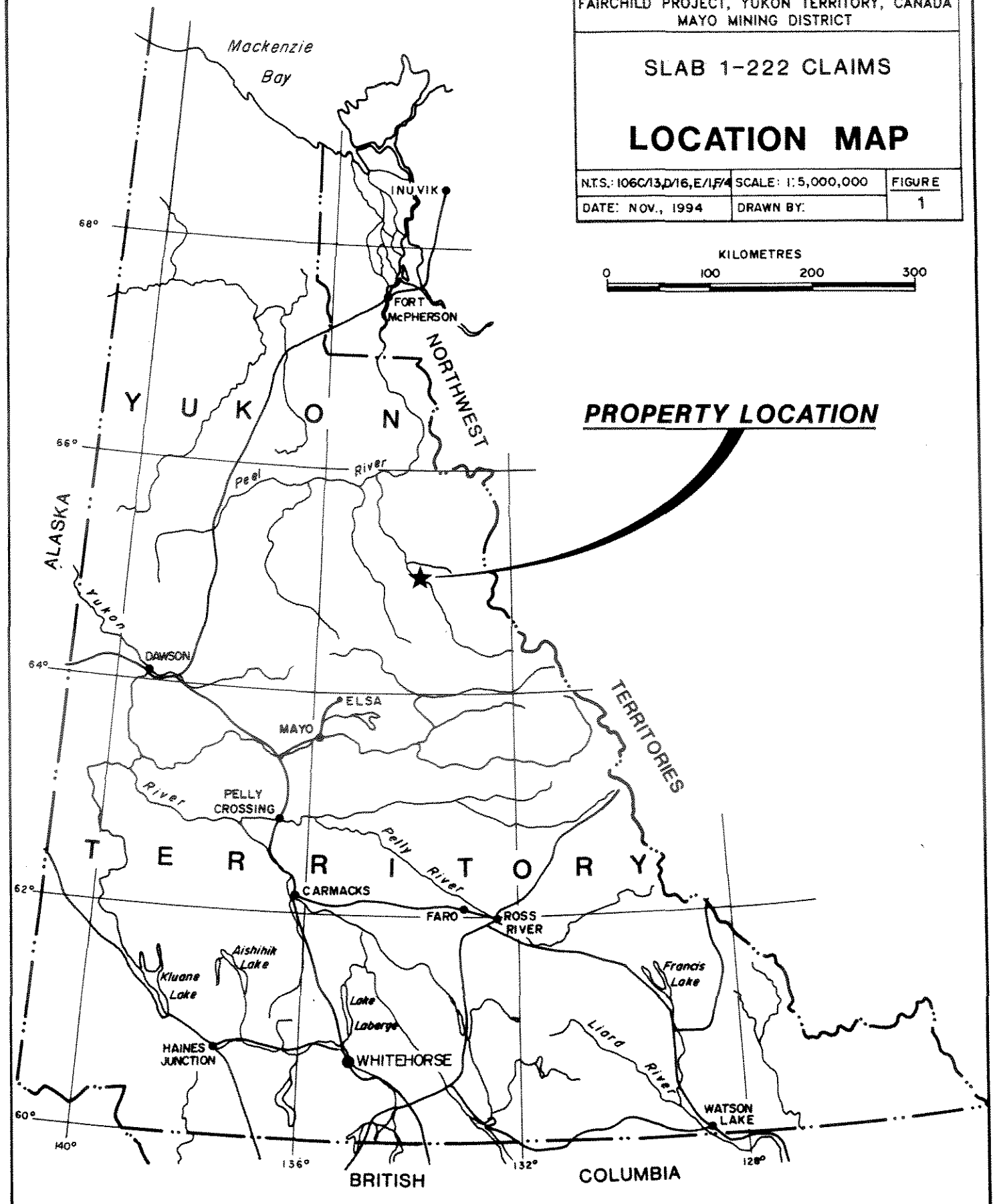


Table 2.0.1
Claim Data

Claim Name	Claim Numbers	Record Numbers	Record Date	Expiry Date	NTS	No. of Claims
Slab	1 - 7	YB28600-606	07/06/92	12/31/05*	106D16	222
	8 - 9	YB28607-608	07/06/92	12/31/04*	106D16	
	10	YB28609	07/06/92	12/31/03*	106D16	
	11 - 13	YB28610-612	07/06/92	12/31/05*	106D16	
	14	YB28613	07/06/92	12/31/04*	106D16	
	15	YB28614	07/06/92	12/31/05*	106C13	
	16	YB28615	07/06/92	12/31/04*	106C13	
	17	YB28616	07/06/92	12/31/05*	106C13	
	18 - 21	YB28617-620	07/06/92	12/31/04*	106C13	
	22	YB28621	07/06/92	12/31/03*	106C13	
	23 - 24	YB28622-623	07/06/92	12/31/05*	106E1	
	25 - 34	YB28624-633	07/06/92	12/31/04*	106C13	
	35 - 39	YB28729-733	08/24/92	12/31/04*	106C13	
	40 - 42	YB28734-736	08/24/92	12/31/03*	106C13	
	43	YB28737	08/24/92	12/31/04*	106C13	
	44	YB28738	08/24/92	12/31/03*	106C13	
	45	YB28739	08/24/92	12/31/04*	106C13	
	46	YB28740	08/24/92	12/31/03*	106C13	
	47 - 50	YB28741-744	08/24/92	12/31/02*	106C13	
	51 - 65	YB28745-759	08/24/92	12/31/05*	106E1	
	66 - 71	YB28760-765	08/24/92	12/31/04*	106F4	
	72	YB28766	08/24/92	12/31/03*	106F4	
	73	YB28767	08/24/92	12/31/04*	106F4	
	74	YB28768	08/24/92	12/31/03*	106F4	
	75	YB28769	08/24/92	12/31/04*	106F4	
	76	YB28770	08/24/92	12/31/03*	106F4	
	77	YB28771	08/24/92	12/31/04*	106F4	
	78	YB28772	08/24/92	12/31/03*	106C13	
	79	YB28773	08/24/92	12/31/04*	106C13	
	80 - 83	YB28774-777	08/24/92	12/31/03*	106C13	
	84	YB28778	08/24/92	12/31/04*	106C13	
	85 - 100	YB29006-021	10/19/92	12/31/01*	106C13	
	101 - 106	YB29022-027	10/19/92	12/31/97	106C13	
	107	YB29028	10/19/92	12/31/01*	106C13	
	108-113	YB29029-034	10/19/92	12/31/97	106C13	
	114 - 116	YB29035-037	10/19/92	12/31/96	106C13	
	117 - 122	YB29038-043	10/19/92	12/31/97	106C13	
	123 - 128	YB29044-049	10/19/92	12/31/96*	106C13	
	129 - 130	YB29050-051	10/19/92	12/31/01*	106C13	

Claim Name	Claim Numbers	Record Numbers	Record Date	Expiry Date	NTS	No. of Claims
Slab	131 - 138	YB29052-059	10/19/92	12/31/96	106C13	
	139 - 144	YB29060-065	10/19/92	12/31/97	106C13	
	145 - 150	YB29066-071	10/19/92	12/31/96	106C13	
	151 - 198	YB29072-119	10/19/92	12/31/99*	106E1	
	199 - 208	YB29120-129	10/19/92	12/31/01*	106D16	
	• 209 - 212	YB22343-346	07/09/93	12/31/96*	106C13	
	213 - 222	YB22493-502	08/24/93	12/31/98*	106D16	

• For assessment reporting purposes, work on these claims are described in the Otter 1-40 assessment report.

*Subject to approval of assessment work covered by 1994 filing.

3.0 LOCATION, ACCESS AND PHYSIOGRAPHY

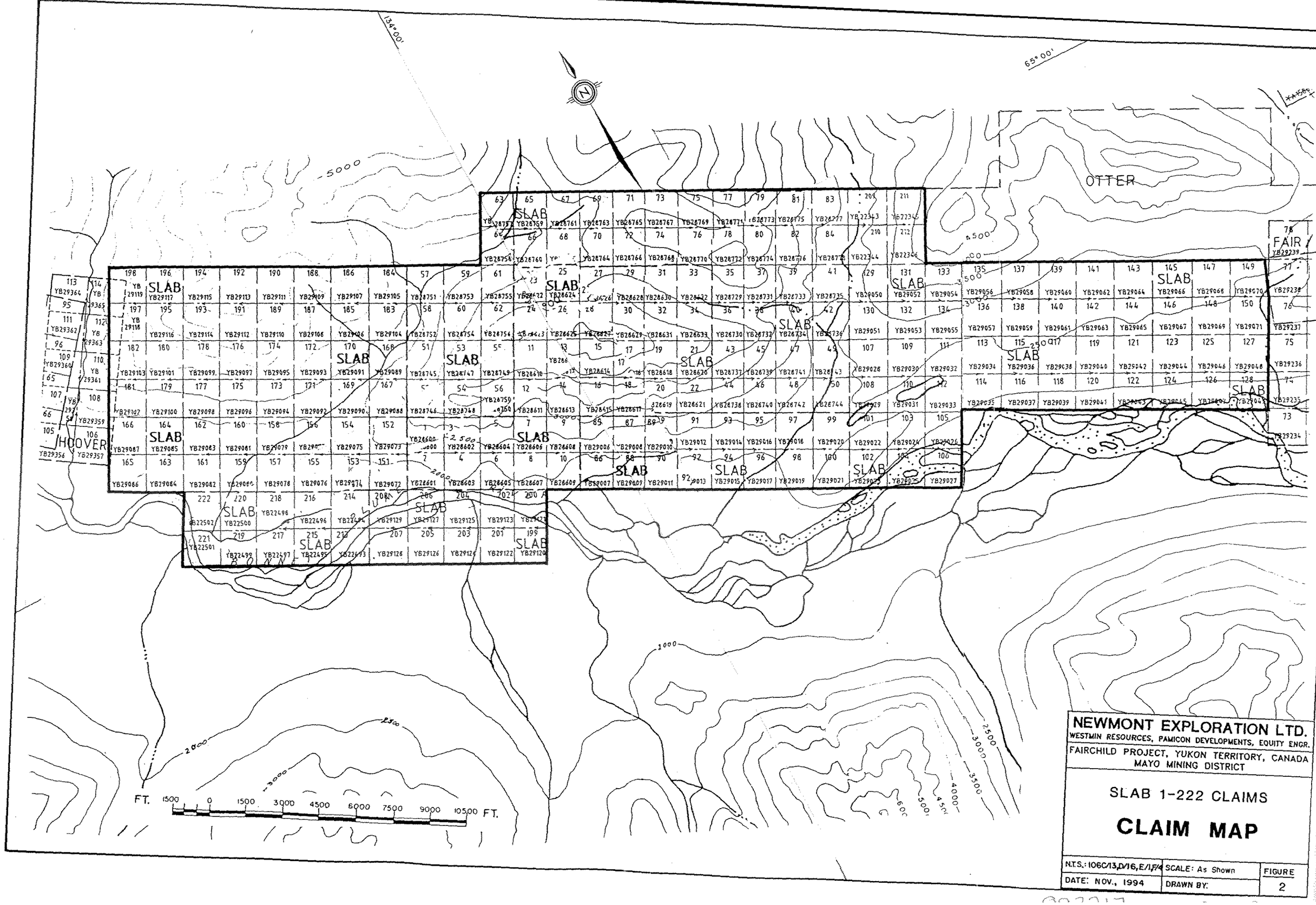
The airstrip is located in the Wernecke Mountains of east central Yukon, approximately 177 kilometres north-northeast of the village of Mayo (Figure 1). The claims are situated 13 kilometres west of Fairchild Lake and coordinates are 65°00' north latitude and 134°02' west longitude.

Access to the area was by helicopter from Mayo or by float equipped aircraft to Fairchild Lake and thence by helicopter to the site. Elevations on the property average 600 metres above sea level and relief is flat to gentle. The airstrip site lies below tree line and vegetation consists of stunted black spruce, willow and alder. Climate in the area is characterized by six months of cold winter and four months of warm to hot summer. The average daily January and July temperatures for Mayo are -29°C and 15.2°C with annual precipitation of 306.3 millimetres of which 40% is snow.

4.0 SITE SELECTION

The airstrip site was evaluated and chosen in August 1993, following a geotechnical assessment. (Appendix C). Favourable factors influencing this decision included:

- a central location in relation to the claim holdings
- suitable underlying gravel aggregate over a desired distance
- flat to gentle relief with sparse, stunted vegetation
- sustained prevailing wind direction and clear approaches in both directions
- an excellent adjoining camp site area
- no visual impact from the nearby Bonnet Plume River



NEWMONT EXPLORATION LTD.
WESTMIN RESOURCES, PAMICON DEVELOPMENTS, EQUITY ENGR.

FAIRCHILD PROJECT, YUKON TERRITORY, CANADA
MAYO MINING DISTRICT

SLAB 1-222 CLAIMS

CLAIM MAP

N.T.S.: 106C/13,D/16,E/1,F/4	SCALE: As Shown	FIGURE
DATE: NOV., 1994	DRAWN BY:	2

544000E

545000E

7209000N

SLAB 158

SLAB 156

SLAB 154

SLAB 157

SLAB 155

SLAB 153

SLAB 152

SLAB 151

184 m

COPPER

#1 29080
29081
#2 29078
29079

#1 29078
29079
#2 29076
29077

Length of Airstrip - 895 metres

POINT

#1 29076
29077
#2 29074
29075

#1 29074
29075
#2 29072
29073

AIRSTRIP

177 m

#1 29072
29073
#2 28600
28601

7208000N

METRES
0 100 200

NEWMONT EXPLORATION LTD.
WESTMIN RESOURCES, PAMICON DEVELOPMENTS, EQUITY ENGR.

FAIRCHILD PROJECT, YUKON TERRITORY, CANADA
MAYO MINING DISTRICT

SLAB MINERAL CLAIMS

AIRSTRIP SURVEY MAP

N.T.S.: 106D/16	SCALE: 1:5000	FIGURE
DATE: NOV., 1994	DRAWN BY:	3

093217

DWG (2)

5.0 BULLDOZER MOBILIZATION

Contract work to construct the airstrip was awarded to J & B Contracting of Mayo, Yukon. Owner/operator Jack Smith supplied a D7E Caterpillar tractor to carry out the work. A second unit, a D7G Caterpillar tractor, was sub-contracted from Ewing Transport, also of Mayo for a portion of the mobilization.

Land use permit, YA3F505 was granted by the Department of Indian and Northern Affairs to Westmin Resources Limited in July 1993 (ammended in February 1994) to provide access across crown lands to the Fair and Slab mineral claims. The route followed the historic Wind River trail from McQuesten Lakes via the Beaver River and Braine Pass to McClusky Lake. From this point, a pre-existing route to the Dolores Creek and Fairchild Lake past exploration sites was followed and traversed Gillespie Pass, Gillespie Creek and the Bonnet Plume River valley. Leads of open water in Gillespie Creek and the Bonnet Plume River forced the cutting of a new trail in portions of the Bonnet Plume River valley.

Both bulldozers reached Gillespie Pass, northeast of McClusky Lake in five days (70 hours) covering approximately 145 kilometres from the off-loading point near Elsa. Deep snow on the leeward side of the pass dramatically slowed progress, with 3 days required to traverse (3 kilometres) this area. It was at this point that the Ewing Transport bulldozer stopped and only returned to Elsa when the lead cat had reached the airstrip site. An additional 3 days (30 hours) were required to go the remaining 70 kilometres from Gillespie Pass to the airstrip site.

In the vicinity of Gillespie Pass, portions of the Beaver River area and in the Bonnet Plume River valley, the route to be travelled by the bulldozer(s), was 'ground-truthed' with personnel on snowshoes flagging the safest route with additional advice from crew in the support helicopter. All major stream and river crossings were checked for ice thickness with a hand ice auger.

All work related to the mobilization was supported by helicopter with safety for crew and equipment paramount. A continuing effort was made to mitigate environmental impacts, including operating with the bulldozer's blade up and selecting a route that would not be visible from the Bonnet Plume River and at the same time, minimize traversing vegetated areas.

6.0 AIRSTRIP CONSTRUCTION

In March, approximately 50% of the airstrip site was cleared of snow, trees and brush. Clearing resumed on May 1st and was completed a few days later. Operations continued 24 hour per day, with two operators and a supervisor fly camping on site.

Heavy winter frost found in the overlying fine sand and silt layer beneath the moss covering resulted in time consuming ripping prior to levelling and grading. Permafrost was encountered in several areas, generally associated with coarse cobble, ancient stream channels. Unfortunately, these areas proved too extensive to totally remove and showed up later in the summer as depressions in the runway that had to be periodically filled.

The airstrip, oriented 315° was completed on May 25, 1994 and measures 895 metres long by 30 metres wide. Approach thresholds 200 metres long were cleared in both number 10 and 28 runway directions and a lateral threshold of 15 metres was cleared on both sides. Staging areas at midfield and the southeast end were prepared. A short access trail was constructed to access camp and culverts placed in areas of seasonal runoff.

7.0 1994 AIRSTRIP UTILIZATION

A total of 166 landings and takeoffs were logged at Copper Point airstrip from May 10 to September 19, 1994. Aircraft were chartered from Summit Air Charters, Alkan Air and Action Aviation and included medium haul Shorts Skyvan and light haul Cessna 206 and Cessna 207 equipment. The Copper Point airstrip is designated as private and any aircraft, equipment or personnel unrelated to the Fairchild Joint Venture is required to have written permission to use the facility. The airstrip cannot be used by hunters as a base for outfitting activities.

Aside from the Fairchild Joint Venture partners, both Federal and Territorial government branches, including Forestry, Water Survey and Geological Survey have utilized the airstrip, principally to transport and store fuel.

8.0 RECLAMATION

Reclamation efforts related to the airstrip construction and bulldozer mobilization were completed during the course of the 1994 field season. On the access trail, all empty fuel drums have been removed and fallen timber has been bucked into 1.5 metre lengths and limbed so that they are laying flat on the ground. The airstrip margins have been contoured, groomed and any fallen timber and brush has been buried or bucked and limbed. The entire airstrip, trail to camp and camp has been successfully seeded with a suitable northern mixture.

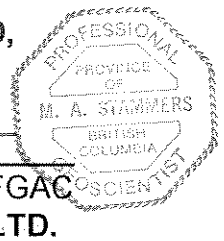
9.0 FUTURE UTILIZATION

The Fairchild Joint Venture is continuing with its exploration efforts in 1995 due to the successful results of 1994. The airstrip will continue to be utilized to support these activities.

In addition, the Copper Point airstrip is located directly on the flight path from Inuvik to Whitehorse and is ideally suited as an emergency landing field.

Preliminary discussions with both the Mayo, Nacho Nyak Dun and Fort McPherson, Tetlit Gwitchin First Nations have indicated a desire of both groups to explore the possibility of utilizing the camp and airstrip facilities following the (possible) project abandonment. This infrastructure could easily support a seasonal outpost or healing camp which both First Nations claim as traditional territory.

RESPECTFULLY SUBMITTED,



Michael A. Stammers, P.Geo.,FGAC
PAMICON DEVELOPMENTS LTD.
Vancouver, British Columbia
December 1994

APPENDIX A

LIST OF PERSONNEL AND CONTRACTORS

LIST OF PERSONNEL AND CONTRACTORS

PERSONNEL

Michael A. Stammers, Supervisor
711-675 W. Hastings St.
Vancouver, B.C. V6B 1N0

Herman Melancon, Trail Scout
Box 223
Mayo, Yukon Y0B 1M0

Jack McClean, Trail Scout
General Delivery
Mayo, Yukon Y0B 1M0

Keith Hepner, Trail Scout
General Delivery
Mayo, Yukon Y0B 1M0

Jan Tindle, Avalanche Control
3341 Lakeside Rd.
Whistler, B.C. V0N 1B3

CONTRACTORS (D7 Caterpillar Tractors)

J & B Contracting Ltd.
Box 74
Mayo, Yukon
Y0B 1M0

Ewing Transport Ltd.
Box 111
Mayo, Yukon
Y0B 1M0

APPENDIX B

STATEMENT OF EXPENDITURES

STATEMENT OF EXPENDITURES
COPPER POINT AIRSTRIP CONSTRUCTION SLAB 153, 155, 156 AND 158 CLAIMS

CANADA -- In the matter of assessment work filed on the
Copper Point Airstrip Construction Project Slab 153, 155, 156 and 158 claims

I, Michael A. Stammers agent for Westmin Resources Limited, 904, 1055 Dunsmuir Street, Vancouver, B.C. do solemnly declare that a program consisting of airstrip construction work was carried out on the Slab 153, 155, 156 and 158 Mineral Claims during the period February 28 to May 25, 1994.

The following expenses were incurred during the course of this work and in the compilation and reporting of the results:

PROFESSIONAL FEES AND WAGES:

Michael A. Stammers, P.Geo. Supervisor		
43.5 days @ $375/day	$16,312.50	
Jan Tindle, Avalanche Control		
3 days @ $375/day	1,125.00	
Herman Melancon, Trail Scout		
2 days @ $250/day	500.00	
Jack McLean, Trail Scout		
2 days @ $250/day	500.00	
Keith Hepner, Trail Scout		
2 days @ $250/day	500.00	
Doug Fulcher,		
.5 days @ $250/day	125.00	$19,062.50

EXPENSES:

Telephone	$ 165.01
Reproductions	25.00
Rentals - Camp	1,687.50
Rentals - Hand Held Radios	225.00
Rentals - Base Radio	225.00
Rental - chain saw	250.00
Rental - generator	517.50
Travel - airfare	2,412.61
Food - Mayo Caselot	1,095.01
M. Stammers - Travel	3,932.78
J. Tindle - Travel	97.08
K. Hepner - Rentals	125.00
J. Tindle - Field Supplies	203.13
Field Supplies	128.75
Freight	386.62

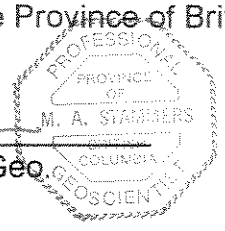
White Pass - Cat Fuel	8,140.20	
Heli Fuel	6,356.88	
Drum Deposit	7,520.00	
Bedrock Motel	2,067.70	$35,560.77

INDIRECT CHARGE:

Summit Aviation-Fixed Wing	$ 29,295.50	
Trans North - Helicopter	32,698.20	
Fuel	247.50	
J & B Contracting - Cat	80,570.00	
Ewing Transport - Cat	21,670.00	$164,481.20
Management Fees:		
Direct Charges @ 15%	8,193.49	
Direct Charges @ 7%	11,513.68	$ 19,707.17
TOTAL:		**$238,811.64**

And I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and by virtue of the Canada Evidence Act.

Dated at Vancouver in the Province of British Columbia this 14 day of December, 1994.



Michael A. Stammers, P.Geo.

APPENDIX C

AUGUST 23, 1993 AIRSTRIP EVALUATION REPORT

SLAB PROPERTY

AIRSTIP EVALUATION

AUGUST 23, 1993

The centreline of a proposed airstrip was surveyed on August 23, 1993 by M. Stammers, assisted by J. Tindle. M. Stammers previous experience in this aspect of bush airstrips was in the conception, and execution of airstrip construction at the Logan property, 65 miles northwest of Watson Lake in 1987. The proposed airstrip site was also evaluated both on the ground and from the air by D. Bergeron, an experienced DC3 pilot with Air North of Whitehorse, Yukon.

The survey start point is located on a raised bench above the north bank of the Bonnet Plume River, about 200 metres upstream from the August to October fly camps on the Slab 151 quartz claim. The flagged, belt-chained and compassed (318°) centreline traversed across generally flat, scrub black spruce forest for a distance of 2000 metres to the active channel of Slab Creek. The alignment of the proposed airstrip is excellent with respect to prevailing winds and clear approaches. Allowance will have to be made to buck, pile and burn the cleared slash material.

Test pits were dug every 100 metres in an effort to determine the underlying aggregate available. The first 350 metres are underlain by thick, vegetation covered fine sand and silt deposits related to the Bonnet Plume River. This material is clearly unsuitable for airstrip construction and may easily be examined in profile along the adjoining bank of the Bonnet Plume River. The remainder of the centreline traversed over an alluvial fan and recent fluvial gravel and sand deposits originating from a major tributary locally referred to as Slab Creek. In general, the type of material derived from this type of deposit is poorly sorted giving rise to sections of suitable sized fraction gravels interspersed with less than ideal large sized cobbles and too fine sand and silt. This type of mixed material will not preclude airstrip construction but will result in what may be termed a typical 'bush airstrip' with the requisite moving of coarser material into sandy sections and final hand grooming with the larger cobbles being hand tossed off the runway. In the final analysis, the final state of the airstrip will be determined once the bulldozer work is commenced.

The best section for airstrip construction runs from 705 metres to 1565 metres, a length of 860 metres or 2820 feet. This length is under the desired requirement for DC3 aircraft. To extend the runway to the southeast to reach the desired length, backfilling and possible culverting of a 60 metre wide gulley will be required and will enable the airstrip to extend from 350 metres to 1565 metres, a length of 1215 metres or 4000 feet which will be adequate for DC3 or possibly DC4 aircraft.

FIELD NOTES

0000m	Bonnet Plume River bank, 20' + of silt and fine sand overlying fluvial gravels, 2° slope to northwest
0050m	Open scrub spruce, slightly undulating terrain
0100m	Open scrub spruce, flat, SAMPLE-fine silty sand
0150m	Just NE of camp's helipad, open scrub spruce, flat
0179m	Dry gulley: 5m deep, sandy soil, denser spruce and willow vegetaion by gulley
0200m	Moderate spruce vegetation, flat, SAMPLE-fine sand
0250m	Flat, open grass and scrub spruce, SAMPLE-50cm, soil is more organic sandy silt with rare 5mm gravels, line begins to rise slightly to the NW
0300m	Open scrub spruce, slight 1-2° rise to NW
0350m	Terrain rise continues as above to 0360m, SAMPLE-fine sandy silt to 60cm depth, then rounded to flattened gravels ranging in size from 10-150mm
0400m	Open scrub spruce, possible local ground water, hummocky from 390-405m
0450m	Slightly undulating terrain, open spruce, SAMPLE-fine sandy silt to 50cm depth, then fluvial gravel boulders measuring 150-200mm (softball size++)
0500m	Flat, open spruce
0550m	Flat, open bush, some thick spruce stands, SAMPLE-hit clay seam to bottom of pit at 75cm
0600m	Flat and open spruce forest
0650m	End of flat open area, begin minor slope down (to NW) into a major draw with more trees, draw is dry, shallow and wide, bank to bank=650-710m, base of gulley 662-687m, soft and spongy in gulley, significant fill required! SAMPLE-organics to 20cm, clay 20-50cm and fluvial gravels @50cm depth including fractions to softball size
0700m	Just short of bank edge
0750m	Flat open spruce, SAMPLE-no clay or sand, organics to reaching 'best yet' gravels at 25cm
0800m	Flat open spruce
0850m	Flat open spruce, SAMPLE-coarse, good gravel at <30cm

0900m	Open spruce, slight slope to SW
0950m	Flat open spruce, SAMPLE-fine sandy silt to 70cm, then good coarse sand and fine gravels
1000m	Flat and open spruce
1025m	Small, <1m wide, <0.5m deep seasonal stream channel
1050m	Open spruce, some undulations, SAMPLE-good fine gravels @20cm depth
1100m	Open to moderate spruce forest, flat
1150m	Open to moderate spruce forest, flat, SAMPLE-mixed fine sand, fine gravels to coarse cobbles at 45cm depth
1175m	One metre drop-off to NW
1200m	Open to moderate spruce forest, trees are up to 30' tall and 6-8" maximum at the butt
1230m	Gulley, 2m wide by <0.5m deep
1250m	Open to moderate spruce forest, slope begins gentle descent to northwest as crown of alluvial fan has been crested SAMPLE-good mixed sand and gravels at 30cm depth
1300m	Open to moderate scrub spruce forest
1320m	Slight step up to bench
1345m	Crossed claim line, (runs oblique 20° to centreline), Slab posts 155-158 are 55m along claim line to WNW
1350m	Open to moderate spruce forest, SAMPLE-good fine gravels at 20cm depth
1387m	Claim posts mentioned above are 20m off line to SW
1400m	Moderate to open spruce forest
1450m	Very open meadow to scrub spruce forest, SAMPLE-silty clay to 40cm then mixed sand, silt and fine gravels
1500m	Back to moderate, scrub spruce forest
1550m	Open to moderate scrub spruce forest, SAMPLE-good sand and fine gravels at 10cm depth
1565m	To 1590m, 2m deep gulley cutting obliquely across centreline, hummocky terrain, END OF AIRSTRIP

1600m	Moderate spruce forest, undulating terrain
1650m	Moderate spruce forest, continued irregular terrain, minor gulleys and ridges, not unworkable but not A-1 for airstrip, SAMPLE-80cm of sandy silt until workable gravels
1700m	Moderate scrub forest, less undulating
1750m	Thick spruce forest, trees to 50' + and 10" at butt, SAMPLE-silty, sand with some rare fine gravel to 50cm, good gravel below that
1800m	Good spruce forest, some hummocky ground
1850m	Moderate scrub spruce forest, flat, SAMPLE-silty sand to 40cm then good fine gravels
1900m	Good scrub spruce forest
1950m	Good scrub spruce forest, no sample
1975m	Hit first seasonal flowing channel of Slab Creek
2000m	Hit main, seasonal flowing channel of Slab Creek

END OF SURVEYED CENTRELINE

APPENDIX D

GEOLOGIST'S CERTIFICATE

GEOLOGISTS' CERTIFICATE

I, Michael A. Stammers, of 941 Kennedy Avenue, North Vancouver, in the Province of British Columbia, DO HEREBY CERTIFY:

1. THAT I am a Consulting Geologist with offices at Suite 711, 675 West Hastings Street, Vancouver, British Columbia.

2. THAT I have practised in my profession with various mining companies in Yukon, British Columbia, Nova Scotia, Oregon, Venezuela and the Northwest Territories for 21 years.

3. THAT I am a graduate of McMaster University (1977) and hold a combined Honours B.A. in Geology and Geography.

4. THAT I am duly registered as a Professional Geoscientist in the Province of British Columbia (#18883).

5. THAT I am a Fellow of the Geological Association of Canada.

6. THAT this report is based in part on airstrip construction work I personally completed and/or supervised between February 28 and May 25, 1994 combined with five years experience in the Wernecke terrain and prior airstrip construction on the Logan Property, 60 miles northwest of Watson Lake, Yukon.

7. THAT I have no interest in the property described herein, nor in any securities of any company associated with the property, nor do I expect to receive any such interest.

DATED at Vancouver, British Columbia, this 14 day of December, 1994.

Michael A. Stammers, P.Geo., FGAC