



REPORT ON PILOT PLANT OPERATION  
LADUE RIVER AREA, WESTERN YUKON

March - October 1976

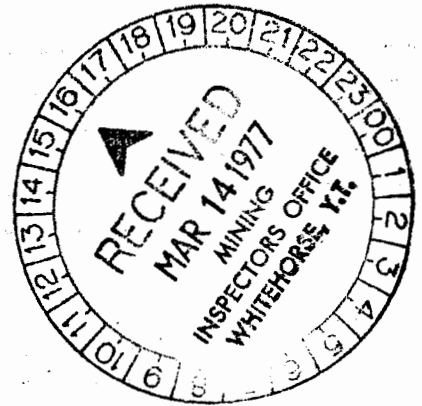
Latitude 63°04'N, Longitude 140°57'W

<u>Claims</u>	<u>Grant Number</u>
Buff 1 - 9	P3127, P3178 - 85
Jul 1, 2, 6, 7	P3134, P3186, P3328 - 29
Rupe 1, 11, 12	P3128, P3152 - 53

Mapsheet 115N/2

Anthony Rich, P. Geol.

December 22, 1976





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This report has been examined by the Geological Evaluation Unit and is recommended to the Commissioner to be considered as representation work in the amount of \$ \_\_\_\_\_

Resident Geologist or  
Resident Mining Engineer

Considered as representation work under  
Section 53 (4) Yukon Quartz Mining Act.

Commissioner of Yukon Territory





View from the Alaska Highway, northeast along Scottie Creek valley. Tote trail is barely visible in left foreground. Moosehorn Range lies 40 miles to the north and is seen in the middle background. March 1976.

Equipment and fuel were loaded onto sleighs at Mile 1220. March 1976



Campsite located just south of Kenyon Creek. View is to the southwest with the St. Elias Range visible in the background. The Alaska border lies two miles to the west of the camp. April 1976.

Pilot sluicing plant  
enroute to Kenyon Creek.  
The entire plant was  
mounted on skids.  
April 1976.



Airstrip built on the  
ridge between Kenyon  
and Swamp Creeks.  
View is to the east  
towards Brandt Peak  
in the Moosehorn  
Range with the camp  
at the east end of the  
strip. All flights to  
the strip were made  
by Ed Phillips of  
Globe Air, Whitehorse.  
June 1976

Claymore geologists,  
Mike Kenyon and Glen  
Hartley blasting rocks from  
the end of the runway.  
June 1976





Start of construction of the upper storage dam on Kenyon Creek. April 1976.

View downstream from upper dam towards the plant. 8 inch pipe runs from the dam to the plant while 6 inch pipe returns water from the lower tailings pond.



Pilot plant set up on Kenyon Creek.

Gravel is dumped onto the grizzly by the front-end loader. Water is added to form a slurry in the hopper below.



The slurry falls onto an inclined 1 inch mesh screen. Boulders and cobbles are washed off onto a conveyor while the smaller fraction passes through into the sluice.



Sluice in operation.



Water shut off for clean up. Riffles are built as "ladders" which are removable.

Riffles removed for cleanup. Astroturf was laid under the riffles.



Sluice concentrate was further reduced with a Panomatic separator. Gold was separated from the resulting black sand concentrate by amalgamation with mercury.

Neil Kenyon is operating the panomatic, overseen by Art Lindstrom of Lindstrom Construction. June 1976.

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## TOTE ROAD & WINTER MOBILIZATION

A winter tote road was constructed from the Alaska Highway, starting at a point about 2 miles east of the Alaska border and running north along the Scottie Creek valley to join the existing tote trail from Alaska at a point near Wienerwurst Lake. The location of the road is shown on Map 1. Work started in early March.

The Scottie Creek Valley is only very sparsely treed and very little needed to be cut in the construction of this trail. Only the tops of the muskeg hummocks were dozed and nowhere was the layer of muskeg broken. Two creek crossings were effected by dozing dirt and snow into the creeks. At the end of the mobilization program this material was removed from the creeks. The operation was overseen and approved by the environment officer based at Haines Junction.

Equipment and fuel were hauled over the trail in late March and early April. Since the road was not navigable to two-wheel or even four-wheel drive vehicles, both equipment and fuel had to be hauled to the property on heavy sleighs which were pulled by D8 and D6 Caterpillar tractors. The fuel was hauled in tandem 3,000 gallon tanks mounted on sleighs and transferred into 8,000 gallon tanks at the camp. The 8,000 gallon tanks had to be hauled empty to the property. Each round trip took about 14 hours. The haul was much slower and the costs were much higher than anticipated by the contractor.

## AIRSTRIP

In May and June of 1976, an airstrip was constructed near the camp, a half mile south of Kenyon Creek, on a ridge running west toward Alaska. The airstrip was constructed using the heavy equipment on hand, the Terex dozers, front-end loader, backhoe, dump truck, etc. The total cost was close to \$60,000.00. Yukon Territorial Government assistance of \$16,000.00 was received to compensate for

## Table 1

### EQUIPMENT

The following is a list of major equipment items mobilized over-land to the area in March and April of 1976:

1973 Model 82-40 Terex Cat with push blade and winch  
 1973 Model 82-40 Terex Cat with an angle dozer and ripper  
 1976 Model 75 Ford backhoe with wide and narrow digging buckets and front-end bucket  
 1976 Model A66 Ford front-end loader with 2½ yard bucket  
 Kenworth dump truck  
 6 - 8,000 gallon fuel tanks  
 1 - 3,000 gallon fuel tank  
 Ingersoll Rand 125 CFM air compressor with 200' of airhose  
 Hobart 400 amp welder with two 50' leads  
 Caterpillar 15 kilowatt generator  
 Bemac 60 kilowatt generator  
 Panomatic gold cleaner  
 Berkley 8" centrifugal pump with electric drive  
 Berkley 8" centrifugal pump - gas driven motor  
 Jaeger 8" centrifugal pump - gas driven motor  
 Sluice Box - mounted on a platform on skids with hopper, screens, waterlines, etc.  
 8" and 6" plastic pipe  
 Bunkhouse and utility trailer

Also mobilized at this time were 48,000 gallons of diesel and 3,000 gallons of gasoline.

Already on the property were a tent and kitchen trailer. The winter haul supplemented the camp by adding a deep-freeze, washer, dryer, etc.

part of the cost of constructing the airstrip.

In building the airstrip, we were fortunate in locating a source of excellent building material halfway along the strip. Here the granitic bedrock has weathered to yield an excellent base course aggregate. This material is easy to load and compacts and grades well.

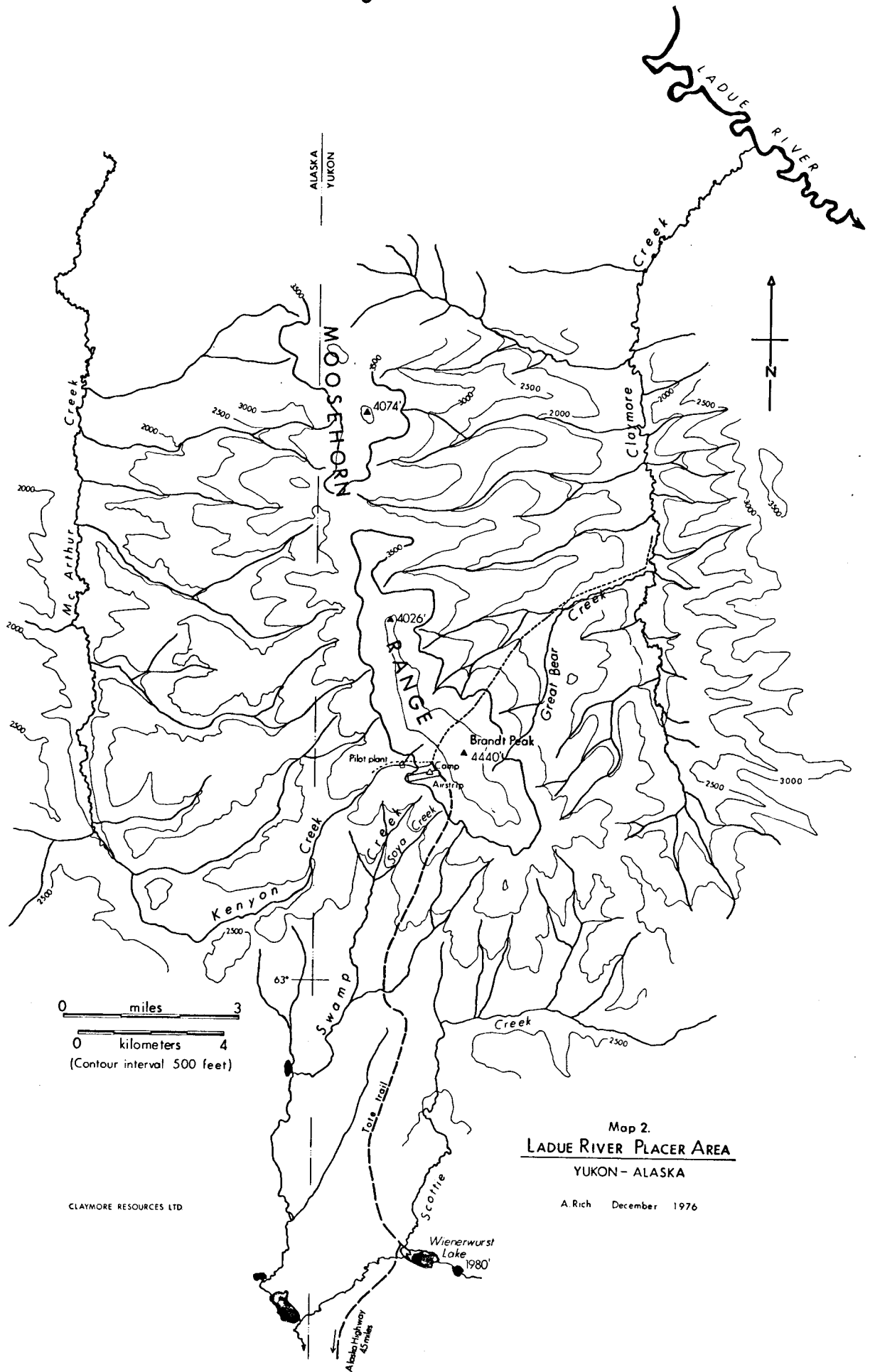
The total length of the strip is presently about 2,100 feet but it can be quite easily extended to the west for a total length of over 2,500 feet. This extension will be undertaken during the 1977 field season. The location of the strip is shown on Maps 2 and 3.

Despite its high initial cost, the strip has proven and will prove invaluable to the operation. The cost of supplying the camp is greatly reduced through the use of fixed wing aircraft, not to mention the time saved in commuting to the property direct from Whitehorse. Larger hauls of supplies can be made by first trucking to the Beaver Creek airstrip then shuttling to the camp.

#### PILOT PRODUCTION DATA

The pilot plant was operated discontinuously from the early part of June until the last day of September. Table 2 contains the tabulated daily production rates.

With regard to the cubic yards of gravel processed, the "buckets" referred to in this table are front-end loader bucket loads. Although the bucket has a nominal capacity of 2.5 cubic yards, this was not the size of each load. A 2.5 yard bucket signifies that 2.5 yards is its capacity heaped. The gravels were so wet that the bucket could not even be loaded to its "struck" capacity. It was usually loaded just less than level full which capacity is 1.6 cubic yards. Making a further allowance for expansion of the gravels, it was calculated that the average load was about 1.3 cubic yards per bucket.



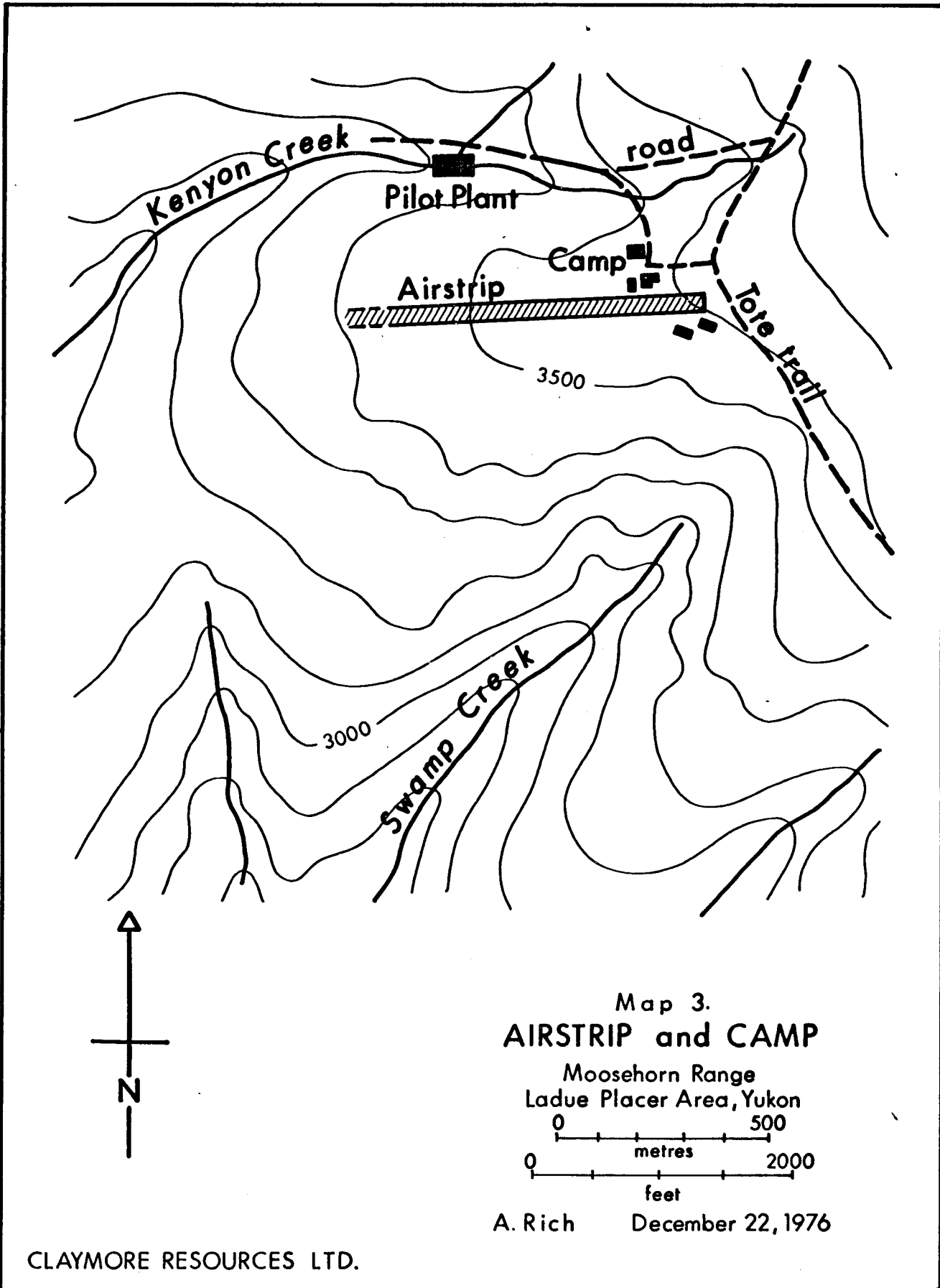
0 miles 3  
 0 kilometers 4  
 (Contour interval 500 feet)

Map 2.  
**LADUE RIVER PLACER AREA**  
 YUKON - ALASKA

A. Rich December 1976

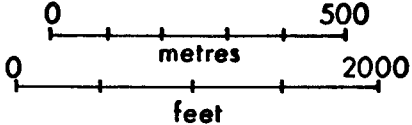
CLAYMORE RESOURCES LTD

Alaska highway  
 45 miles



Map 3.  
**AIRSTRIP and CAMP**

Moosehorn Range  
Ladue Placer Area, Yukon



A. Rich December 22, 1976

Table 2

Daily Production Data  
(Quantities of gravel processed by the plant)

<u>Day</u>	<u>Buckets</u>	<u>Day</u>	<u>Buckets</u>	<u>Day</u>	<u>Buckets</u>	<u>Day</u>	<u>Buckets</u>
June 9	59	July 8	98	August 7	18	September 7	157
June 10	59	July 9	-	August 8	50	September 8	156
June 11		July 10	-	August 9	109	September 9	145
June 12	37	July 11	-	August 10	77	September 10	79
June 13	10	July 12	138	August 11	80	September 11	100
June 14	43	July 13	100	August 12	76	September 12	
June 15	55	July 14	128	August 13	86	September 13	228
June 16	43	July 15	98	August 14	88	September 14	91
June 17	37	July 16	114	August 15	110	September 15	228
June 18	42	July 17	111	August 16	134	September 16	73
June 19	47	July 18	130	August 17	109	September 17	228
June 20	60	July 19		August 18	119	September 18	
June 21	64	July 20		August 19		September 19	
June 22	67	July 21		August 20		September 20	137
June 23	100	July 22	22	August 21	97	September 21	176
June 24	49	July 23	30	August 22	142	September 22	183
June 25	89	July 24	136	August 23	141	September 23	165
June 26 - Shutdown	-	July 25	150	August 24	152	September 24	127
June 27	-	July 26	114	August 25	101	September 25	187
June 28	-	July 27	124	August 26	125	September 26	217
June 29	-	July 28	125	August 27	108	September 27	159
June 30	-	July 29	89	August 28	167	September 28	139
July 1	-	July 30	171	August 29	70	September 29	85
July 2	-	July 31	101	August 30	126	September 30	125
July 3	-	August 1	109	August 31	160		
July 4	-	August 2	33	September 1	135		
July 5	-	August 3	9	September 2	168		
July 6	-	August 4	36	September 3	137		
July 7	13	August 5	75	September 4	175		
		August 6	148	September 5	149		
				September 6	122		

Total 9779 buckets

Table 3Gold Production to October 7th, 1976

<u>Date</u>	<u>Ounces*</u>	<u>Remarks</u>
June 25	123.0	} Combined in one shipment
July 17	69.0	
July 28	119.0	
August 5	200.0	
August 20	196.2	
August 27	170.0	
September 2	104.9	
September 9	289.7	
September 23	223.1	
September 29	218.0	
October 7	<u>182.1</u>	
Total	1895.0	
Left on property "	200.0	as black sand concentrate
Jewelry Gold	40.0	

\* Ounces of raw gold which is about 70% pure.

Due to the erratic nature of the operation, clean-ups were erratically timed. Clean-up dates and gold recovered are listed in Table 3. The ounces shown here are ounces of raw gold. This gold is also combined with residual mercury from the extraction process and with other contaminants. Assays performed on the raw gold last season gave an average 85% gold, 15% silver, but due to these other contaminants the fineness of the gold reported on Table 3 is only about 70% pure.

### DESIGN AND OPERATION OF THE PILOT PLANT

The plant in operation is shown in the photographs included in this report. It consisted simply of two parallel sluice boxes with removable ladder-type riffles. The sluices were mounted on a metal platform which was about six feet above the ground. Attached to the unit is a large hopper, feeding onto an inclined 1 inch mesh screen mounted above the sluice. The entire plant was mounted on skids.

The gravel was introduced to the plant via the hopper using the front end loader. A six inch grizzly was mounted above the hopper. Water was added to the hopper forming a slurry which then dropped onto the screen. Water was also sprayed onto the screen to wash fine fraction through into the sluice and to wash the large particles onto a conveyor which removed them some 20 feet from the operation. Finally, more water was added at the top of the sluice box to provide effective separation.

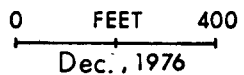
The tailings pond was constructed some 400 feet below the sluice and a storage dam was built some 800 feet above, giving a head of about 80 feet to the plant. Plastic 8" pipe was installed from the storage dam to the plant and a recycling pump was installed at the tailings pond to return water via a 6" pipe, directly to the plant. Map 4 shows the location of the plant and both dams and also indicates the area of gravels processed by the pilot plant.

Modifications to the plant were numerous, time-consuming and of course, expensive. The major modifications were as follows:

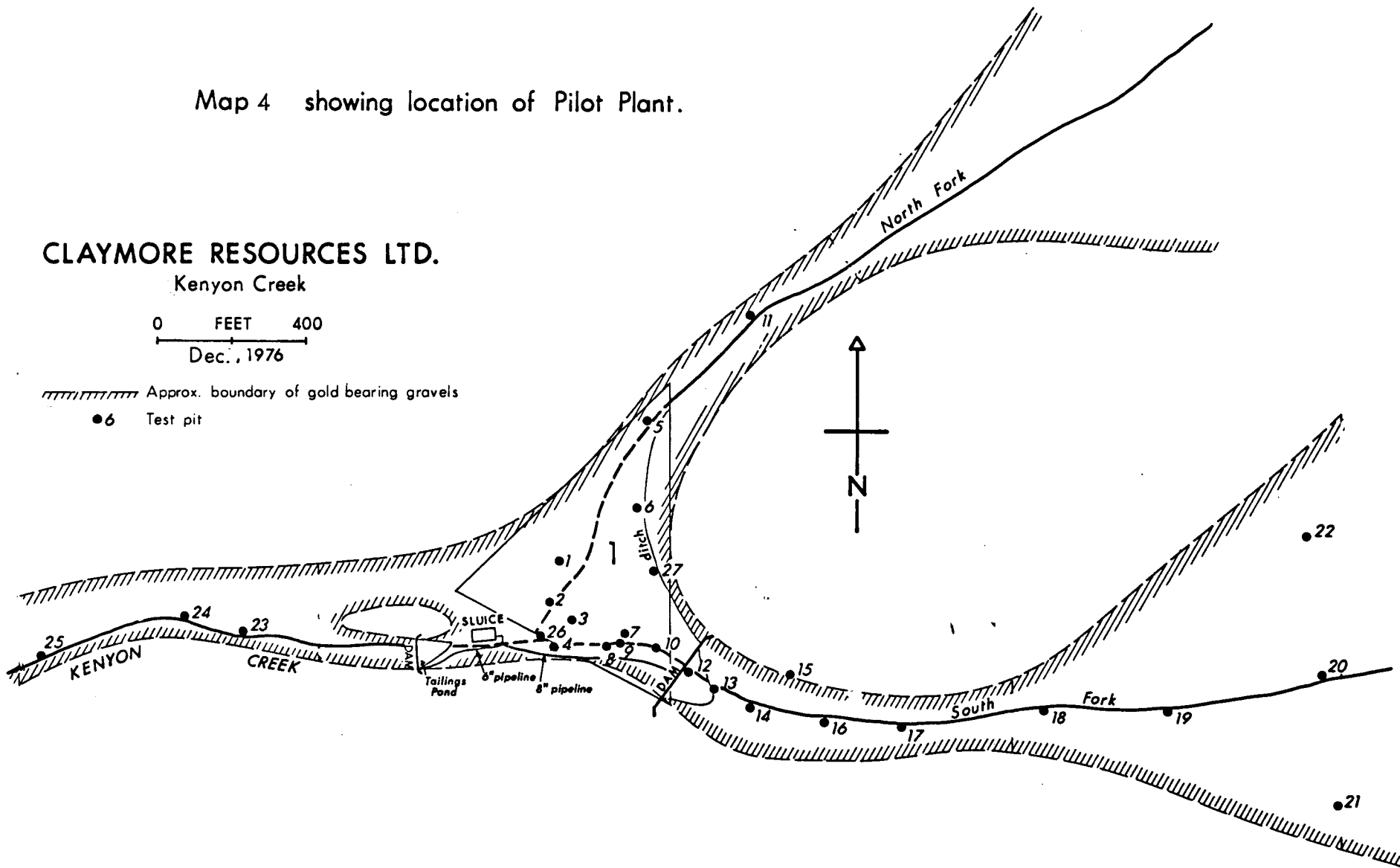
Map 4 showing location of Pilot Plant.

# CLAYMORE RESOURCES LTD.

Kenyon Creek



- Approx. boundary of gold bearing gravels
- 6 Test pit



1. The stationary screen was found to be totally inefficient since it clogged with any organic material and then needed to be cleaned by hand. This was partially solved by installing an electrically driven vibrating screen.
2. A tilting metal grizzly needed to be installed above the hopper.
3. The hopper system was inefficient and required one man full time to keep the material running through it. The problem was never totally solved and was a serious bottleneck.
4. A recycling system needed to be installed soon after the spring runoff was over.
5. Riffle design was changed a number of times but there was no noticeable change in efficiency.

## CONCLUSIONS

When this pilot testing was conceived it was hoped that it would be self-supporting through the production of gold. Unfortunately, this was not so. The critical problems with the pilot plant were:

1. There are too many stages through which the gravel must pass before reaching the sluice. Each of these stages presents a bottleneck to the operation. The screening was necessary however in order to maximize the use of the water available.
2. The six inch recycling system was insufficient to process any quantity of gravel even though only the smaller fraction of the gravel was sluiced.

The plant had to be built well in advance of the operation in order to mobilize overland during the winter. It was impossible to make major modifications to the plant part way through the season since heavy equipment, such as a larger recycling

pump could not be mobilized to the site during the summertime.

In spite of the considerable loss incurred in 1976, Claymore has planned a modest production operation for Kenyon Creek for the summer of 1977. The 1977 program is based not only on the experience of this summer's pilot operation and exploration but on the advice and experience of Mr. Rae Jury, P. Eng. of Vancouver who, for three years has operated similar scale operations in the Klondike.

The 1977 program involves two large simple sluices with no screening mechanism but fed directly by a D-4 Caterpillar tractor. Water will be recycled from the tailings ponds through a ten inch pump which will supply 3,000 US gallons per minute to the head of the sluice. This operation is no larger in scale than the 1976 operation since it will actually use less equipment. However, since considerably more gravel will be processed by this system, the 1977 operation should be profitable.

Respectfully submitted

December 22nd, 1976



A. Rich, P. Geol.

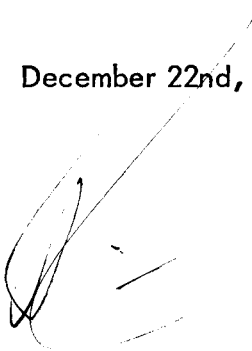
CLAYMORE RESOURCES LTD.

CERTIFICATE

I, Anthony Rich of the City of Edmonton, in the Province of Alberta, hereby declare:

1. That I am a Professional Geologist registered in the Province of Alberta.
2. That I am a graduate of the University of Alberta, Edmonton, with the degree of Bachelor of Science (Geophysics) 1966.
3. Since 1969 I have worked as geologist and president of Vestor Explorations Ltd. Since 1972 I have worked as a geologist and vice president of Claymore Resources Ltd.
4. I was in part responsible for the direction of the program described in this report.

December 22nd, 1976



Anthony Rich, P. Geol.

1976 SCHEDULE OF EMPLOYEES ON LADUE RIVER PROJECT  
LINDSTROM CONSTRUCTION LTD.

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<u>Name &amp; Address</u>	<u>Period of Employment &amp; Position</u>	<u>Rate</u>	
Al Thorell (Thorell Logging) 1432 Ewert Street Prince George, B.C. 564-6344 (Note: Thorell is self- employed contractor)	April 1 - July 31, 1976 Supervisor	2,500.00	Monthly Contract
		10,000.00	Gross
Gary Lindstrom Apt. 1101 1855 - 3rd Avenue Prince George, B.C. 564-2166	June 1 - October 6, 1976 Foreman	8.00	Hourly
		9,440.00	Gross
Nels Lindstrom c/o E.G. Lindstrom Box 2237 Prince George, B.C. 560-5697	March 24 - April 20, 1976 Labourer	6.50	Hourly
		2,132.78	Gross
Donald Bateson RR #1 Yellowhead Highway 16 W. Smithers, B.C. 847-9475	June 2 - October 3, 1976 Labourer	5.50	Hourly
		7,967.96	Gross
Charles H. Edwards c/o Spirit Lake Lodge Box 75 Careross, Yukon	July 29 - September 7, 1976 Loader Operator	7.00	Hourly
		4,484.48	Gross
Leroy C. Fisher #57 Copper King Trailer Court Whitehorse, Yukon	May 20 - October 3, 1976 Loader Operator	(May 20 - Jul 31) 5.50	Hourly
		(Aug 1 - Oct 3) 7.00	Hourly
		9,654.32	Gross
Peter Gesyler Box 4875 Whitehorse, Yukon	April 7 - October 3, 1976 Cat Operator	(Apr 7 - May 31) 7.05	Hourly
		(Jun 1 - Oct 3) 8.00	Hourly
		13,030.22	Gross

Jack Gillis #6 - 528 Range Road Whitehorse, Yukon	April 1 - July 1, 1976 Loader Operator	(Apr 1 - May 31) 7.05 Hourly (Jun 1 - July 1) 8.00 Hourly
		6,950.16 Gross
Neil Kenyon 5603 Buckboard Road, N.W. Calgary, Alberta	June 6 - August 26, 1976 Labourer	5.50 Hourly
		4,720.04 Gross
Ivan Thompson Box 4673 Whitehorse, Yukon	August 12 - October 2, 1976 Labourer	7.00 Hourly
		4,569.24 Gross
Walter H. Timmins #57 Copper King Mile 918, Alaska Highway Yukon	August 12 - September 26, 1976 Loader Operator	7.00 Hourly
		3,692.00 Gross
Susan Workman #204, 504 Drury Street Whitehorse, Yukon	May 10 - October 6, 1976 Cook	950.00 Monthly
		5,574.72 Gross
	TOTAL	82,215.92

Lindstrom Construction Ltd. & Claymore Resources Ltd.  
 Statement of Costs - Joint Mining Venture, Yukon  
 March to October 1976

E & OE - subject to audit and adjustment

<u>Operating Costs</u>	<u>Lindstrom</u>	<u>Claymore</u>	<u>Total</u>
Assays	125.00		125.00
Camp and building supplies	2,189.59	84.15	2,273.74
Cookhouse - Supplies	8,361.48		8,361.48
- Labour	5,574.72		5,574.72
Expediting	3,300.00		3,300.00
Forestry		130.40	130.40
Freight on equipment and supplies	43,958.87	81.00	44,039.87 ✓
Fuel and oil	45,621.85		45,621.85 ✓
Insurance		405.50	405.50
Labour - direct	68,807.03	11,043.46	79,850.49 ✓
- employee benefits	4,779.57		4,779.57
Maps and plans	92.02	299.76	391.78
Mine Supplies	122.29	144.54	266.83
Repairs - machinery and equipment	17,603.55		17,603.55
Rentals of machinery	166,382.20		166,382.20 ✓
Royalties	86.67		86.67
Supervision	10,500.00	8,000.00	18,500.00 ✓
Surveys and Engineering		1,037.95	1,037.95
Telephone & Telegraph	4,607.37	4,044.19	8,651.56
Tote road and fuel haul	64,697.00		64,697.00
Transportation of personnel & Travel Expense	15,254.38	5,789.03	21,043.41 ✓
Net operating costs	462,063.59	31,059.98	493,123.57
<u>Equipment charged to project</u>			
as per schedule of fixed assets	45,770.02	12,148.00	57,918.02
Total cost of venture	507,833.61	43,207.98	551,041.59

Note: The above costs do not take into consideration the 15% overhead allowance for Lindstrom Construction on all items except Labour and supervision which would add an additional \$57,155.00 to the cost of the joint operation.

Lindstrom Construction Ltd. & Claymore Resources Ltd.  
 Schedule of Fixed Assets on joint mining venture in Yukon

Panomatic gold cleaner	300.00
Battery charger (#8220)	119.40
Deep Freeze	415.00
Washer	274.00
Cookhouse trailer	4,700.00
Steel drum - Prepaid deposit (Whitehorse Petroleum)	135.00
Fuel Pump	200.00
Ramsey 2000# winch	369.15
Berkeley 8" centrifugal pump - electric drive	1,546.15
Berkeley G.E. 30 HP Motor - 3 phase 460 V	607.45
Berkeley 8" centrifugal pump- gas driven motor	2,000.00
Jaeger 8" - centrifugal pump - gas driven motor	2,000.00
Dixie Doodle Bug - Gold cleaner	2,200.00 - Claymore
Kenworth Dump Truck	9,710.00 - Claymore
Electrical installation	4,070.38
Gold Scales	113.05 - Claymore
Hand Sluice	124.95 - Claymore
Electric Panels	251.00
8000# electric winch	400.00
Small electric heater	15.00
¼ H.P. electric motor	30.00
	<u>29,580.53</u>
Sluice box and conveyor	16,330.42
Water lines	6,067.94
Tools	4,439.13
Shaker screen	<u>1,500.00</u>
	<u>57,918.02</u>

## Lindstrom Construction Ltd.

## Schedule of Rental Equipment on mine site in Yukon

	<u>Value</u>	<u>Monthly Rental</u>
Ingersol Rand 125 CFM Air compressor w/200 ft air hose, pavement breaker, spade, 2 moil points	6,000.00	600.00
Path Transit & Tripod	495.00	49.50
Hobart 400 amp welder w/2-50 ft. leads	4,500.00	450.00
Caterpillar 15 KW Generator	6,000.00	600.00
Bemac 60 KW Generator	10,000.00	1,000.00
Honda 1500 watt generator	500.00	50.00
1973, Model 82-40 Terex Cat w/push blade & winch	65,000.00	6,500.00
1973, Model 82-40 Terex Cat w/angle dozer & ripper	70,000.00	7,000.00
1976, Model 7500 Ford backhoe w/wide and narrow digging bucket and front end bucket	41,000.00	4,100.00
1976 Model A-66 Ford Front End Loader	<u>70,259.00</u>	<u>7,025.90</u>
	<u>273,754.00</u>	<u>27,375.40</u>

## Lindstrom Construction Ltd.

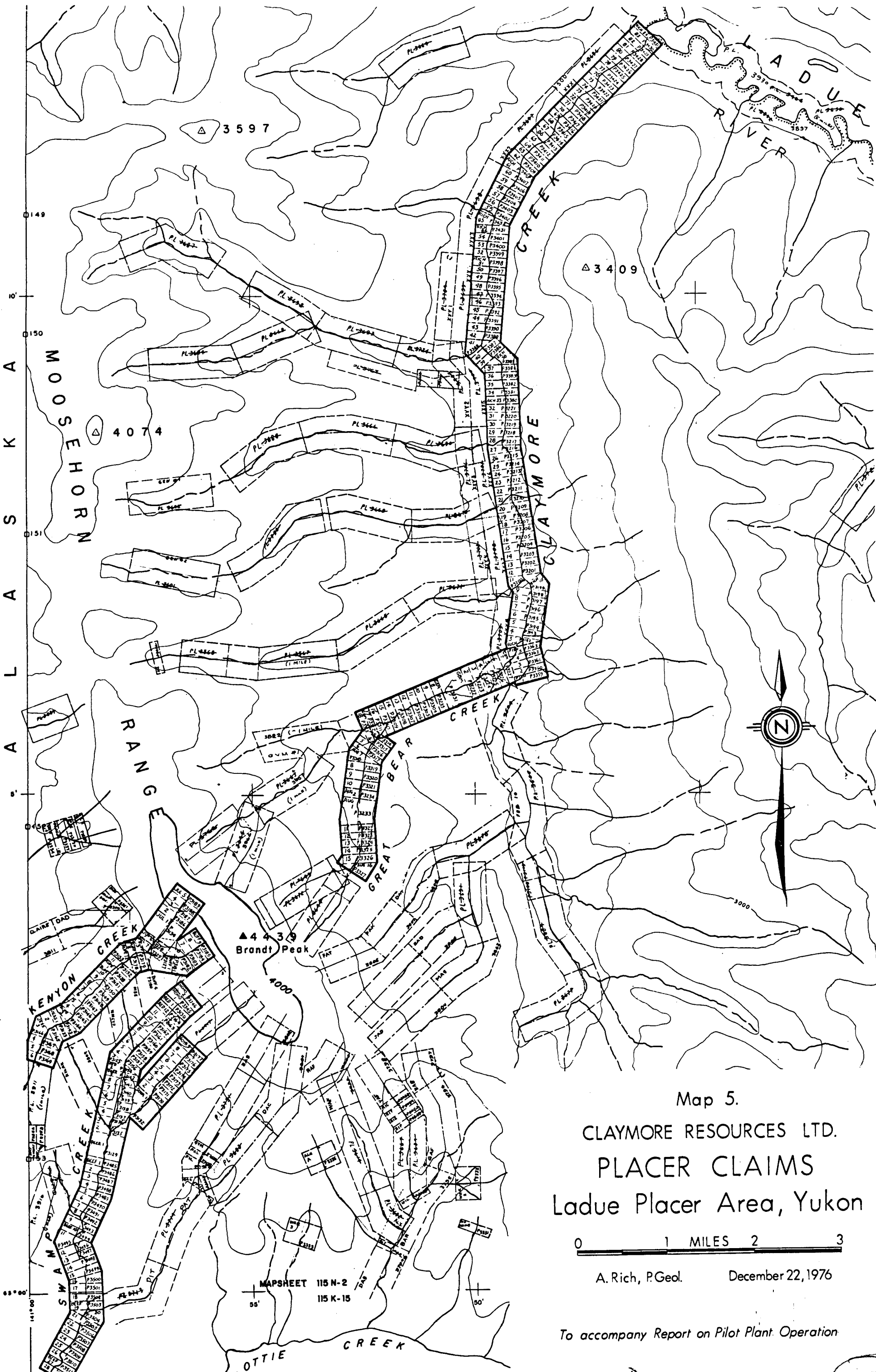
Accounts payable re Yukon joint Mining venture  
as at October 31st, 1976

Atlantic Industrial Supplies (Arctic)	Prince George	238.32
Avis Rent-a-Car	Whitehorse	197.00
Auto Marine Electric	Prince George	284.54
Beaver Motors	Beaver Creek, Yukon	241.00
Caledonia Floors Ltd.	Prince George	163.22
Camac Industrial Electric	Prince George	5,869.33
Canada Packers Ltd.	Whitehorse	1,517.42
CN Telecommunications	Edmonton	716.15
CP Air - open account	Vancouver	963.43
CP Air - credit		325.00
CP Transport	Prince George	350.90
Canadian Propane	Whitehorse	56.95
Central Interior Equipment	Prince George	14.88
Comor Supplies Ltd.	Prince George	411.31
D.C.W. Trading Post	Dawson City	134.23
Delro Products Ltd.	Prince George	62.53
Diamond Welding Supplies	Prince George	337.31
Ferguson Supply Ltd.	Prince George	4,051.89
Finning Tractor & Equipment Co. Ltd.	Prince George	607.32
Fleck Bros. Ltd.	Prince George	96.89
A.J. Forsyth & Co.	Prince George	2,895.07
Globe Air Services	Whitehorse	9,577.15
Gov't of Yukon - W.C.B. - overdue	Whitehorse	600.00
- acct. due Dec.	Whitehorse	910.30
Hercules Tire Ltd.	Prince George	198.22
Industrial Equipment Co. Ltd.	Prince George	447.74
Interior Offroad Equipment	Prince George	369.15
Interior Power Saw	Prince George	19.05
Kelly, Douglas & Company	Whitehorse	1,349.81
Mainland Industrial Supply	Prince George	13.65
Mainland Industries Ltd.	Prince George	31.04
Malkin & Pinton	Prince George	6.54
Nelsons Ltd.	Whitehorse	32.89
Northern Pump Supply	Prince George	1,564.15
Northland Battery	Prince George	109.04
Oscars Electric Ltd.	Whitehorse	208.93
Prince George Fabricating	Prince George	72.32
Prime Sheet Metal	Prince George	57.50

Prince George Truck & Equipment	Prince George	59.68
Q.M. Machine Works	Prince George	260.93
Quadra Steel Ltd.	Prince George	1,975.69
Rema Tip Top Distributors	Prince George	54.15
Rileys Reproductions	Edmonton	20.76
Seven Seas Travel	Prince George	934.75
Sherwin Williams	Prince George	145.37
Signode Canada Ltd.	Prince George	122.98
Star Ryn Iron Works	Prince George	40.00
Superior Welding	Prince George	20.65
Total North Communications	Whitehorse	387.05
Trans North Turbo Air	Whitehorse	5,428.19
N. Welter	Whitehorse	895.63
Westbourne Industries	Prince George	4,172.96
Wested Rosco	Edmonton	200.00
Western Supplies	Prince George	35.54
White Pass Petroleum Services Ltd.	Vancouver	20,740.96
White Pass & Yukon Route	Whitehorse	2,076.00
Yukon Tire Centre	Whitehorse	1,200.00
		<u>73,873.46</u>
		<u>166,382.20</u>
Machinery Rentals due on project		<u>166,382.20</u>
Due to Ford Motor Co. of Canada	66,755.40	<u>240,255.66</u>
Bank of Montreal	42,000.00	
I.A.C.	<u>39,000.00</u>	
	147,755.40	
Internal - Lindstrom Construction	<u>18,626.80</u>	
	<u>166,382.20</u>	

February 28th, 1977:

Accounts payable as at October 31st, 1976 have been paid.



Map 5.  
 CLAYMORE RESOURCES LTD.  
 PLACER CLAIMS  
 Ladue Placer Area, Yukon

0 1 MILES 2 3

A. Rich, P.Geol. December 22, 1976

To accompany Report on Pilot Plant Operation

MAPSHEET 115 N-2  
 115 K-15

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