## KEPORT ON

MACHEYOMITER AND EM BURVEYS
CLAIIS P-58174-91
PRCOSSE AND TUHY TOWNSHIPS, CATE.
FORCUPINE MONMG DIVISXON

## Property

This is a contiguow woup of cighteen claims, of which four are in Prosser tomship and the remainder in Tully, all in Concesaions III and IV. Total area is T20 acres. A winter road passes through the north part of the property, and originates at the High Falls rad in Little tomnhip. Otherwise the only convenient access to the proparty is by helicopter from Timmins airport, alstance of 3.4 miles, landing on the winter roed.

## Geolory

There is an arca of beveral sowll rock outcrope on Claime P-5818e-3 In the south-contral yart of the property. Most of them are of chlorite schist, strikine $170^{\circ} \because$, dipping vertically, and a schist zone at least 400 feet wide in indicated, Bouth of it are several small outcrope of fairly masive gabbr:, The romeinder of the property is ownerty cedar swamp.

## Pxioration

Linecuttine
A baseline bearing due east was cut on the centre line of Concession III, wisch line if also the north boundary of Claime P-581.74 to P-58179. Tie lines also bearing due east were cut along the north and south boundariet of the property. Picket ines were cut at $400-\mathrm{foot}$ intervale bearing due north
and south over the entire property. Line cut totellod 20.4 wiles.

## Masnetometer Burvoy

Hacnetcuetex readition uy Arkania were taken at 200-foot interval (an the picket lines. Najuelic reliof varied up to 4,700 garimas, the anomalous areas being of irregular shape and at acktered location on the property.

## LX Eurvey

 the browistur techutye.

This inetrument consiete of a bettery-porered coll of wise 18 inohes in dianeter, the transmitter, developing an altermating current of $1,250 \mathrm{cps}$, and a econd 28 -inch coil oi wire, the receiver, equipped with earphonee and a cilnometer by whicl the tilt plane of the coll may be meacured. In operetion, one man carzying the trarmitter walks along picket line otopping at every station to transuat a eipnal to the receiver. When tranamitting, the coll is held in a vartical plane pointod at the zeceivar. The man operating the receivius coll waits along a pleker line 400 feet suay from, and exactly opposite the transmitter. so take a rowing the receivar coll in heid in a borisontal plase and thon notated in either direction frow the horisontal until in the carphones a noticcable increase in the aound aigual is momrd. dene engle of inciination of the coll frum the borisontal at these two positions is notod, and the masan of the two angiea is tho null angle, or point
 the maguctic field act up by tho trammittor in not distorted oy a conductive body in its vicinity, the nuli augie vill be zero. If there is a conductive body lying bol.ow surface between the conductor and the meeivar and at a
depth detectable by the instrument (normally hale their distance apart or 200 feet), the null angle will be deflected away from the conductor on either bide of it and zero directly over it, Conductors are thus delineated by zero angles lying between angles of opposite distortion, and the total amplitude of the distortion ("peak-to-peak" angle) is a rough measure of the strength of the conductor.

In this survey reading were taken at 100 -foot intervals on the Finch lines. Dtp angles of up to six degrees were noted in the course of the survey, but in wo case net there a distinct crossover of any conequences, and it Lust be concluded that neither the magnetometer nor the DM survey located a carse consiagrod working of further exploration.
 FiLLIP ECHOAR

Toronto, March 18, 1965


