



Introduction

The James Bay Lowland Gypsum Development Group (JBGDG) consists three privately owned companies or proprietorships as well as representatives from the community of Moose River Crossing. This group has been interested in the development of the deposits at Moose River Crossing for approximately five years.

In 1992 physical work was performed on the Moose River Crossing property. The conclusion was that if gypsum beds existed below the overburden, they were too deep to be reached with the hand tools used.

Based on this conclusion, physical work was carried out in October, 1993 using an excavator capable of reaching depths of 20' (or deeper with benching). This report will document all the results of the physical work and provide conclusions and recommendations.

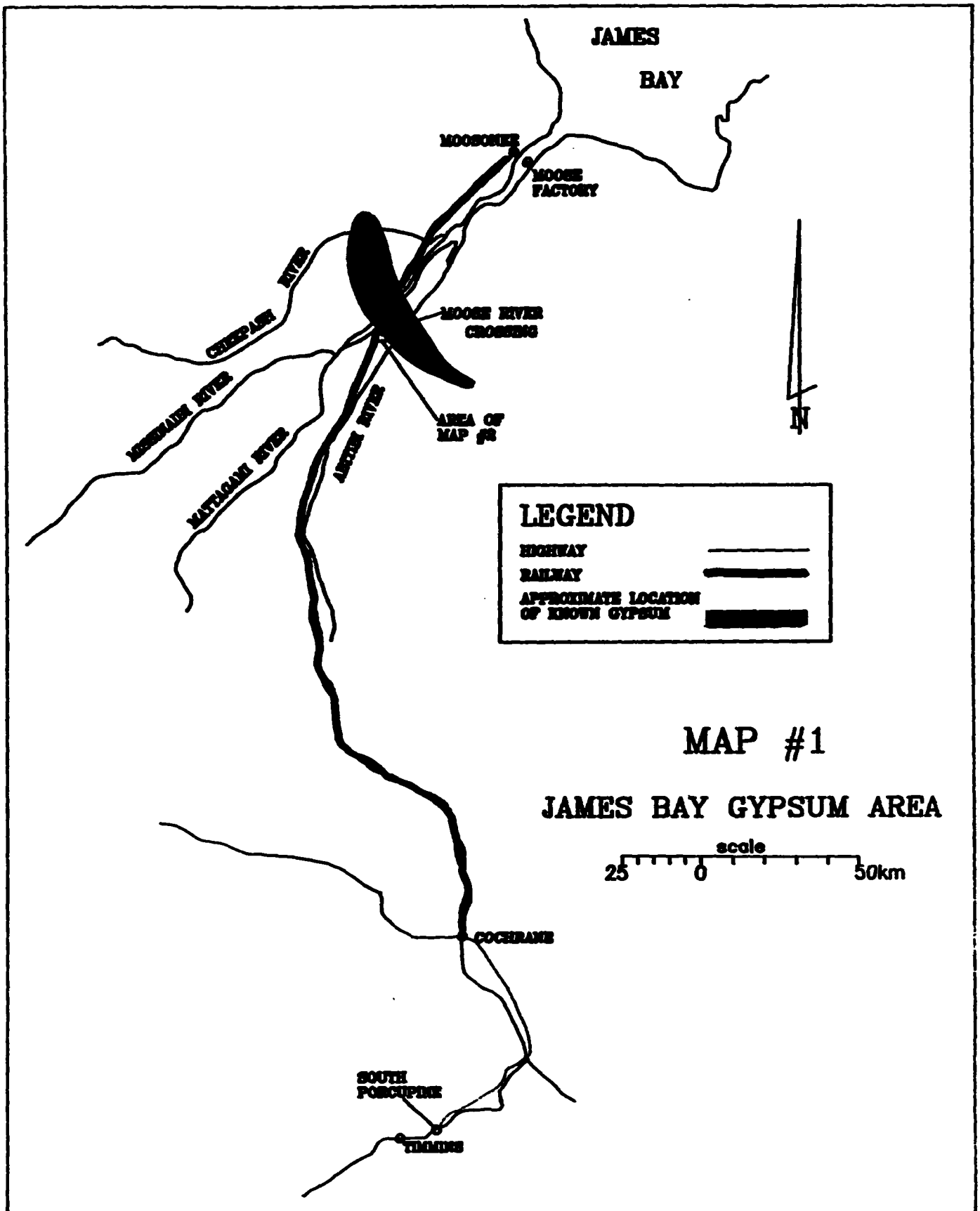
Location and access

Diagram #1 is a key map showing the location of the Moose River Crossing property. The property is in Carroll and Canfield Townships, Porcupine Mining District and consists of twenty-one contiguous claims (57 units) numbered 1131388, 1131389, 1131390, 1170583, 1170584, 1170585, 1170586, 1170587, 1170589, 1170590, 1188872 (15 units), 1188873 (9 units), 1188874 (4 units), 1188875 (1 unit), 1188876 (2 units), 1188877 (1 unit), 1190293 (1 unit), 1190294 (2 units), 1190295 (4 units), 1190296 (6 units) and 1190297 (2 units). Diagram #2 shows the location of these claims within the property.

The Ontario Northland Railway was used for access and to deliver equipment to the property.

Topography

The property is covered by spruce, poplar, birch, and alder. The railway line divides the property into two distinct vegetation areas. To the North is spruce, alder and open swamp, giving the impression of lower ground. This effect is caused by the railway bed having restricted the water flow for many years. To the South is lower ground with the exception of a distinct ridge that runs through the property roughly parallel to the rail and river.



Equipment

Excavator

A CAT EL200 excavator was used to dig all test pits. The excavator was off-loaded "on line" while the train waited as there is no railway siding at the property.

Our decision to use an excavator enabled us to obtain the following information:

- Overburden depths at the test pit sites.
- The nature of the sedimentary beds beneath this overburden.
- Seepage rates and general, local water table information.
- The physical properties and layering of the overburden.
- Excavation times.
- The stability of the overburden (for stripping)
- An overview of the general handling and flotation of equipment for future access to desired sites.

Ramps

A set of steel ramps and a steel frame to link the ramps to the flat-car had to be fabricated in order to off-load the excavator.

Four-wheelers

Two Honda four-wheelers were used to move men, samples and equipment between camp and work sites. The four-wheelers were off-loaded using the excavator.

Trailer

A trailer was used as a living quarters for the duration of the work. It was off-loaded using the excavator.

Survey Equipment

A transit, level and a Magellan G.P.S. receiver were used to survey pit locations, locate claim lines and to obtain some topographic information.

Physical Work

Introduction

Twelve test pits were excavated at various locations within the property. Samples were taken from five of the test pits in order to determine the composition of the minerals exposed. The locations of the test pits were then marked and surveyed. All test pits were filled with excavated material to restore the sites as closely as possible to their original condition. To follow is a description of the findings at each test pit.

Pit #1

Pit #1 was excavated near the northernmost boundary of claim #1131389, along an existing trail that runs parallel to the Ontario Northland railway line (see diagram #2). The pit was excavated to a depth of twenty feet described as follows:

0' - 3' overburden (moss and brown loamy clay)
3' - 20' soft grey clay containing sea shells

Pit #2

Pit #2 was excavated near the easternmost boundary of claim #1131390, along the existing trail mentioned above (see diagram #2). The pit was excavated to a depth of twenty feet described as follows:

0' - 3' overburden
3' - 15' soft grey clay containing sea shells
15' - 20' very hard grey clay

Pit #3

Pit #3 was excavated within the south-easternmost unit of claim #1188872, along the existing trail mentioned above (see diagram #2). The pit was excavated to a depth of twenty feet described as follows:

0' - 3' overburden
3' - 15' soft grey clay containing sea shells
15' - 20' very hard grey clay
Note: Sample taken from 18' - 20'

Pit #4

Pit #4 was excavated near the northernmost boundary of claim #1188875, along the existing trail mentioned above (see diagram #2). The pit was excavated to a depth of twenty feet described as follows:

0' - 3' overburden
3' - 20' wet, soft grey clay containing sea shells

Pit #5

Pit #5 was excavated in the east-central area of claim #1188874, along the existing trail mentioned above (see diagram #2). The pit was excavated to a depth of twenty feet described as follows:

- 0' - 2' overburden
- 2' -20' wet, soft grey clay containing sea shells

Pit #6

Pit #6 was excavated near the southernmost boundary of claim #1188874, along the existing trail mentioned above (see diagram #2). The pit was excavated to a depth of twenty feet described as follows:

- 0' - 1' overburden
- 1' - 6' brown loamy clay
- 6' -11' soft grey clay containing sea shells
- 11'-20' very hard grey clay

Pit #7

Pit #7 was excavated within claim #1190293 near the Ontario Northland Railway line (see diagram #2). The pit was excavated to a depth of twenty feet described as follows:

- 0' - 2' overburden
- 2' -20' grey clay containing sea shells (harder than soft grey clay found in previous pits)

Pit #8

Pit #8 was excavated near the southernmost boundary of claim #1188876 near the Ontario Northland Railway line (see diagram #2). The pit was excavated to a depth of eighteen feet described as follows:

- 0' - 1' overburden
 - 1' - 3' mixed clay and granular material
 - 3' -18' grey clay
 - 18' white, massive gypsum bed
- Note: sample taken at 18'

Pit #9

Pit #9 was excavated near the southernmost boundary of claim #1188876 south-east of pit #8 (see diagram #2). The pit was excavated to a depth of twenty-six feet described as follows:

0' - 1' overburden
1' -26' grey clay
26' white, massive gypsum bed
Note: sample taken at 26'

Pit #10

Pit #10 was excavated in the northwest quarter of claim #1190295 approximately 450' south-east of the Ontario Northland Railway line (see diagram #2). The pit was excavated to a depth of twenty feet described as follows:

0' - 1' overburden
1' -20' grey clay

Pit #11

Pit #11 was excavated approximately 200' southeast of pit #10 (see diagram #2). The pit was excavated to a depth of five feet described as follows:

0' - 8" overburden
8" - 5' grey clay with boulders
5' white, massive gypsum bed
Note: sample taken at 5'

Pit #12

Pit #12 was excavated approximately 100' north-east of pit #11 (see diagram #2). The pit was excavated to a depth of 1' described as follows:

0' - 1' overburden
1' white, massive gypsum bed
Note: sample taken at 1'

Sample Descriptions

Samples taken from pits 8, 9, 11, and 12 were all broken, pieces from a massive white Gypsum bed. a cleaner, white Gypsum could be clearly seen below the dirty upper layers of the gypsum bed. The samples also included some Selenite. An additional sample of cleaner gypsum was scraped from the bottom of pit #8. A sample of very hard grey clay was also taken from pit #3, but was not identified any further.

Equipment Hours

Equipment	Date	hrs.	Rate	Sub-totals	Totals
E1200 Excavator (Rate includes operator and all fuel)	10/29/93	16	90	1440	
	10/30/93	22	90	1980	
	10/31/93	22	90	1980	
	11/01/93	14	90	1260	
					\$6660.00
Trailer	10/29/93	-	190/day	190	
	10/30/93	-	190/day	190	
	10/31/93	-	190/day	190	
	11/01/93	-	190/day	190	
					\$ 760.00
2 four-wheelers (\$50/day each)	10/29/93	-	100/day	100	
	10/30/93	-	100/day	100	
	10/31/93	-	100/day	100	
	11/01/93	-	100/day	100	
					\$ 400.00
Steel ramp (including frame)	-	-	fabrication cost		\$ 350.00
Magellan G.P.S. receiver	-	-	rental cost		\$ 150.00
			Equipment total		\$8320.00

Workers hours

Note:

Kevin Cool (Survey Technician), Chris Wilcox (Survey Technologist), and Mark Kean (Survey Assistant) worked at a fixed daily rate as a three-man Survey crew based on an eight hour day and determined as follows:

Crew chief	8 hrs. @ 22.50/hr.
Instrument man	8 hrs. @ 19.00/hr.
Assistant	8 hrs. @ 15.00/hr.
Survey Equipment	- 40.00/day

Daily Rate	\$492.00

Name	Date	hrs.	Rate	Sub-totals	Totals
Survey Crew	10/29/93	8	492/day	492	
	10/30/93	8	492/day	492	
	10/31/93	8	492/day	492	
	11/01/93	8	492/day	492	
					\$1968.00

Note:

Rheal Cool and Elmer Moore worked the following hours as excavator operators. No rate is applied as their wages are covered under the excavator rate.

Name	Date	hrs.
Rheal Cool	10/29/93	8
	10/30/93	11
	10/31/93	11
	11/01/93	7
Elmer Moore	10/29/93	8
	10/30/93	11
	10/31/93	11
	11/01/93	7

Wages total \$1968.00

Additional Costs

Gas and Oil (for four-wheelers) \$33.00
Gas and Oil total \$ 33.00

Food
5 men @ \$30/day ea. (\$150/day) x 4 days \$600.00
Food total \$ 600.00

Rail fare (men)
2 return tickets @ \$55 (Moosonee-Moose River) \$109.00
3 return tickets (group rate, Cochrane-Moose River) \$199.00
Fare total \$ 308.00

Rail costs (equipment)
Return flat-car rate for "on-line rail car spotting"
from Moosonee to Moose River Crossing
\$2600.00
Rail total \$2600.00

Equipment loading/unloading at Moosonee
18 man hours @ \$22.50/hr \$405.00
2 hrs. excavator @ \$90/hr \$180.00
Moosonee Loading/Unloading total \$585.00

Additional labour at Moose River Crossing
(loading/unloading)
6 man hours @ \$22.50/hr \$135.00
Moose River Loading/Unloading total \$ 135.00

Additional costs total \$4261.00

Total operation costs:

Equipment \$ 8320
Wages \$ 1968
Additional \$ 4261

\$14549.00

Conclusions

Based on the areas excavated, there appears to be massive white Gypsum underlying the Moose River Crossing Property. In places, this gypsum is both close to the Ontario Northland Railway Line and covered by shallow overburden.

Recommendations

Future work could include drilling to determine overburden depths over a greater area and to determine the thickness of the Gypsum beds.

Report of Work Conducted After Recording Claim

Mining Act

Transaction Number
NOV #1793

W9360.00200

63.6351

Additional information collected on this form is obtained under the authority of the Mining Act. This information will be used for correspondence. Questions about collection should be directed to the Provincial Manager, Mining Lands, Ministry of Northern Development and Mines, Fourth Floor, 159 Cedar Street, Toronto, Ontario, P3E 6A5, telephone (705) 670-7264.

- Instructions:
- Please type or print and submit in duplicate
 - Refer to the Mining Act and Regulations for Recorder.
 - A separate copy of this form must be completed
 - Technical reports and maps must accompany
 - A sketch, showing the claims the work is a

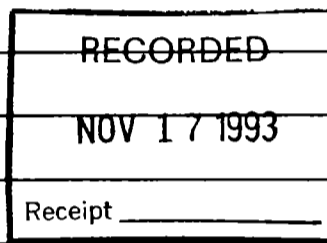
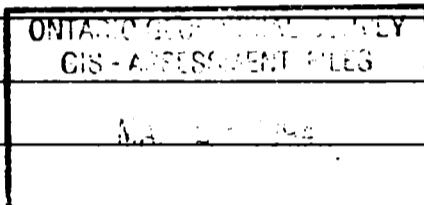


900

Recorded Holder(s) MARK KEAN	Client No. 151090
Address PO BOX 2120 TIMMINS ONT P4N 7X8	Telephone No. 268-3536
Mining Division PORCUPINE	Township/Area CARROLL / CANFIELD TWP
Work performed From: OCT 29/93	M or G Plan No. M-439 + M-436 To: NOV 1/93

Work Performed (Check One Work Group Only)

Work Group	Type
Geotechnical Survey	
Physical Work, Including Drilling	DIGGING TEST PITS
Rehabilitation	
Other Authorized Work	
Assays	
Assignment from Reserve	



13,895
13,170
12,385

Total Assessment Work Claimed on the Attached Statement of Costs \$

Note: The Minister may reject for assessment work credit all or part of the assessment work submitted if the recorded holder cannot verify expenditures claimed in the statement of costs within 30 days of a request for verification.

Persons and Survey Company Who Performed the Work (Give Name and Address of Author of Report)

Name	Address
EVIN COOL (AUTHOR)	
GENERAL SURVEYS + EXP	190 QUEEN AVE. TIMMINS ONT P4N-4K7

Attach a schedule if necessary)

Certification of Beneficial Interest * See Note No. 1 on reverse side

Certify that at the time the work was performed, the claims covered in this work report were recorded in the current holder's name or held under a beneficial interest by the current recorded holder.	Date NOV 16/93	Recorded Holder or Agent (Signature) <i>[Signature]</i>
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Certification of Work Report

Certify that I have a personal knowledge of the facts set forth in this Work report, having performed the work or witnessed same during and/or after its completion and annexed report is true.

Name and Address of Person Certifying MARK KEAN PO BOX 2120 TIMMINS ONT P4N-7X8		
Telephone No. 268-3536	Date NOV 16/93	Certified By (Signature) <i>[Signature]</i>

For Office Use Only

Total Value Cr. Recorded \$12,895	Date Recorded NOV 17, 1993	Mining Recorder <i>[Signature]</i>	Received Stamp (1st Rec'd) NOV 17 1993 TB
	Deemed Approval Date FEB. 15, 1994	Date Approved FEB. 25, 1994	
	Date Notice for Amendments Sent JAN. 11, 1994		

AMENDED

2241 (03/81)

Work Report Number for Applying Reserve	Claim Number (see Note 2)	Number of Claim Units
✓	1188872	15
✓	1188874	4
✓	1188875	1
✓	1188876	2
✓	1188877	1
✓	1131388	1
✓	1131389	1
✓	1131390	1
✓	1170583	1
✓	1170584	1
✓	1170585	1
✓	1170586	1
✓	1190295	4
✓	1190293	1
Total Number of Claims		3014

Value of Assessment Work Done on this Claim	Value Applied to this Claim	
1,000	6,000	
2,000	1,600	
1,000	400	
3,500 3,895	500	
	400	
	400	
	400	
	400	
	400	
	400	
	400	
	400	
	400	
3,000	0	
1,000	0	
Total Value Work Done		12,385
Total Value Work Applied		12,000

Value Assigned from this Claim	Reserve: Work to be Claimed at a Future Date	
400		
600		
2,370 1,500	4,200 3,500, 1,895	
600		
600		
600		
400		
400		
3,000		
1,000		
Total Assigned From		7,400
Total Reserve		1,895

Credits you are claiming in this report may be cut back. In order to minimize the adverse effects of such deletions, please indicate from which claims you wish to prioritize the deletion of credits. Please mark (✓) one of the following:

- Credits are to be cut back starting with the claim listed last, working backwards.
- Credits are to be cut back equally over all claims contained in this report of work.
- Credits are to be cut back as prioritized on the attached appendix.

In the event that you have not specified your choice of priority, option one will be implemented.

Note 1: Examples of beneficial interest are unrecorded transfers, option agreements, memorandum of agreements, etc., with respect to the mining claims.

Note 2: If work has been performed on patented or leased land, please complete the following:

I certify that the recorded holder had a beneficial interest in the patented or leased land at the time the work was performed.	Signature	Date
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Statement of Costs for Assessment Credit

État des coûts aux fins du crédit d'évaluation

Mining Act/Loi sur les mines

AMENDED

Transaction No./N° de transaction
W9360.00200

Personal information collected on this form is obtained under the authority of the Mining Act. This information will be used to maintain a record and ongoing status of the mining claim(s). Questions about this collection should be directed to the Provincial Manager, Minings Lands, Ministry of Northern Development and Mines, 4th Floor, 159 Cedar Street, Sudbury, Ontario P3E 6A5, telephone (705) 670-7264.

Les renseignements personnels contenus dans la présente formule sont recueillis en vertu de la Loi sur les mines et serviront à tenir à jour un registre des concessions minières. Adresser toute question sur la collecte de ces renseignements au chef provincial des terrains miniers, ministère du Développement du Nord et des Mines, 159, rue Cedar, 4^e étage, Sudbury (Ontario) P3E 6A5, téléphone (705) 670-7264.

1. Direct Costs/Coûts directs

Type	Description	Amount Montant	Totals Total global
Wages Salaires	Labour Main-d'oeuvre	1808 ^{EE} 4468	1808 ^{EE} 4468
	Field Supervision Supervision sur le terrain		4468
Contractor's and Consultant's Fees Droits de l'entrepreneur et de l'expert-conseil	Type		
Supplies Used Fournitures utilisées	Type GAS FOIL	142 33	
	Supplies	193 ^{EE}	193 ^{EE} 33
Equipment Rental Location de matériel	Type EXCAVATOR	9,028 ^{EE} 6,660	
	TRAILER	760	
	FOUR-WHEELER	4,400 ^{EE}	4,400 ^{EE}
	STEEL RAILS	350	
	MAGELLAN GAS	150 ^{EE}	150 ^{EE}
Total Direct Costs Total des coûts directs			10,321 ^{EE} 11,579 ^{EE}

2. Indirect Costs/Coûts indirects

** Note: When claiming Rehabilitation work indirect costs are not allowable as assessment work.
Pour le remboursement des travaux de réhabilitation, les coûts indirects ne sont pas admissibles en tant que travaux d'évaluation.

Type	Description	Amount Montant	Totals Total global
Transportation Transport	Type TRAIN PASSENGERS	308	
	RAIL COST EQUIPMENT	2,600	
	TRAILER	760 ^{EE}	
Sub Total of Indirect Costs Total partiel des coûts indirects			3668 ^{EE} 2908
Food and Lodging Nourriture et hébergement	FOOD	600	600
Mobilization and Demobilization Mobilisation et démoblisation	LOADING / UNLOADING - MESSONNE MASSIE RIVER	1,008 ^{EE} 587 ^{EE} 135	1,008 ^{EE} 720
Amount Allowable (not greater than 20% of Direct Costs) Montant admissible (n'excédant pas 20 % des coûts directs)			2316 ^{EE}
Total Value of Assessment Credit (Total of Direct and Allowable Indirect costs) Valeur totale du crédit d'évaluation (Total des coûts directs et indirects admissibles)			12,385 ^{EE} 13,170 ^{EE} 13,895 ^{EE}

Note: The recorded holder will be required to verify expenditures claimed in this statement of costs within 30 days of a request for verification. If verification is not made, the Minister may reject for assessment work all or part of the assessment work submitted.

Note: Le titulaire enregistré sera tenu de vérifier les dépenses demandées dans le présent état des coûts dans les 30 jours suivant une demande à cet effet. Si la vérification n'est pas faite, le ministre peut rejeter tout ou une partie des travaux d'évaluation présentés.

Filing Discounts

- Work filed within two years of completion is claimed at 100% of the above Total Value of Assessment Credit.
- Work filed three, four or five years after completion is claimed at 50% of the above Total Value of Assessment Credit. See calculations below:

Total Value of Assessment Credit	Total Assessment Claimed
	x 0.50 =

Remises pour dépôt

- Les travaux déposés dans les deux ans suivant leur achèvement sont remboursés à 100 % de la valeur totale susmentionnée du crédit d'évaluation.
- Les travaux déposés trois, quatre ou cinq ans après leur achèvement sont remboursés à 50 % de la valeur totale du crédit d'évaluation susmentionné. Voir les calculs ci-dessous.

Valeur totale du crédit d'évaluation	Evaluation totale demandée
	x 0,50 =

Certification Verifying Statement of Costs

I hereby certify: that the amounts shown are as accurate as possible and these costs were incurred while conducting assessment work on the lands shown on the accompanying Report of Work form.

that as RECORD HOLDER AGENT I am authorized (Recorded Holder, Agent, Position in Company)

to make this certification

Attestation de l'état des coûts

J'atteste par la présente: que les montants indiqués sont le plus exact possible et que ces dépenses ont été engagées pour effectuer les travaux d'évaluation sur les terrains indiqués dans la formule de rapport de travail ci-joint.

Et qu'à titre de _____ je suis autorisé (titulaire enregistré, représentant, poste occupé dans la compagnie)

à faire cette attestation.

Signature: _____ Date: Nov 16/93

February 22, 1994

REF: W9360.00200

Gary White
Mining Recorder
60 Wilson Avenue
Timmins, Ontario
P4N 2S7

Dear Mr. White:

In response to your letter dated January 11, 1994, please find the following information:

- Corrected diagram #2 to amend original diagram #2. Please note that I have used surveyed locations from claim posts, as opposed to locations derived from MNDM claim maps.

- General information obtained regarding seepage rates, local water tables, excavation time, stability of overburden, handling and flotation of equipment.

- A copy of the original "Report of Work Conducted After Recording Claim" with amended figures reflecting changes from direct costs to indirect costs; as well as changes to excavator rates.

Amendments to work report ref# W9360.00200

Equipment Hours

Equipment	Date	hrs.	Rate	Sub-totals	Totals
El200 Excavator (Rate includes operator and all fuel)	10/29/93	16	122	1952	
	10/30/93	22	122	2684	
	10/31/93	22	122	2684	
	11/01/93	14	122	1708	
Total		*74			\$9028.00
Trailer	10/29/93	-	190/day	190	
	10/30/93	-	190/day	190	
	10/31/93	-	190/day	190	
	11/01/93	-	190/day	190	
					\$ 760.00
2 four-wheelers (\$50/day each)	10/29/93	-	100/day	100	
	10/30/93	-	100/day	100	
	10/31/93	-	100/day	100	
	11/01/93	-	100/day	100	
					\$ 400.00
Steel ramp (including frame)	-	-	fabrication cost		\$ 350.00
Magellan G.P.S. receiver	-	-	rental cost		\$ 150.00

*** Note:** Two operators were on hand in order to work the excavator on a double shift basis as the train scheduling only allowed for 4 days of operating time. The excavator was equipped with lights to operate 24 hours.

SEEPAGE RATES

Pit numbers 1 through 6 were excavated on the north side of the Ontario Northland Railway line. During the excavation process, which varied from one-half hour to two hours; approximately three feet of water appeared at the pit bottoms.

The remaining pits excavated on the south side of the rail, near swampy conditions, filled in more quickly to a depth of approximately three feet.

LOCAL WATER TABLES

The above-mentioned seepage rates, due to the local water tables, present logistical problems for the extraction of Gypsum. If Gypsum is to be quarried in the area, this water problem would have to be addressed.

EXCAVATION TIMES

Excavation times, including removal of samples, varied from one-half hour to two hours, depending on pit locations. The clay material extracted was free of boulders, and handled easily.

STABILITY OF OVERBURDEN

In the average pit, the depth of which was twenty feet, there was little or no caving. This shows that the overburden would not pose a problem for quarrying.

EQUIPMENT


The CAT EL200 excavator accessed the pit sites adequately. No cutting was necessary. In swampy conditions the excavator floated well.

UTM NORTHING	UTM EASTING	DESCRIPTION
5630154	478867	B.M. NORTH END OF MOOSE RIVER BRIDGE
5631537	479277	POND A.O.I. #S5
5631615	479705	PIT #7
5631745	479894	PIT #8
5631745	479921	PIT #9
5631777	479988	POST #1 OF 1190293
5631853	480115	PIT #10
5631804	480151	PITS #11 AND #12
5632553	480383	PIT #6
5632792	480629	PIT #5
5632824	480924	POST #2 OF 1188875
5633063	480905	PIT #4
5633339	481187	PIT #3
5633314	481421	POST #1 OF 1188875
5633590	481694	POST #1 OF 1170585
5633725	481583	PIT #2
5633900	481773	PIT #1
5633981	482099	POST #1 OF 1131389

REF. W9360-00200

*NOTE:

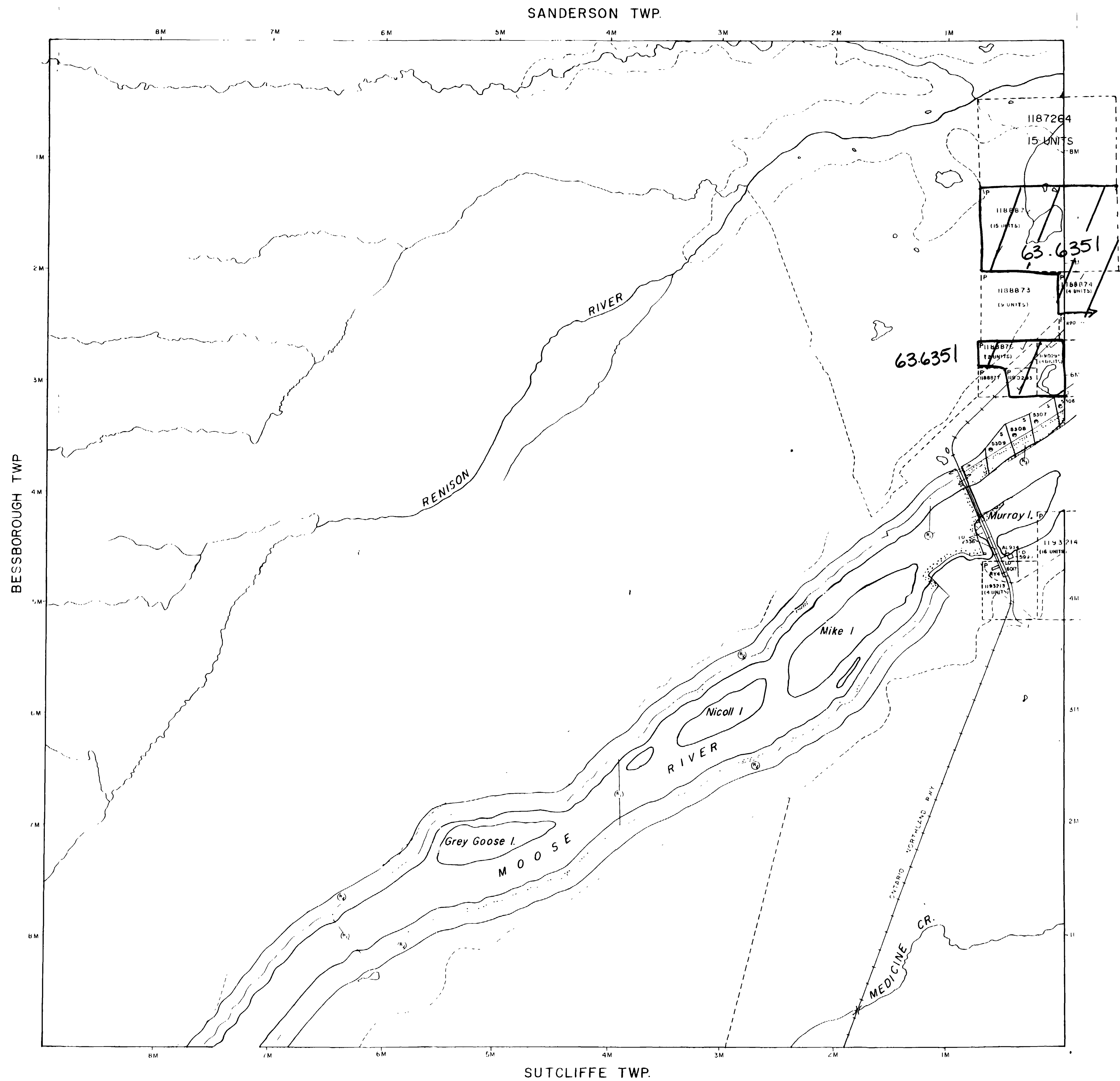
THIS IS A PRINT-OUT OF THE G.P.S. SURVEY DATA THAT WAS USED AS CONTROL FOR THE TRANSIT SURVEY.


 MAR 11 1994

@ 11:15 am SSW
 PROSPECTIVE MAPPING DIVISION

REFERENCES

THE INFORMATION THAT APPEARS ON THIS MAP HAS BEEN COMPILED FROM VARIOUS SOURCES AND ACCURACY IS NOT GUARANTEED. THOSE WISHING TO STAKE MINING CLAIMS SHOULD CONSULT WITH THE MINING RECORDER, MINISTRY OF NORTHERN DEVELOPMENT AND MINES FOR ADDITIONAL INFORMATION ON THE STATUS OF THE LANDS SHOWN HEREON.



LEGEND

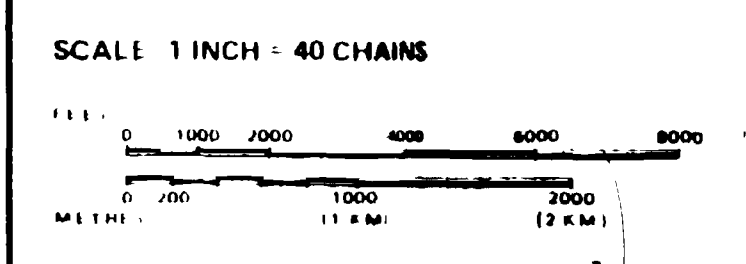
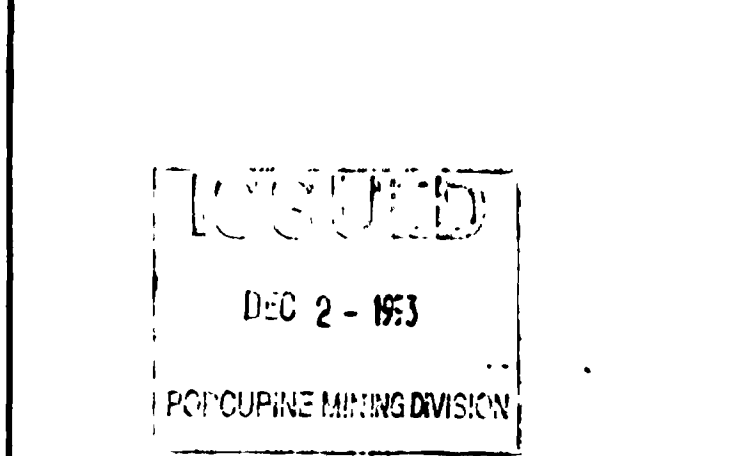
- HIGHWAY AND ROUTE No.
- OTHER ROADS
- TRAILS
- SURVEYED LINES
 - TOWNSHIPS BASE LINES, ETC.
 - LOTS MINING CLAIMS PARCELS ETC.
- UNSURVEYED LINES
 - LOT LINES
 - PARCEL BOUNDARY
 - MINING CLAIMS ETC.
- RAILWAY AND RIGHT OF WAY
- UTILITY LINES
- NON-PERENNIAL STREAM
- FLOODING OR FLOODING RIGHTS
- SUBDIVISION OR COMPOSITE PLAN
- RESERVATIONS
- ORIGINAL SHORELINE
- MARSH OR MUSKEG
- MINES
- TRAVERSE MONUMENT

DISPOSITION OF CROWN LANDS

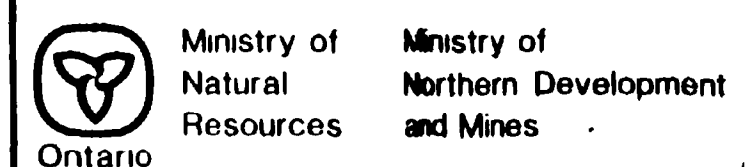
TYPE OF DOCUMENT	SYMBOL
PATENT SURFACE & MINING RIGHTS	●
" SURFACE RIGHTS ONLY	○
" MINING RIGHTS ONLY	◐
LEASE SURFACE & MINING RIGHTS	◑
" SURFACE RIGHTS ONLY	◒
" MINING RIGHTS ONLY	◓
LICENCE OF OCCUPATION	◔
ORDER IN COUNCIL	◕
RESERVATION	◖
CANCELLED	◗
SAND & GRAVEL	◘

AREAS WITHDRAWN FROM DISPOSITION

Description	Order No.	Date	Disposition	File
PROPOSED MISSISSAUGA HARBOR EXPANSION, NOTICE RECEIVED 4 OF JULY, 1984	W 6277c	21-8-76	S.M. Rights	183195
MINING RIGHTS ONLY WITHDRAWN UNDER SECTION 36 OF THE MINING ACT, R.S.O. 1980, ORDER # M.W. 66/83				
- MISSISSAUGA PROVINCIAL PARK				



TOWNSHIP
CANFIELD
 M.N.R. ADMINISTRATIVE DISTRICT
 MOOSONEE
 MINING DIVISION
 PORCUPINE 63.6351
 LAND TITLES / REGISTRY DIVISION
 COCHRANE



Date: JANUARY, 1995
 ACTIVATED MARCH 8/95
 By: D.C.
 Number: **G-1413**

G-1413

G-1413



REFERENCES

AREAS WITHDRAWN FROM DISPOSITION

Description	Order No.	Date	Disposition	File
M.R.O. - MINING RIGHTS ONLY				
S.R.O. - SURFACE RIGHTS ONLY				
M.Y.S. - MINING AND SURFACE RIGHTS				
SEC 36/80	WP 1/81	20/08/91	M.Y.S.	
SEC 36/80	NRW 86/85	18/11/85	M.R.O.	171806

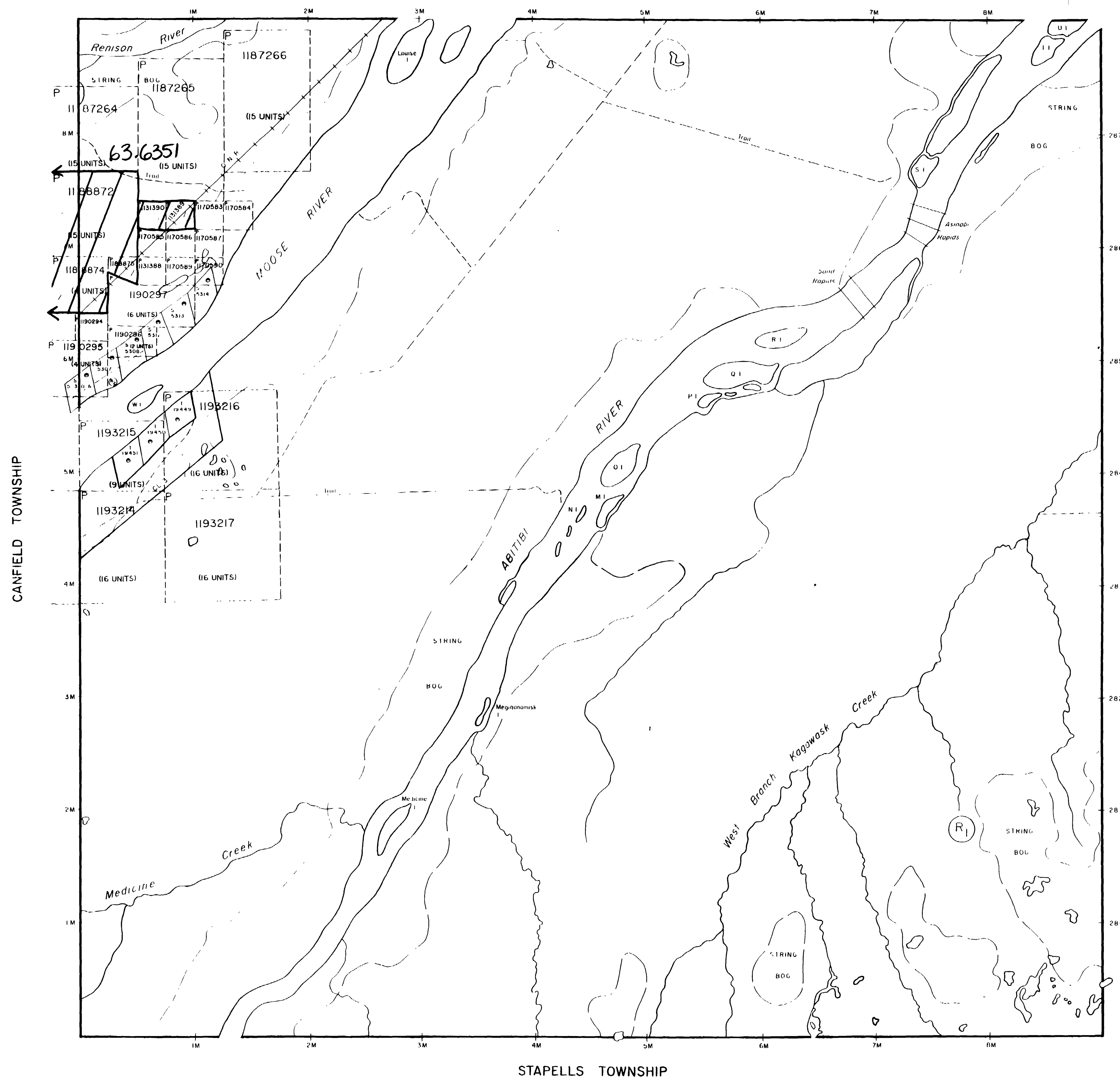
NOTES

FLOODING RIGHTS ON MOOSE RIVER TO CONTOUR 100 RESERVED TO H.E.P.C.

FLOODING RIGHTS ON ABITIBI RIVER FROM SAND RAPIDS DOWNSTREAM TO ALLAN RAPIDS TO CONTOUR 75', FROM SAND RAPIDS UPSTREAM TO BLACKSMITH RAPIDS TO CONTOUR 126'

SURFACE AND MINING RIGHTS R/W AND EXTRA LAND PATENTED TO D.N.R. FILE 17300W

EBBITT TOWNSHIP



LEGEND

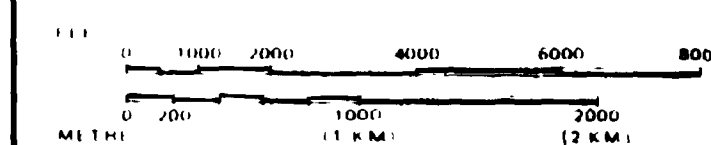
HIGHWAY AND ROUTE No	
OTHER ROADS	
TRAILS	
SURVEYED LINES	
TOWNSHIP BASE LINES ETC	
LOTS MINING CLAIMS PARCELS ETC	
UNSURVEYED LINES	
LOT LINES	
PARCEL BOUNDARY	
MINING CLAIMS ETC	
RAILWAY AND RIGHT OF WAY	
UTILITY LINES	
NON PERENNIAL STRIAM	
FLOODING OR FLOODING RIGHTS	
SUBDIVISION OR COMPOSITE PLAN	
RESERVATIONS	
ORIGINAL SHORELINE	
MARSH OR MUSKIEG	
MINES	
TRAVERSE MONUMENT	

DISPOSITION OF CROWN LANDS

TYPE OF DOCUMENT	SYMBOL
PATENT SURFACE & MINING RIGHTS	
SURFACE RIGHTS ONLY	
MINING RIGHTS ONLY	
LEASE SURFACE & MINING RIGHTS	
SURFACE RIGHTS ONLY	
MINING RIGHTS ONLY	
LICENCE OF OCCUPATION	
ORDER IN COUNCIL	
RESERVATION	
CANCELLED	
SAND & GRAVEL	

IND 2 - 1953

SCALE 1 INCH = 40 CHAINS



TOWNSHIP

CARROLL

M.N.R. ADMINISTRATIVE DISTRICT

MOOSONEE

MINING DIVISION

63.6351

PORCUPINE

LAND TITLES / REGISTRY DIVISION

COCHRANE



Ministry of Natural Resources

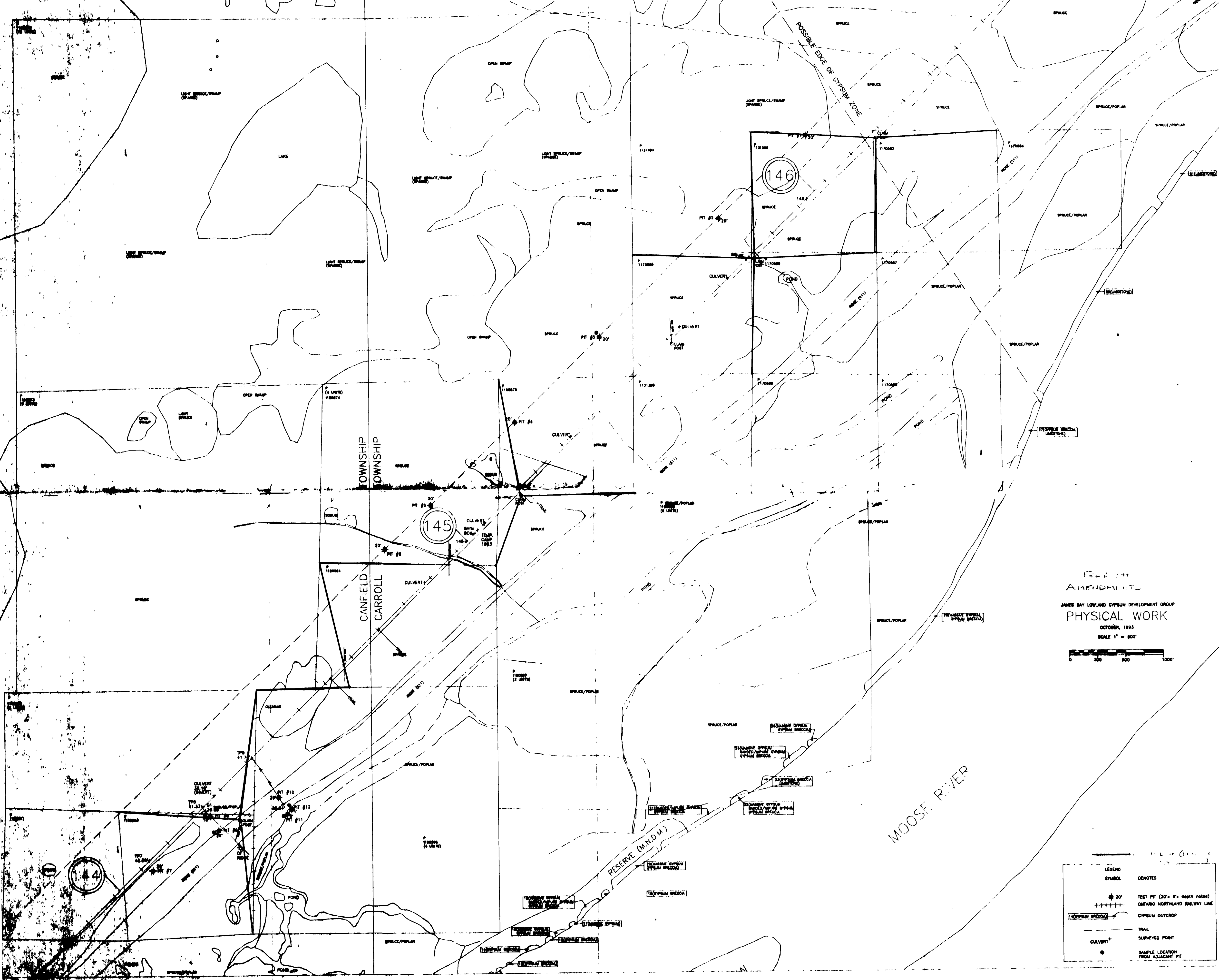
Ministry of Northern Development and Mines

ACTIVATED MAY 20, 1993 BY D.C.

Number

G-1415

CHECKED BY RB



FIELD #4
 AMENDMENT
 JAMES BAY LOWLAND GYPSUM DEVELOPMENT GROUP
 PHYSICAL WORK
 OCTOBER, 1993
 SCALE 1" = 800'

SYMBOL	LEGEND	DENOTES
	TEST PIT (20' x 8' depth noted)	
	ONTARIO NORTHLAND RAILWAY LINE	
	GYPSUM OUTCROP	
	TRAIL	
	CULVERT	
	SURVEYED POINT	
	SAMPLE LOCATION FROM ADJACENT PIT	

220
 421545WOODS 03 EAST CARROLL

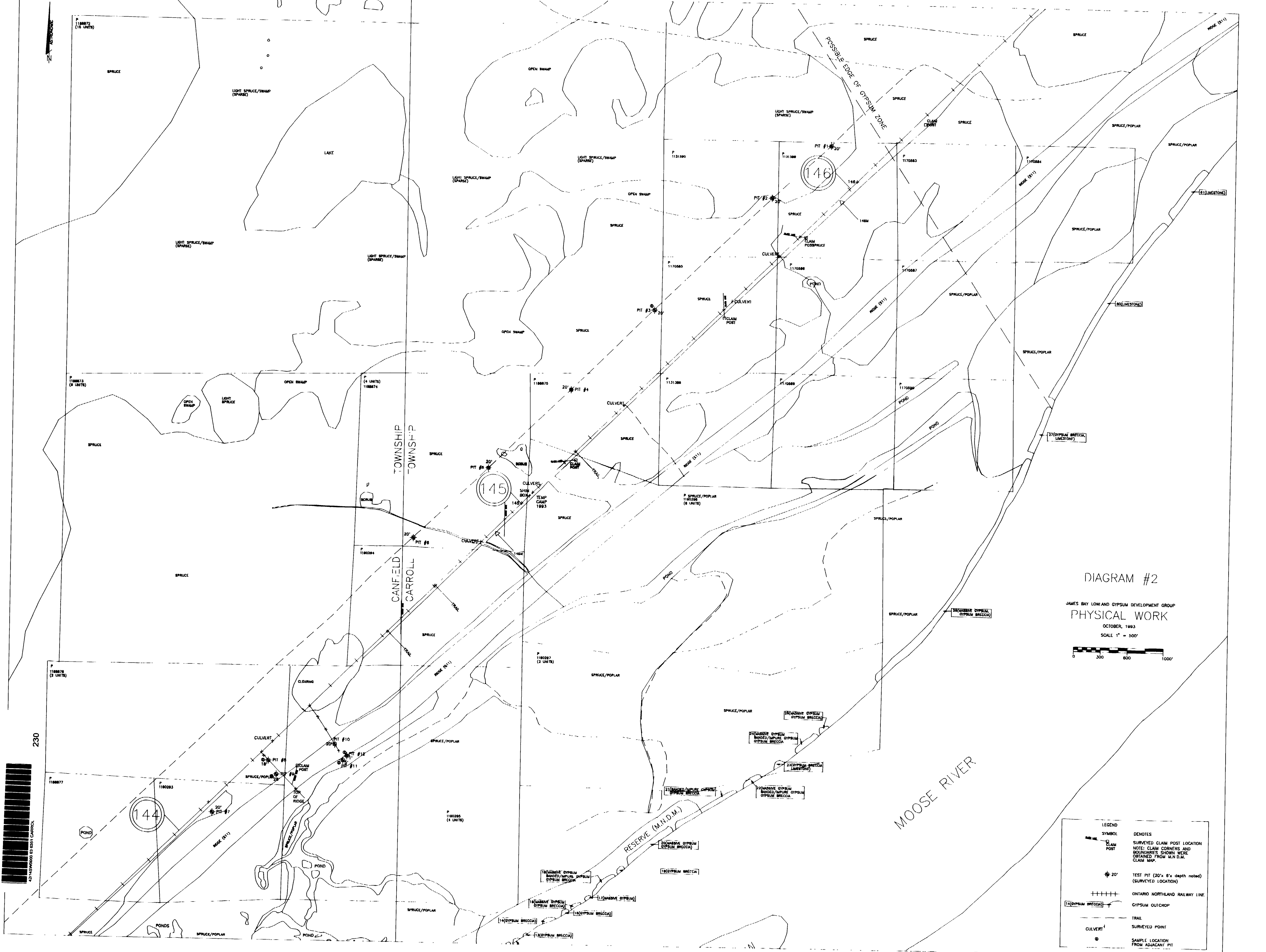


DIAGRAM #2
 JAMES BAY LOWLAND GYPSUM DEVELOPMENT GROUP
 PHYSICAL WORK
 OCTOBER, 1993
 SCALE 1" = 500'



LEGEND SYMBOL	DENOTES
	SURVEYED CLAIM POST LOCATION
	NOTE: CLAIM CORNERS AND BOUNDARIES SHOWN WERE OBTAINED FROM M.N.D.M. CLAIM MAP.
	TEST PIT (20' x 8' depth noted) (SURVEYED LOCATION)
	ONTARIO NORTHLAND RAILWAY LINE
	GYPSUM OUTCROP
	TRAIL
	SURVEYED POINT
	SAMPLE LOCATION FROM ADJACENT PIT

230
 40' TOWARDS WEST CARROLL