INTRODUCTION

The airborne magnetic survey to be described herein was done at the request of Mr. Ross Kidd, Consulting Engineer for Salem Exploration Limited, Toronto, the claim owner. The survey was done August 18, 1966, by Dominion Exploration Syndicate, Winnipeg, Manitoba. The undersigned conducted the survey. H.M.Linnell, Kenora, Ontario, was pilot.

The survey was conducted, and the accompanying maps prepared, in accordance with The Mining Act of Ontario in order to qualify the work as assessment work.

Illustrations:

1. A disposition map, scale 1" to 2640', showing the property and official claim numbers, is attached (page 8).

The following maps are submitted separately:

2. A coloured ozalid print, scale 1" to 1320', showing flight lines, magnetic contours, topographic features, key map and survey data.

3. An overlay (transparency) showing values in gammas measured at intervals of 330 feet along the flight lines.

4. A second overlay, coloured, showing geological data.

The original tape recorded in the course of the survey is also enclosed.

INSTRUMENT AND SURVEY DATA

The instrument used was a Dominion Exploration Syndicate Vertical Flux-Gate Magnetometer, #582-4. This instrument was secured to the floor of the Cessna 180 airplane immediately behind the pilot's seat. The vertical, gyro-stabilized probe was mounted on a padded, athwartship wooden shelf near the rear of the cabin. It was operated by a hose

connected to the airplane's vacuum system and was connected to the instrument by electrical cable. A continuous strip recorder was carried forward of the co-pilot's seat.

The instrument is so designed that it measures changes in gammas in the vertical component of the earth's field so long as the probe is maintained close to the vertical. The instrument can be balanced to eliminate the effect of the earth's field and all but a small residue of the vertical effect due to the airplane engine, the recorder and other magnetic elements. That residue is index error, or wind/heading error, and is constant for a given heading of the airplane during the short periods of time involved. Changes in wind direction and/or speed cause corresponding changes in index error.

In the case of the present survey, where flight lines were close to true north and south, the index error was positive on northerly courses and negative on southerly ones. The wind varied from 320°/13 mph to 330°/16 mph. Index error varied from 250 to 350 gammas.

Index error was corrected for each flight line on the tape by choosing a zero line such that the general level of the trace is the same as those of the two adjacent lines which were flown in the opposite direction.

The instrument was zeroed by balancing it to read 1000 gammas while on a westerley course over a granite area east of Bag Bay, six miles east of the surveyed area. Here and throughout the survey, flight altitude was 500 feet above lake level.

Flight lines were previously laid out at 660-foot intervals on a map prepared for that purpose. They were flown with a good degree of accuracy by lining on topographic points.

Pre-determined points A, B, C, D, E and F, as they applied, were marked on the flight lines on the map used for flying and are also shown on the accompanying contour map. On a given line, when the operator was directly over, say, point D, he marked "D" on the recorder tape with a felt-point pen. This provided good ground control at the slow speed and low altitude used. The airplane was throttled back to give indicated airspeed of 95 mph. True airspeed was 100 mph, or 147 feet per second. True heading/groundspeed for northerly courses varied from 355°/90 mph to 355°/86 mph and for southerly courses from 185°/110 mph to 185°/114 mph.

A scale division on the tape reads 100 gammas. Readings were to 25 gammas by interpolation. The readings obtained on the survey ranged from 700 to 1800 gammas. Recorder feed was set at such a rate that longitudinal scale on the tape is 800 to 900 feet per inch.

The area mapped is an isolated one, surveyed for the purpose of exploring the claims in question. Net line miles, on the subject claims only, totalled 81.8. That total includes 56.1 miles on the north group of claims and 25.7 miles on the south group (see section immediately below).

PROPERTY, LOCATION

The property consists of 140 entry mining claims divided into two groups, a north group of 93 claims and a south group of 47 claims. Their disposition is shown on the attached map (page 8). Official

locations are shown on Ontario Department of Mines Plan No. M.2704. Official claim numbers are as follows:

South Group:

K 36404 - 36439	36 claims
K 36450 - 36455	6 "
K 36808 - 36812	5 "
	47 claims

North Group:

K 36341 - 36371	31 claims
K 36440 - 36449	10 "
K 36458 - 36493	36 "
K 36800 - 36807	8 "
K 37656 - 37663	8 "
	93 claims

As the maps show, the claims are disposed in an irregular rather than a compact manner. The two groups are about one and one-half miles apart. For these reasons, the actual instrument miles flown was 126 miles rather than the 81.8 miles reported above (page 3). Results obtained in surveying the larger area are reported.

The claims are located at Shoal Lake, 30 miles southwest of Kenora, Ontario, and close to the Manitoba boundary. Summer access is by airplane or boat from Kenora. The nearest railhead is Waugh, Manitoba, five miles by water to the west.

SOURCES OF INFORMATION

1. Greer, L.: "Shoal Lake Area", District of Kenora, Ont. Dep't. of Mines Map 39e (geological), 1930.

2. Thompson, Jas. E.: "Gold Deposits on Shoal Lake (West)", Ont. Dep't. of Mines Ann. Rep't., 1936, Pt. III, pp. 44-53.

SURVEY RESULTS AND INTERPRETATION

Areas with readings over 1500 gammas, that is 500 gammas above background, are considered to be significant anomalies. They are coloured red on the contour map.

Seventeen such anomalies were found by the survey, seven of them on or partly on the subject claims. Since these anomalies are all in the southern part of the surveyed area, it is convenient to subdivide this section of the report in order to deal with the south and north groups of claims separately.

South Group

The seventeen anomalies constitute the highs within a generally anomalous zone trending northeast. If the zone's limits are taken to be the 1200-gamma contours, then it is 1½ miles wide and has been traced by the present survey for a length of three miles. The former gold-producing Duport Mine (see contour map) lies on the strike of this zone an additional three miles to the northeast. It is known that a magnetic anomaly extends from the vicinity of the mine for about one-half mile westward. The latter anomaly is not a result of the present survey although an expression of it is seen at the south end of line 26.

The corresponding geology is shown in Map 39e (reference 1, page 4) and in the accompanying overlay showing geological data. The northwest boundary (1200-gamma contour) of the broad anomalous zone corresponds approximately with the northwest contact of a northeast-striking belt of basic volcanic rocks. The latter belt seems to be some 3½ miles wide, so that the anomalous zone, as now known, occupies only the northwesterly 1½ miles of the width of the belt. The belt of

basic rock and the anomalous zone are almost entirely under Shoal Lake except for two large islands, Dominique and Stevens Islands, to the northeast of the south group of claims. Stevens Island lies just south of the small Cameron Island, site of the Duport Mine.

Thompson (reference 2, his page 44) has mapped the vicinity of the three islands named above in considerable detail on a scale close to 1000 feet to one inch. The basic lava, undifferentiated in Map 39e, is shown to include four groups of intrusive rocks: basic intrusives (diorite, gabbro and amphibolite), granodiorite, granite and relatively small dykes of felsite and quartz porphyry. It is a reasonable assumption that bodies of these intrusive rocks also occur along the belt, under the lake, to the southwest. The interpretation follows that the anomalies over 1500 gammas may reflect bodies of basic intrusive within the generally anomalous zone caused by the basic lava itself.

The gold orebodies of the Duport Mine were, according to Thompson, associated with heavy arsenopyrite mineralization in the vicinity of dykes of felsite and associated rocks. A body or bodies of diorite and amphibolite form part of the country rock near the mine and may bear a relationship to the anomaly that has been mentioned. No direct relationship between the magnetic anomaly and the ore can be postulated. Nevertheless, it may well be that the variety of basic lavas and intrusive rocks underlying and presumably causing the anomalous zone was structurally favourable for localization of mineralization. In that case, the anomalous zone generally can be considered a favourable zone for further exploration and gold the most likely metal to be found.

Judging from Thompson's description, heavy arsenopyrite mineralization, similar to that carrying the best gold values, would constitute detectable electromagnetic conductors. These would not necessarily correlate with the strongest magnetic anomalies. Depth of water would be a factor in detecting such conductors.

North Group

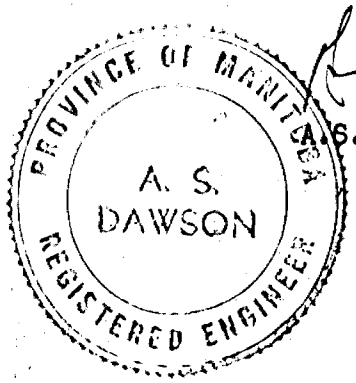
Magnetic readings obtained over the north group of claims are "flat" - slightly below or above background. The magnetic contours are widely spaced and their configuration probably has no significance as a guide to further exploration. The ground may be favourable for the occurrence of certain ores but, if so, these must be ores that give no direct or indirect magnetic expression.

RECOMMENDATIONS

An electromagnetic survey in winter is recommended for the south group of claims, particularly the southern part of that group. The claims of most particular interest form a "U" extending east from the mainland and are 22 in number.

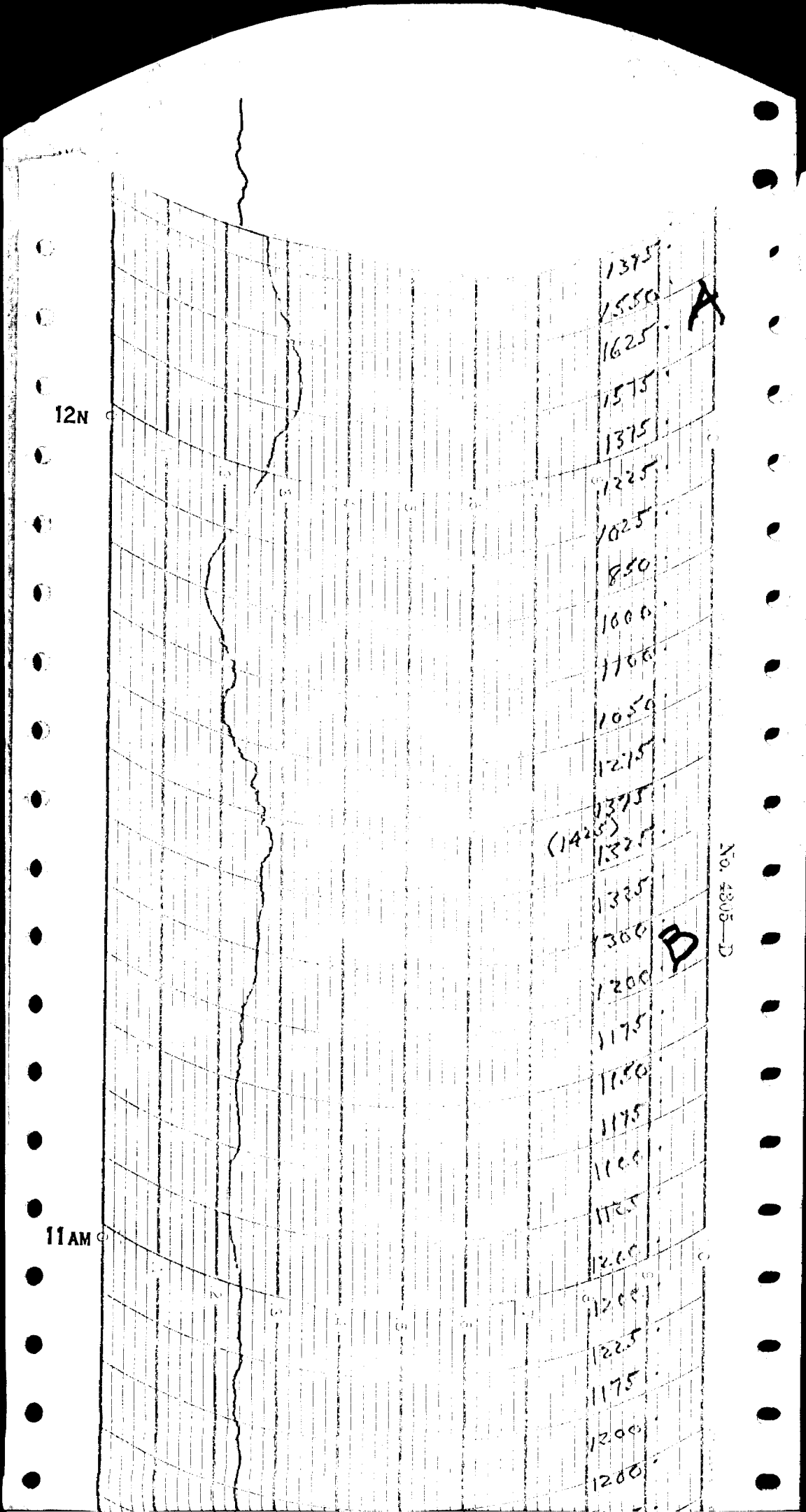
No specific recommendation based on the results reported herein can be made for the north group of claims.

Respectfully submitted,



A.S.Dawson, P.Eng.

405 Waverley St.,
Winnipeg 9, Man.,
September 9, 1966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No. 4305—D

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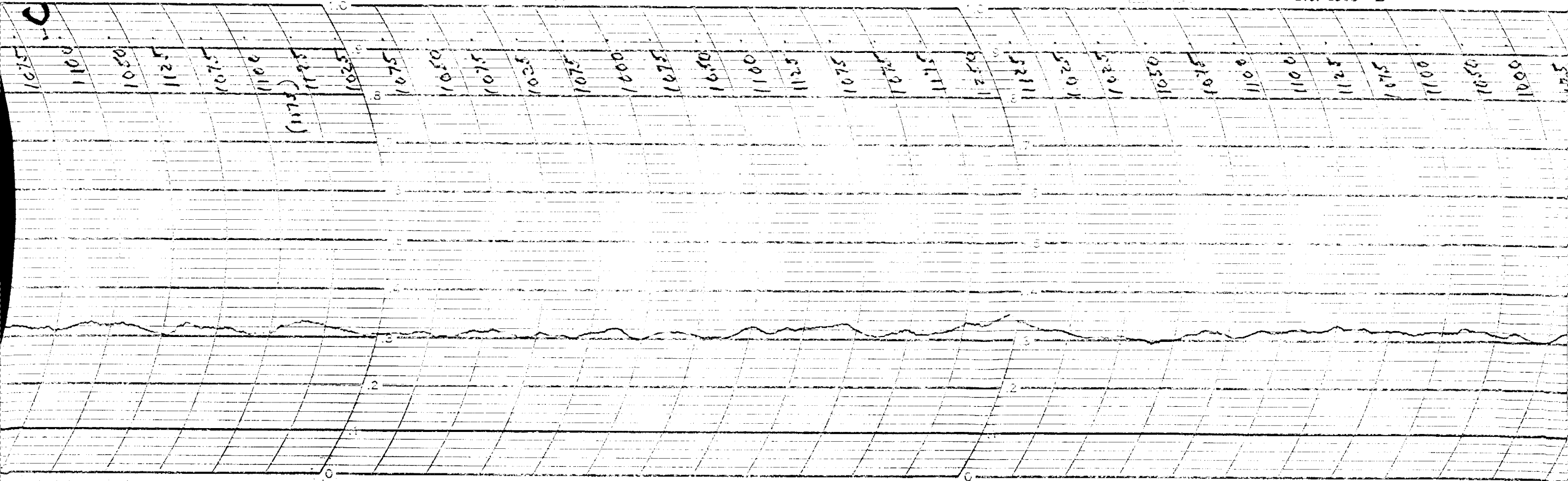

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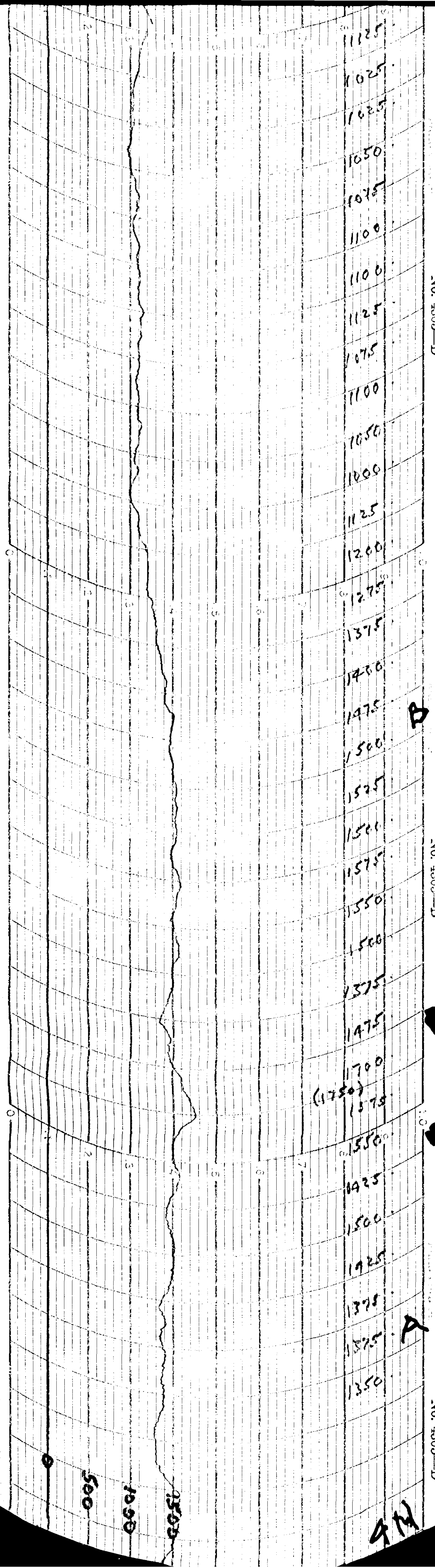
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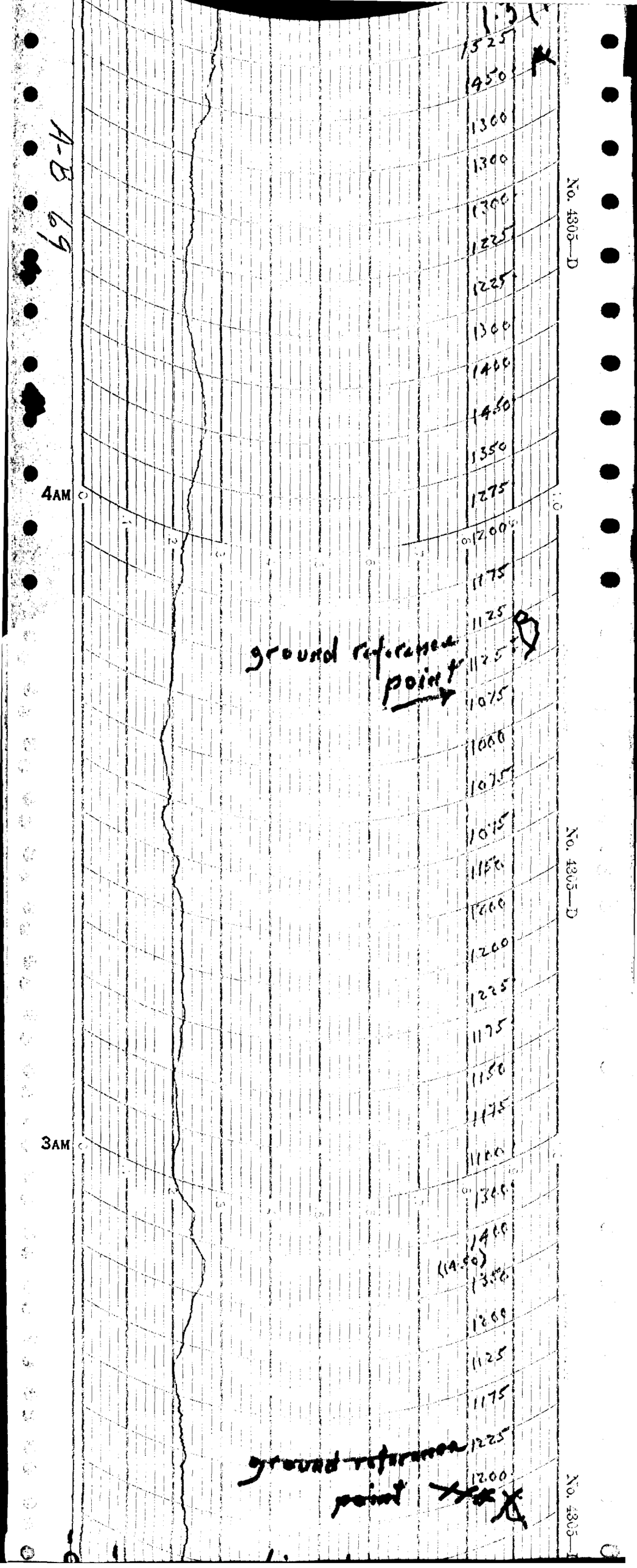
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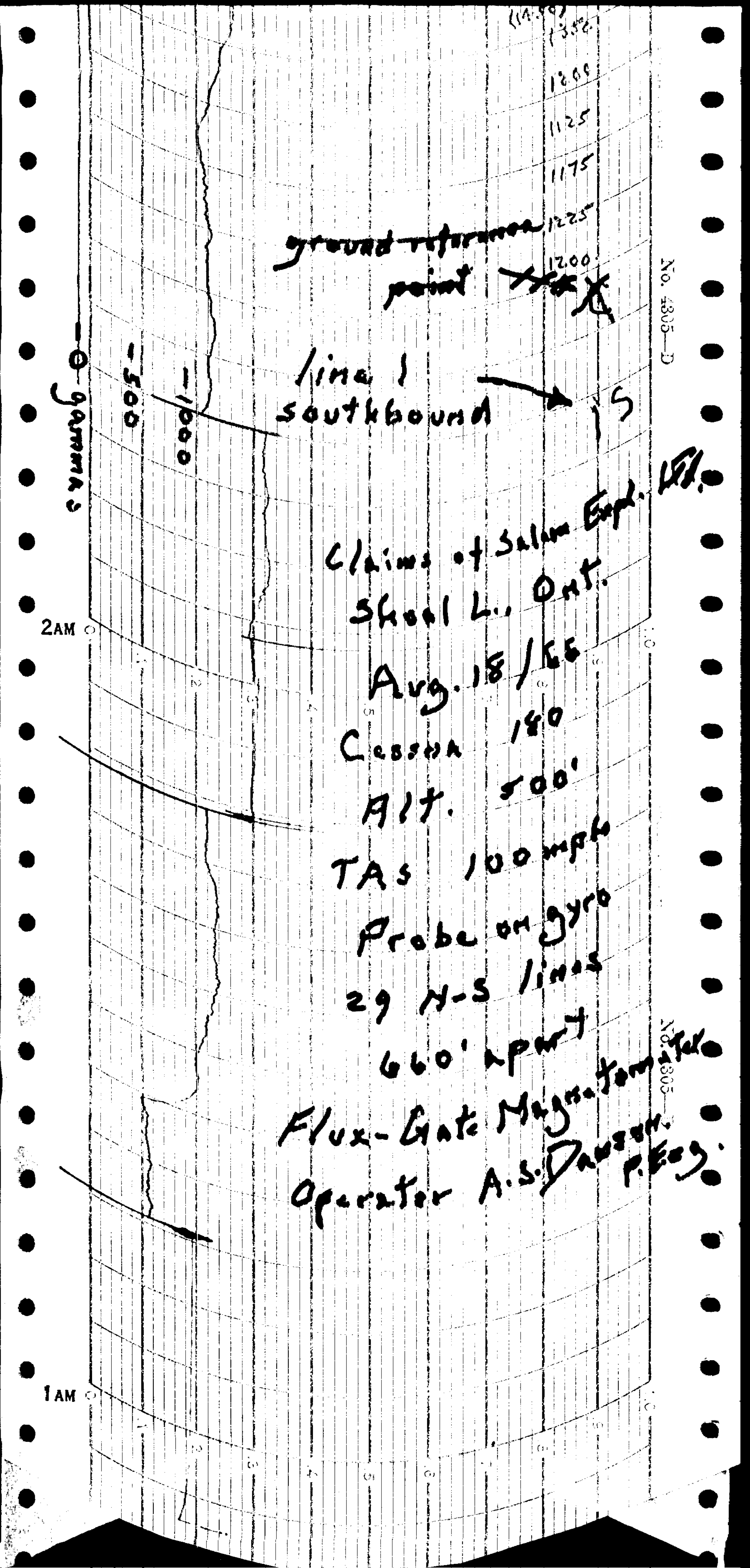
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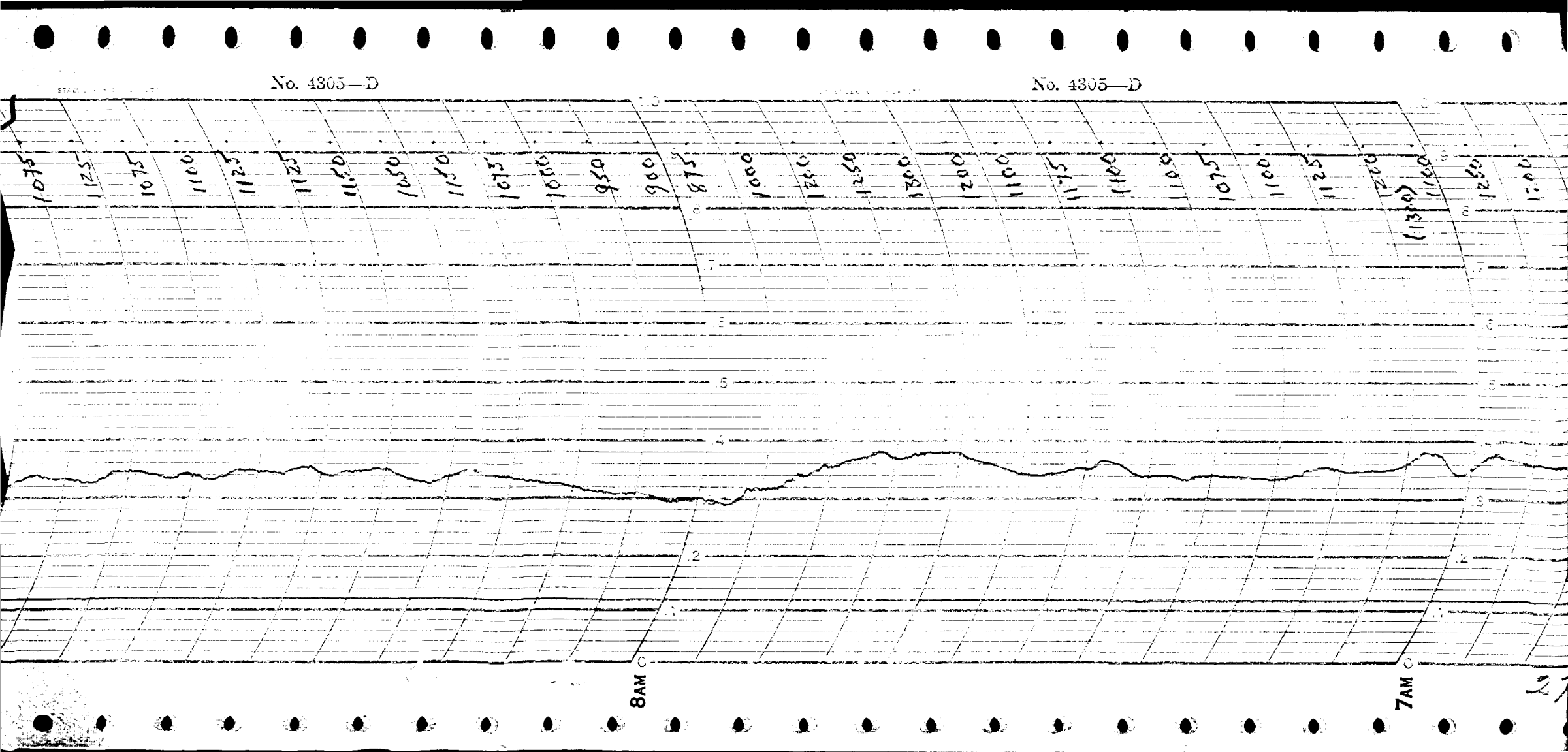
Claims of Salem Expl. Ltd.
Shoal L., Ont.
Aug. 18/66
Cessna 180
Alt. 500'
TAS 100 mph
Probe on gyro
29 N-S lines
660' apart
Flux-Gate Magnetometer
Operator A.S. Dawson. P.Eng.
2AM
No. 4305—
1AM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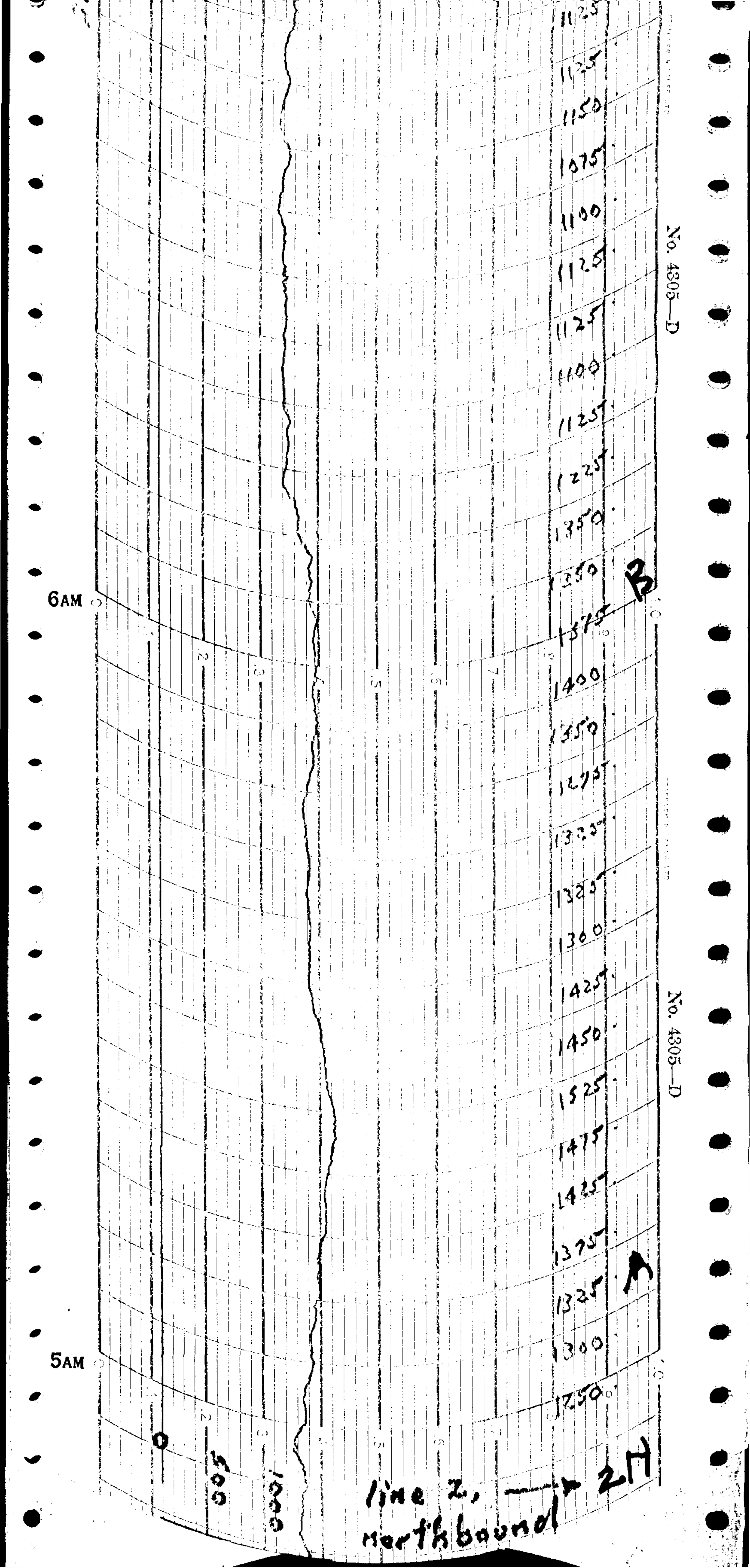

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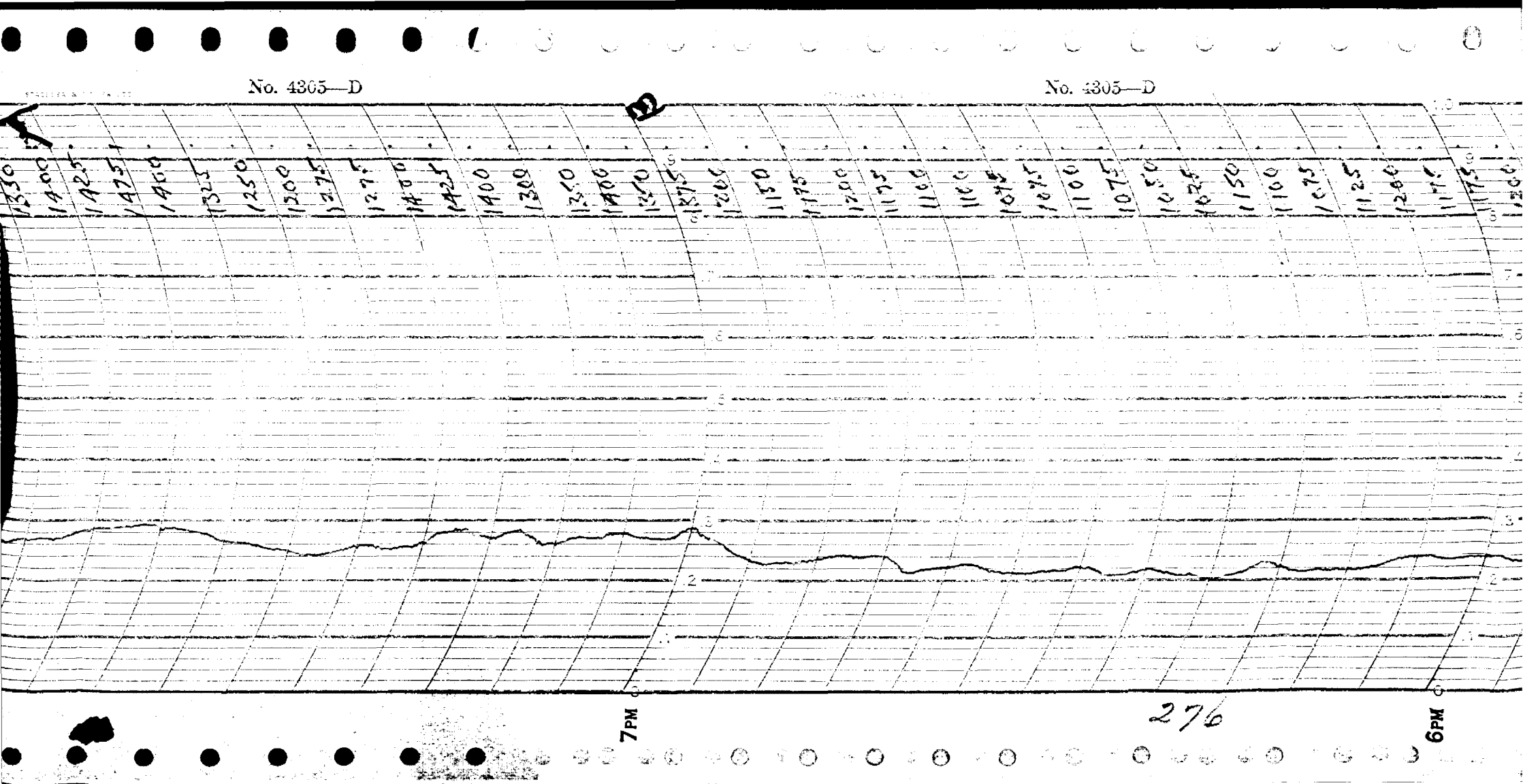
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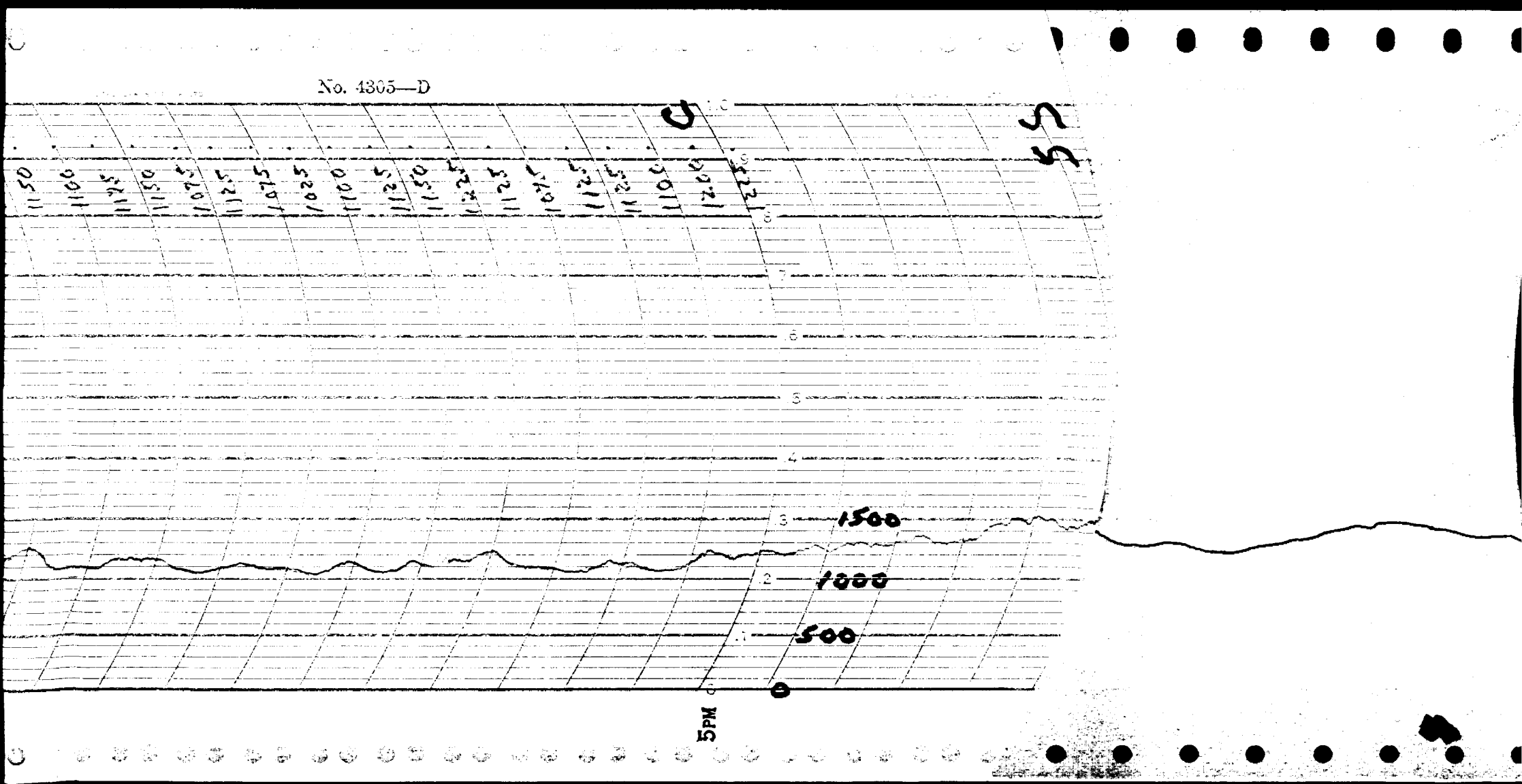
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Vert. Flux-Gate Magnetometer

Finish 3:44PM

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E

Claims of Salem Expl.

Shoal L., Ont.

Aug. 18/66

Camera 150

Alt. 500'

TAS 100 mph

Probe on gyro

29 N-S lines

660' apart

A.S.D.

F

Line 29, southbound → 29S

102

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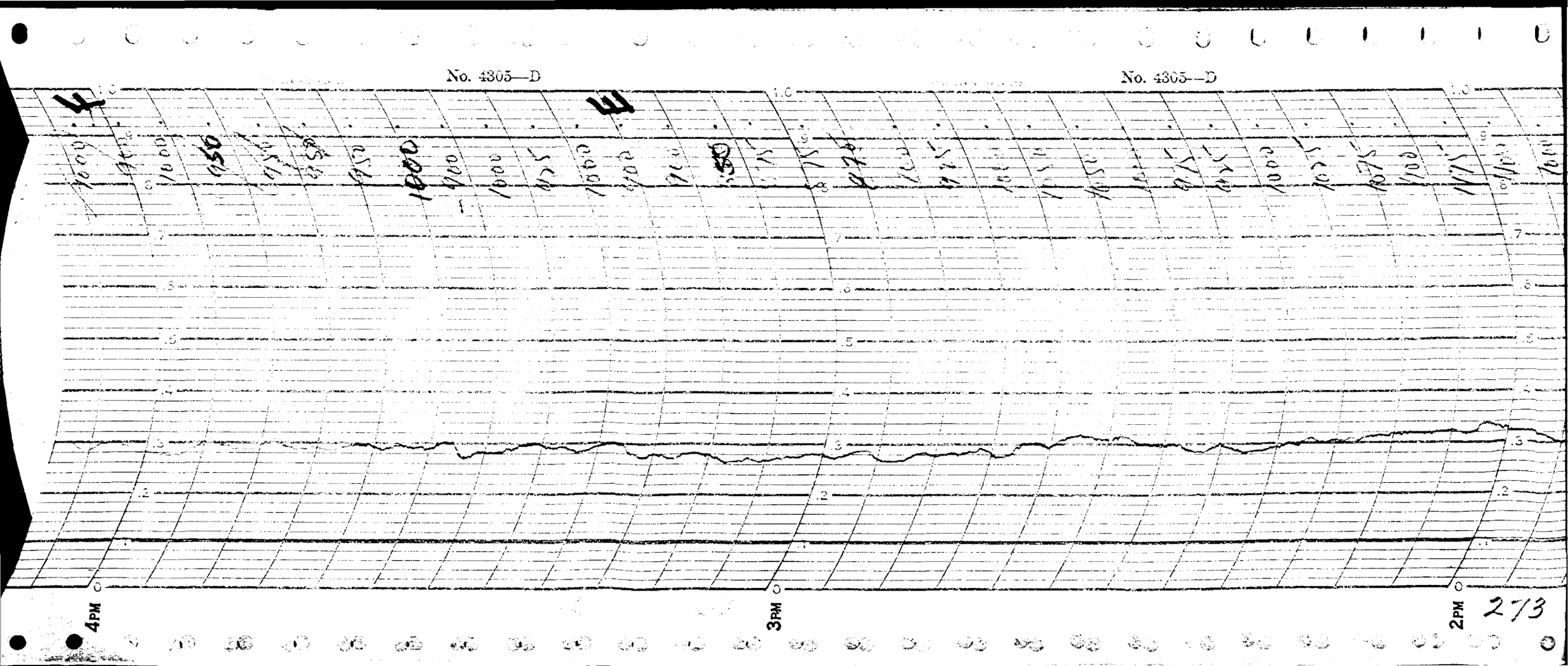
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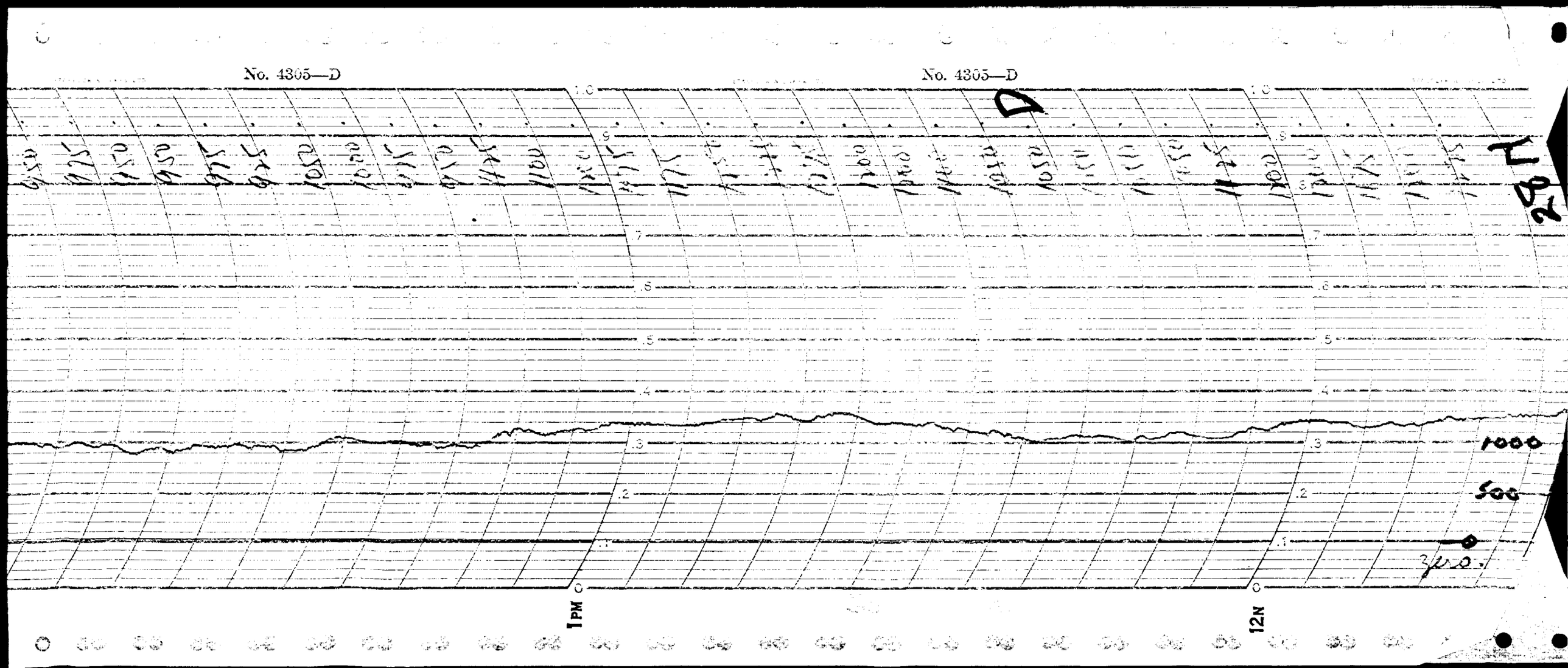
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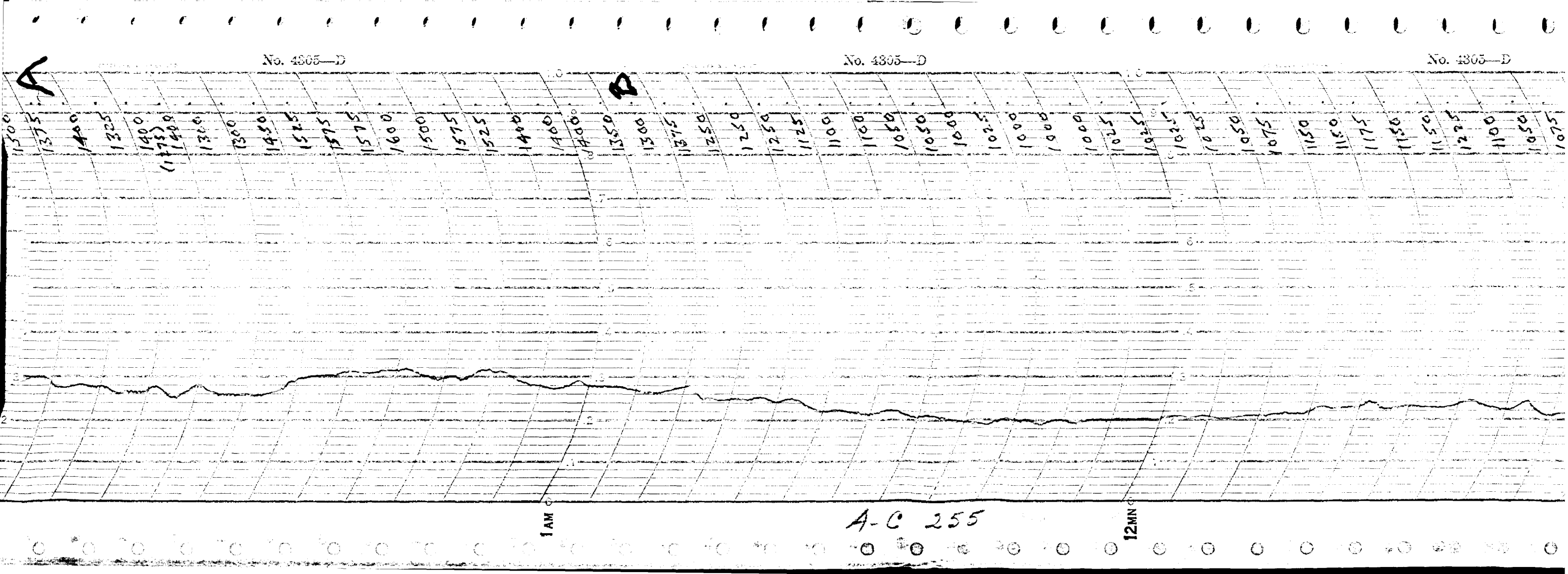
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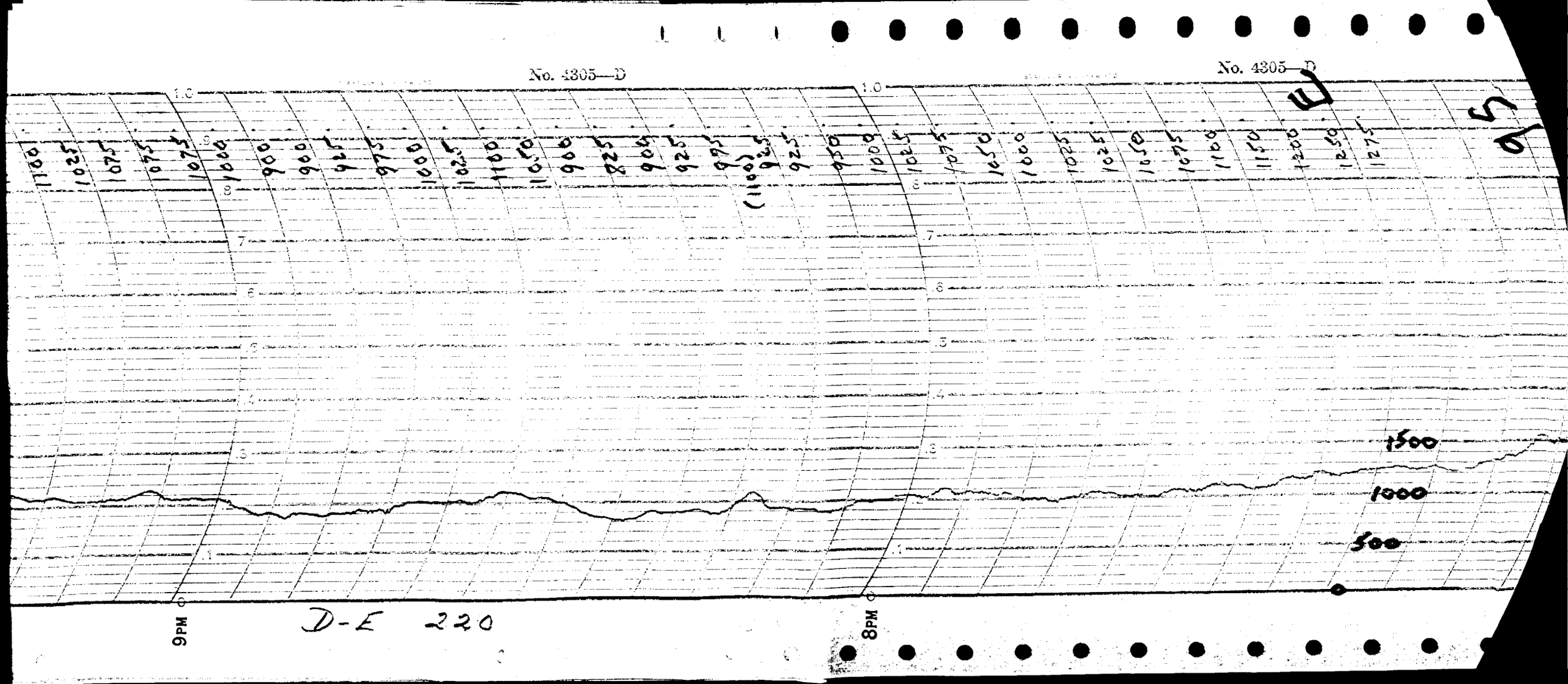
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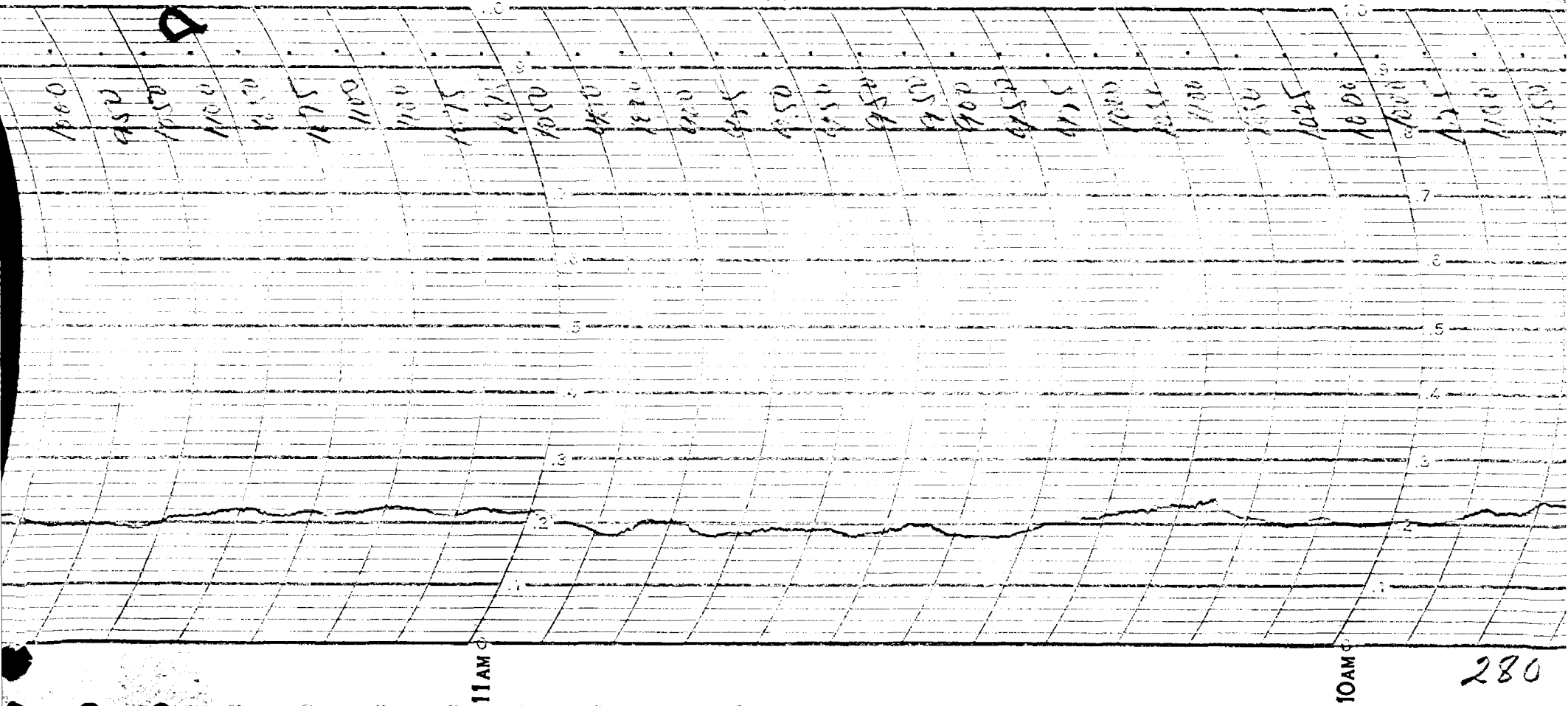

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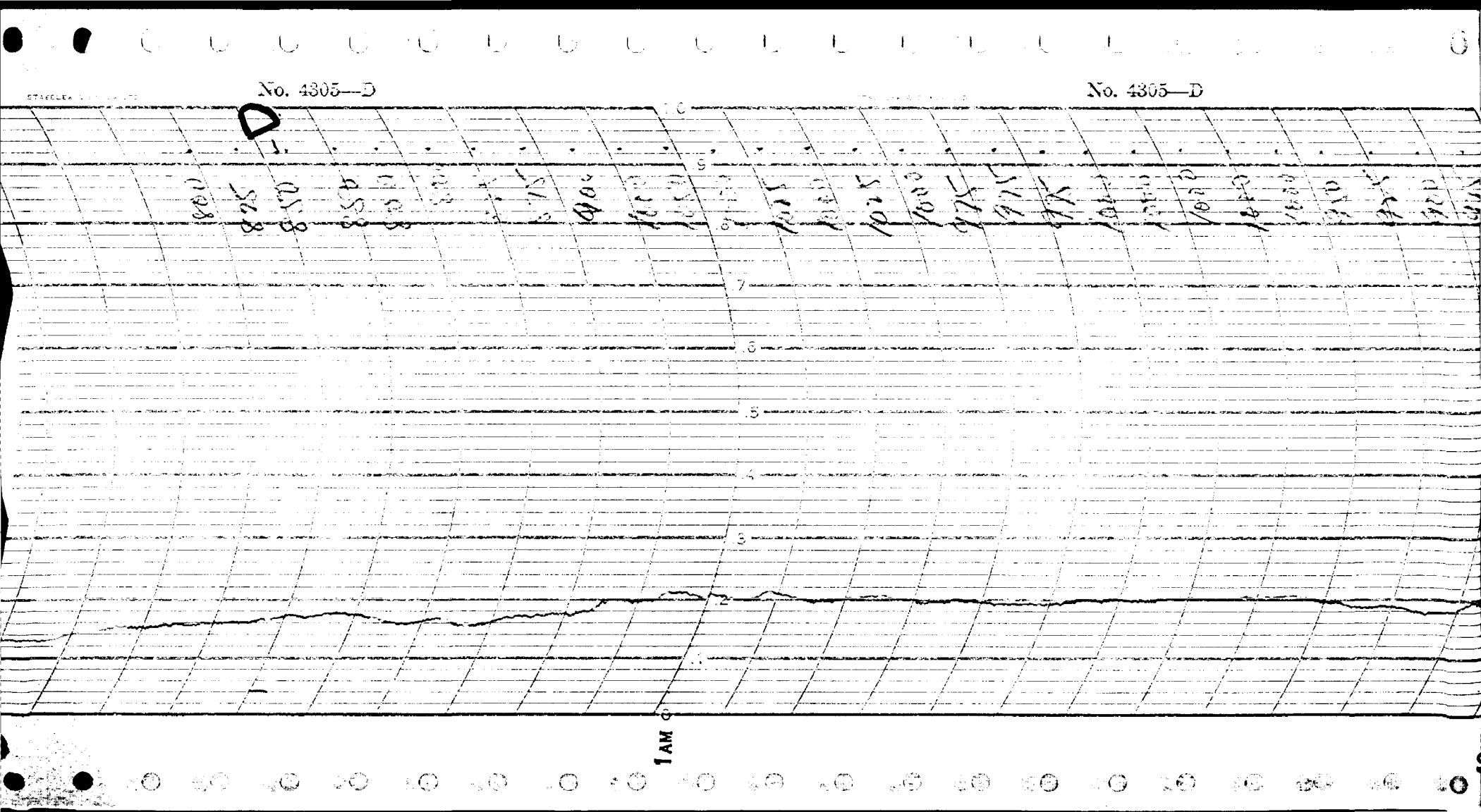
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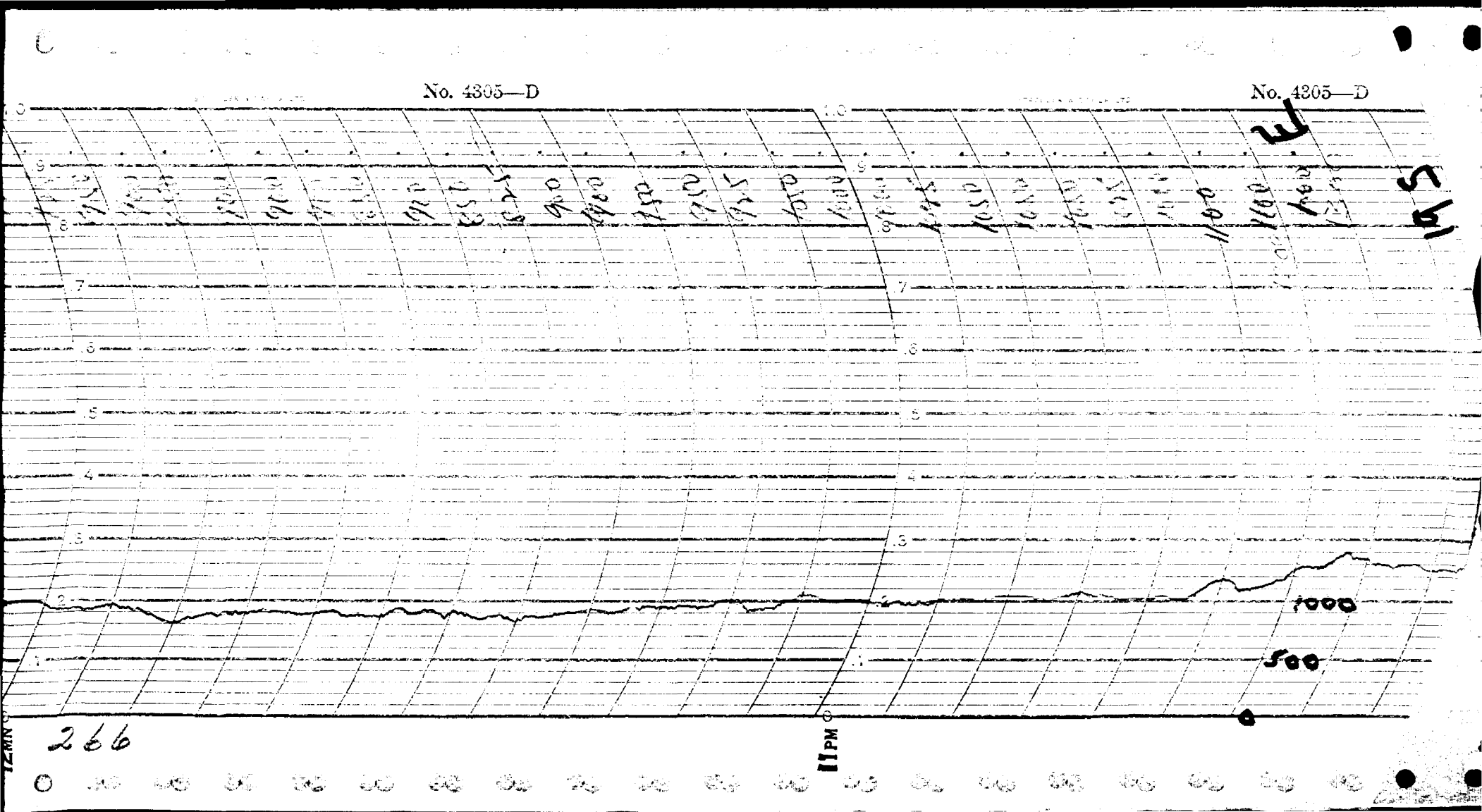
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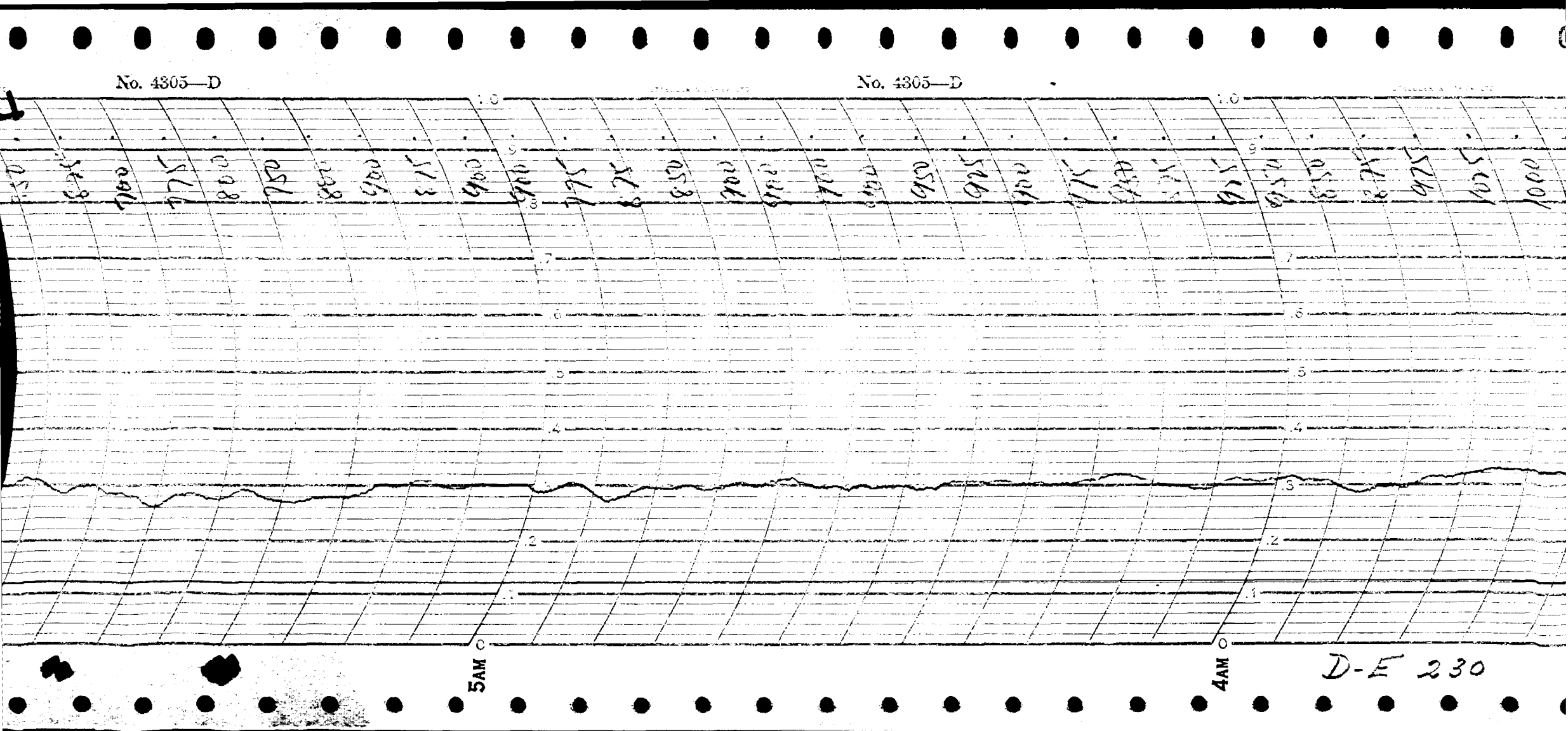

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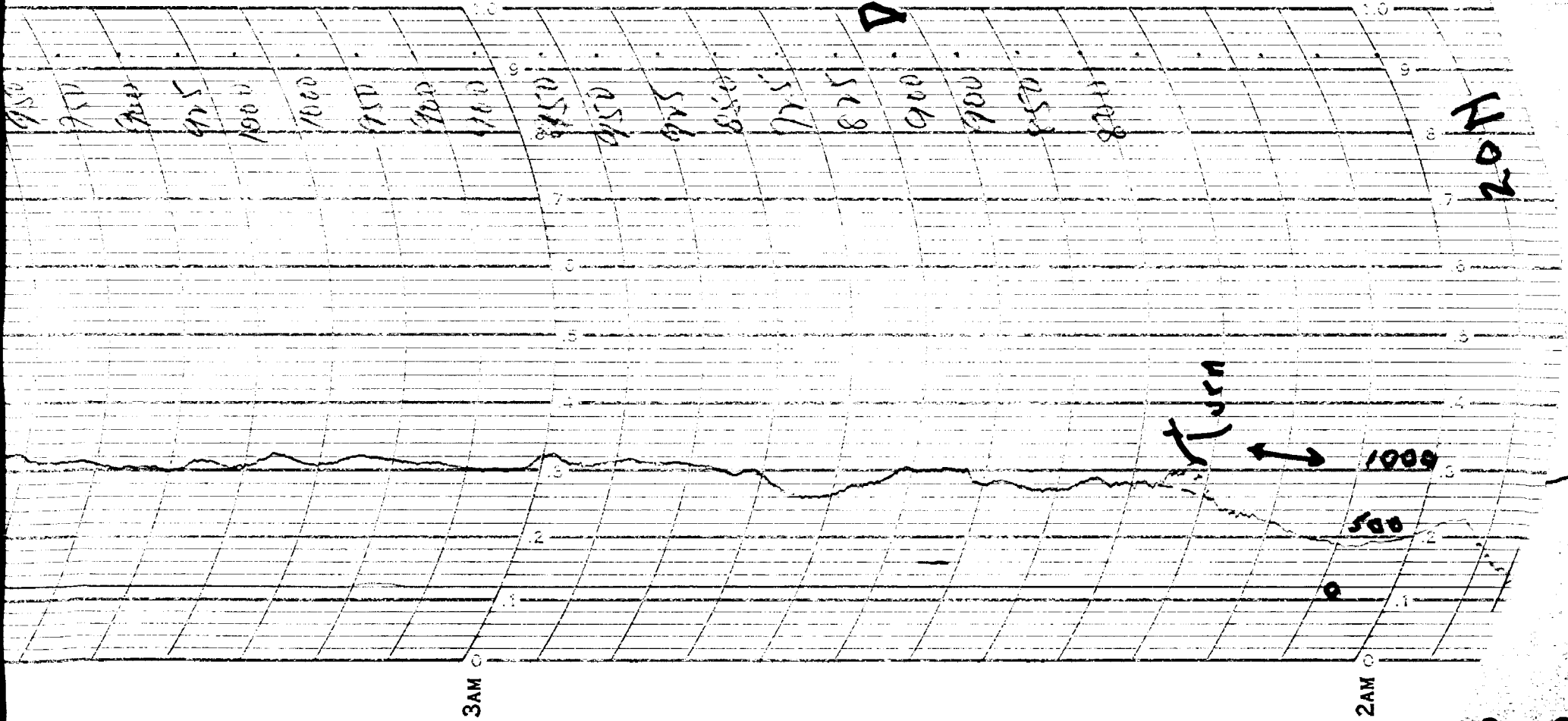

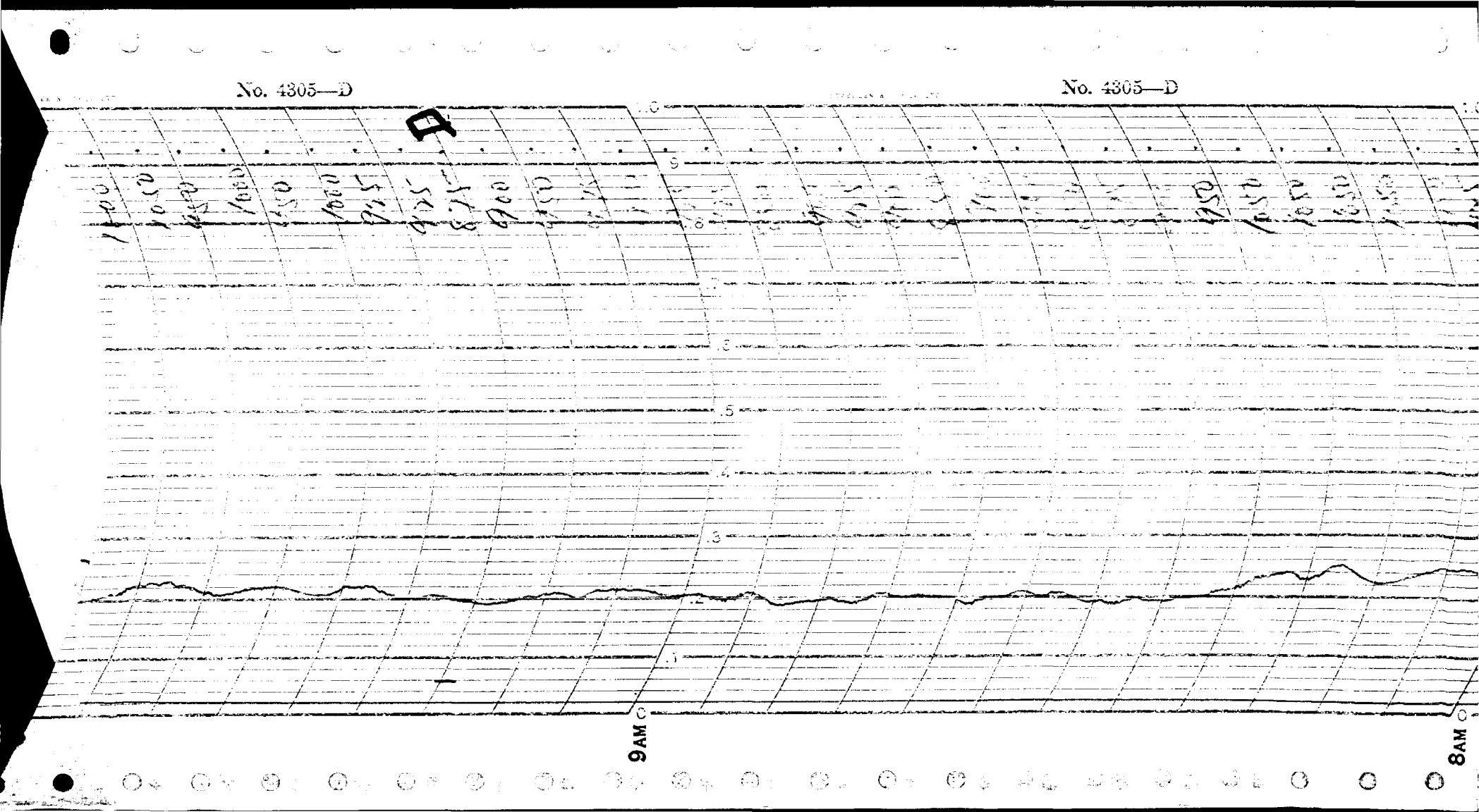
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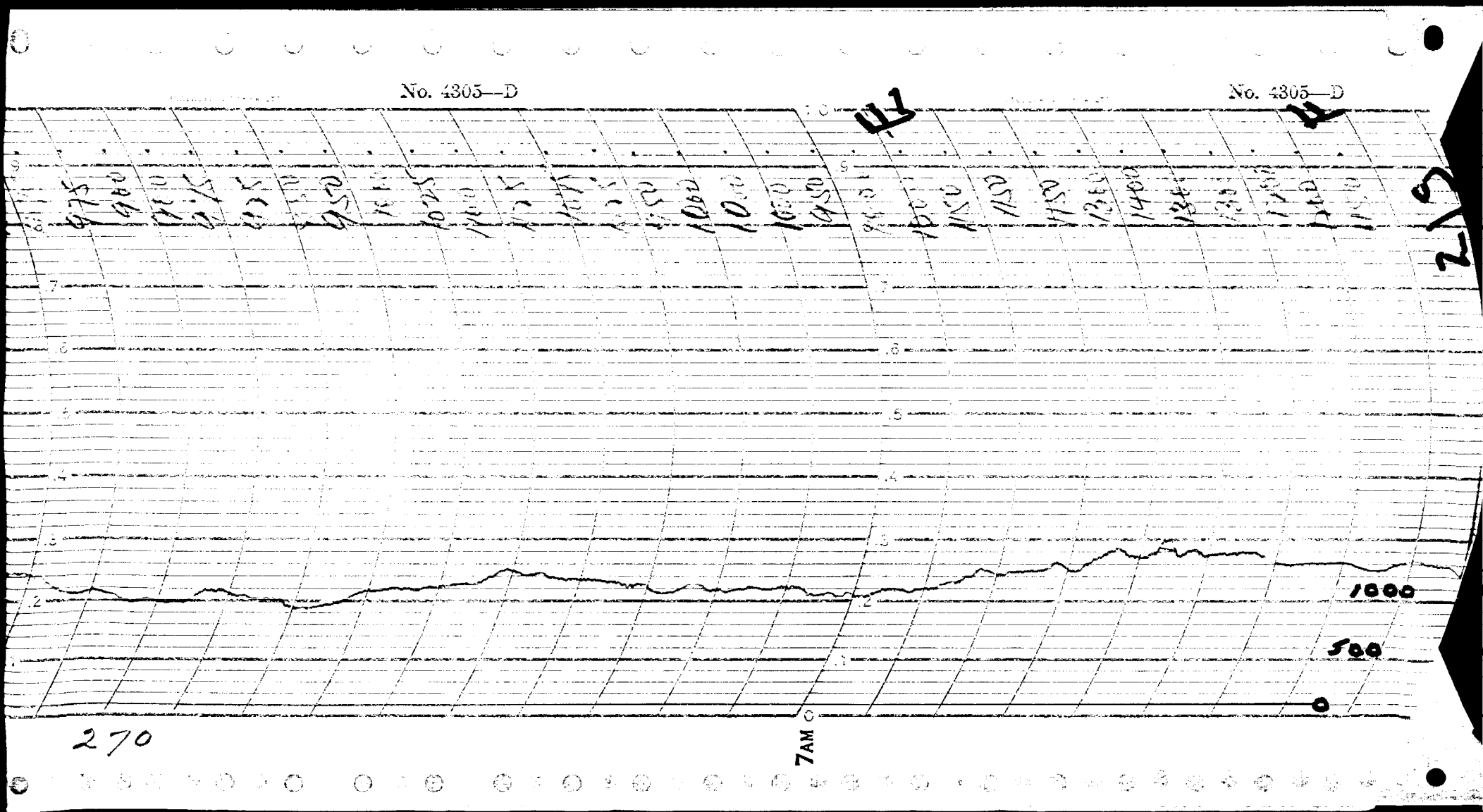
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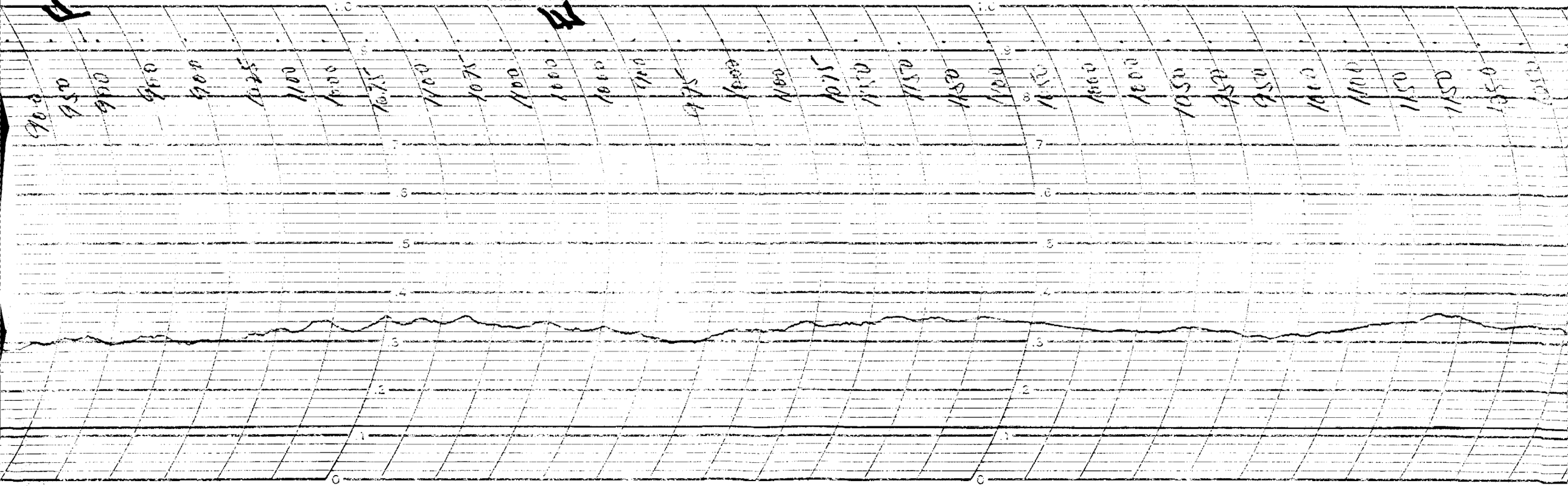

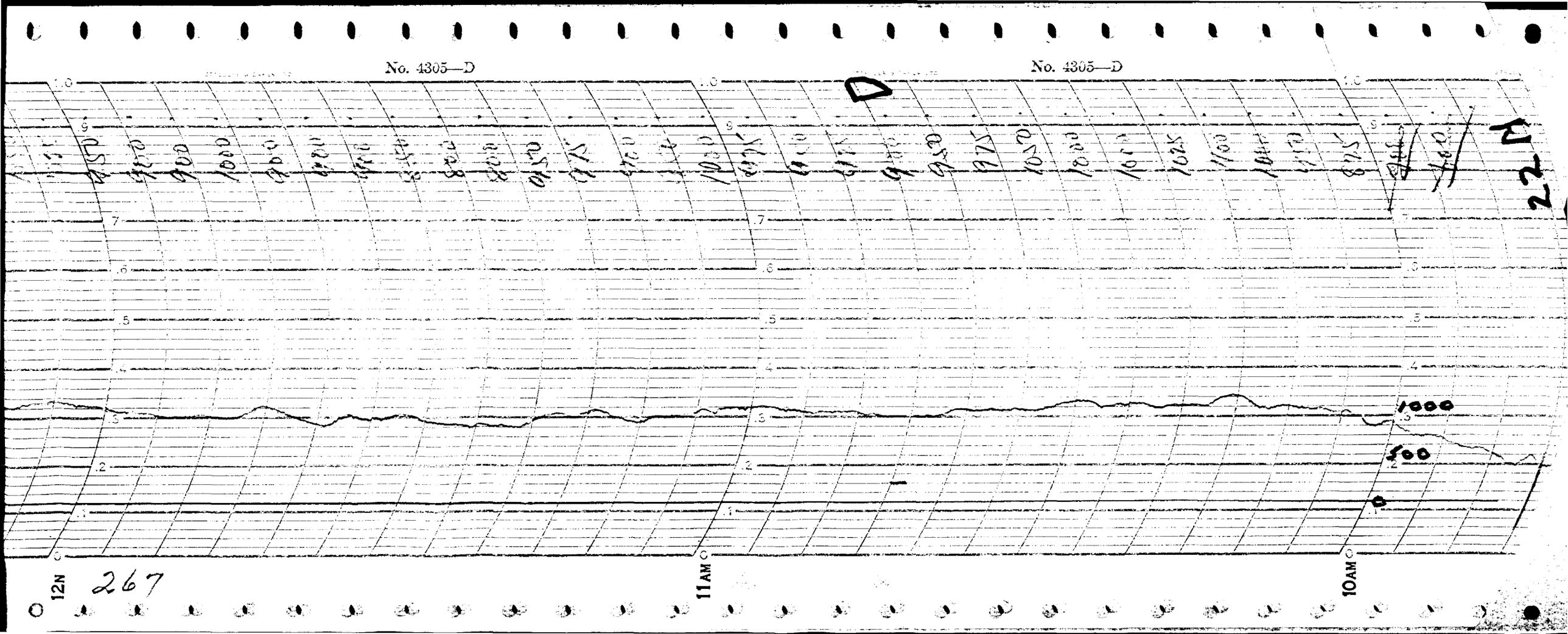
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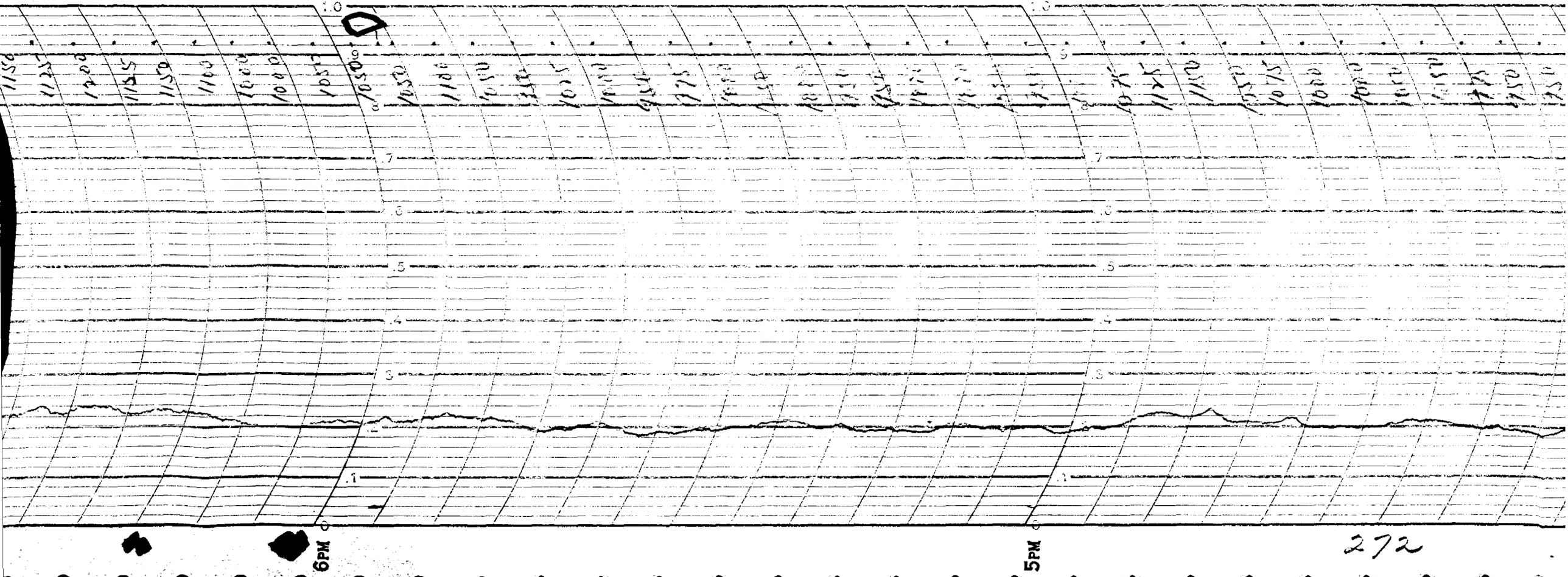

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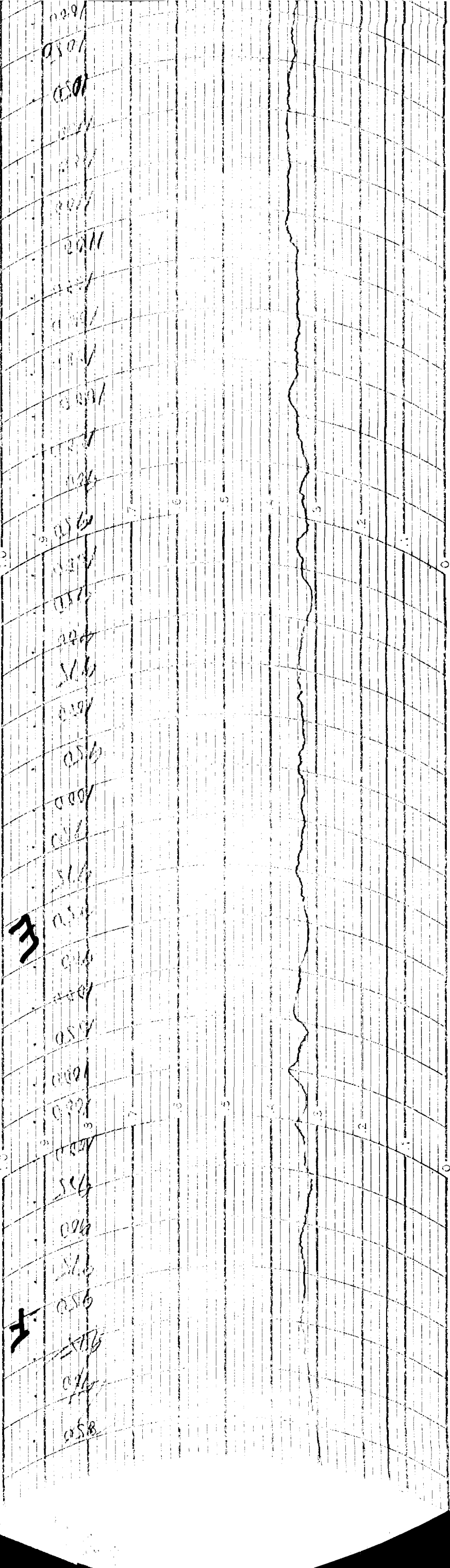

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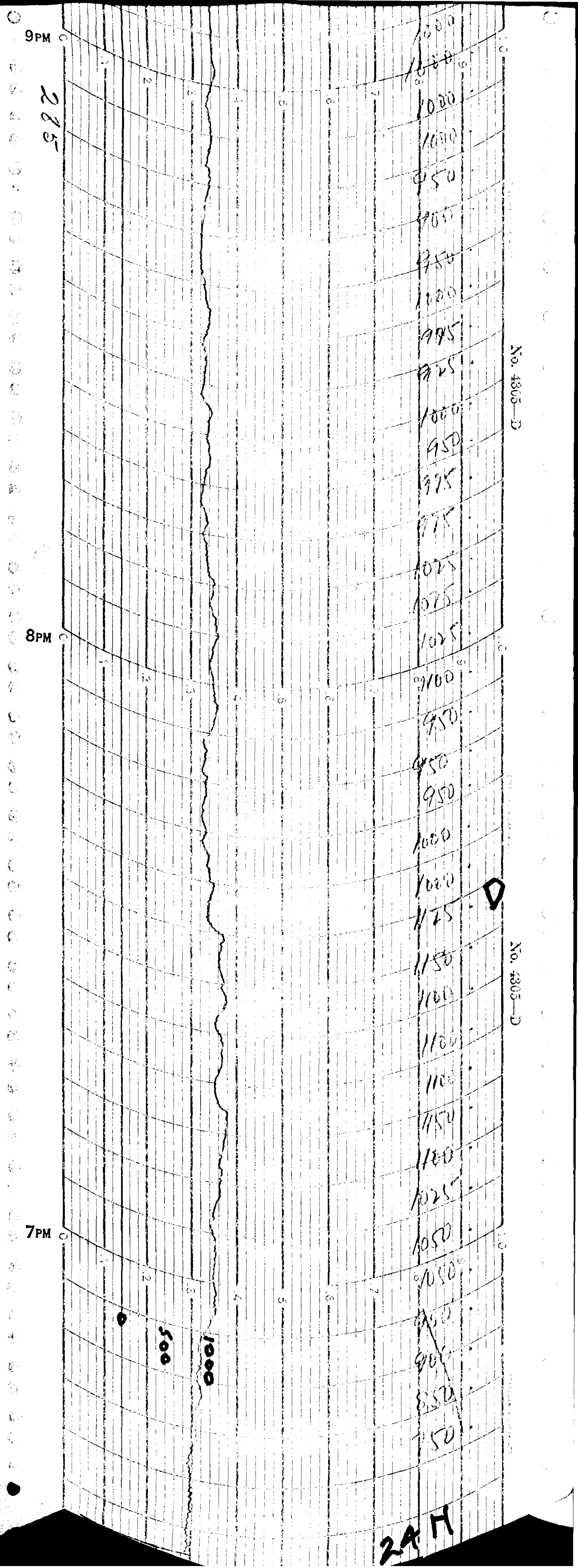
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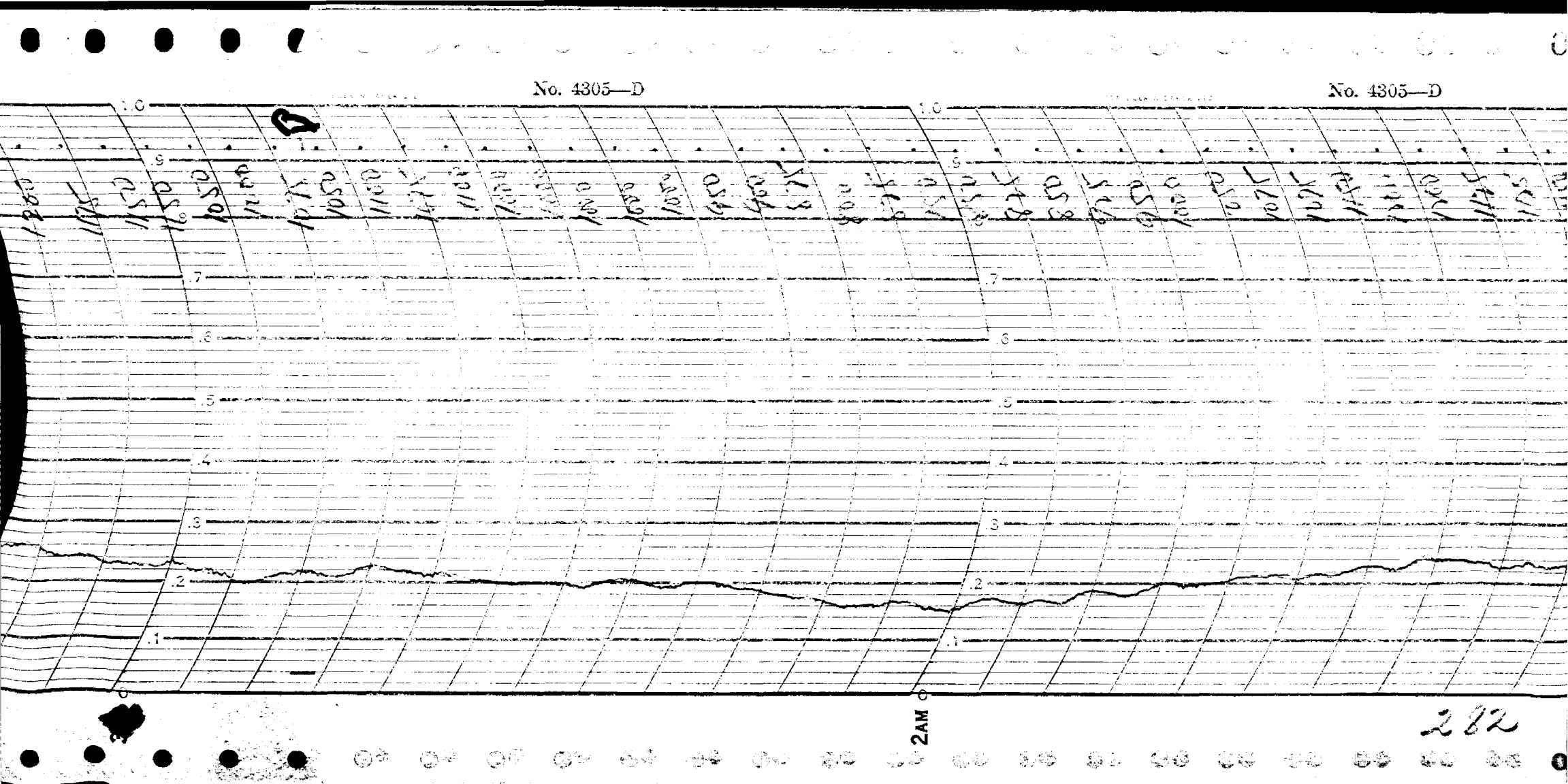
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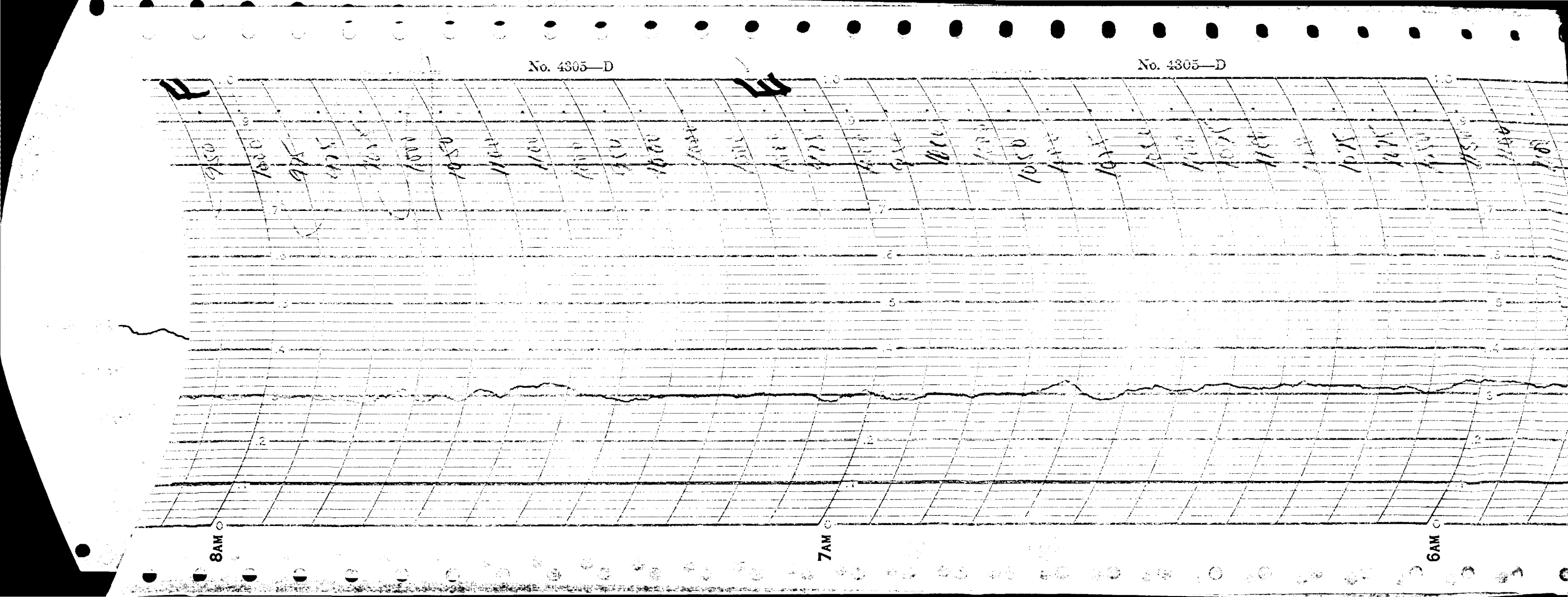
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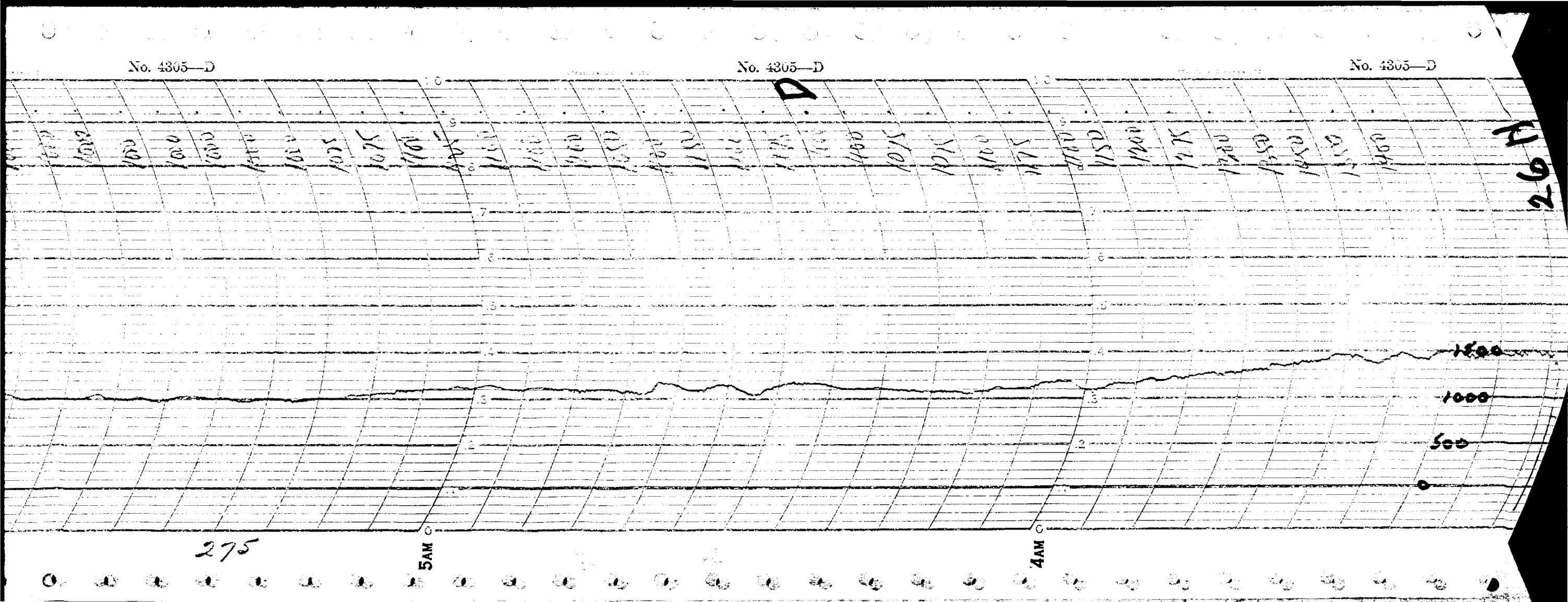
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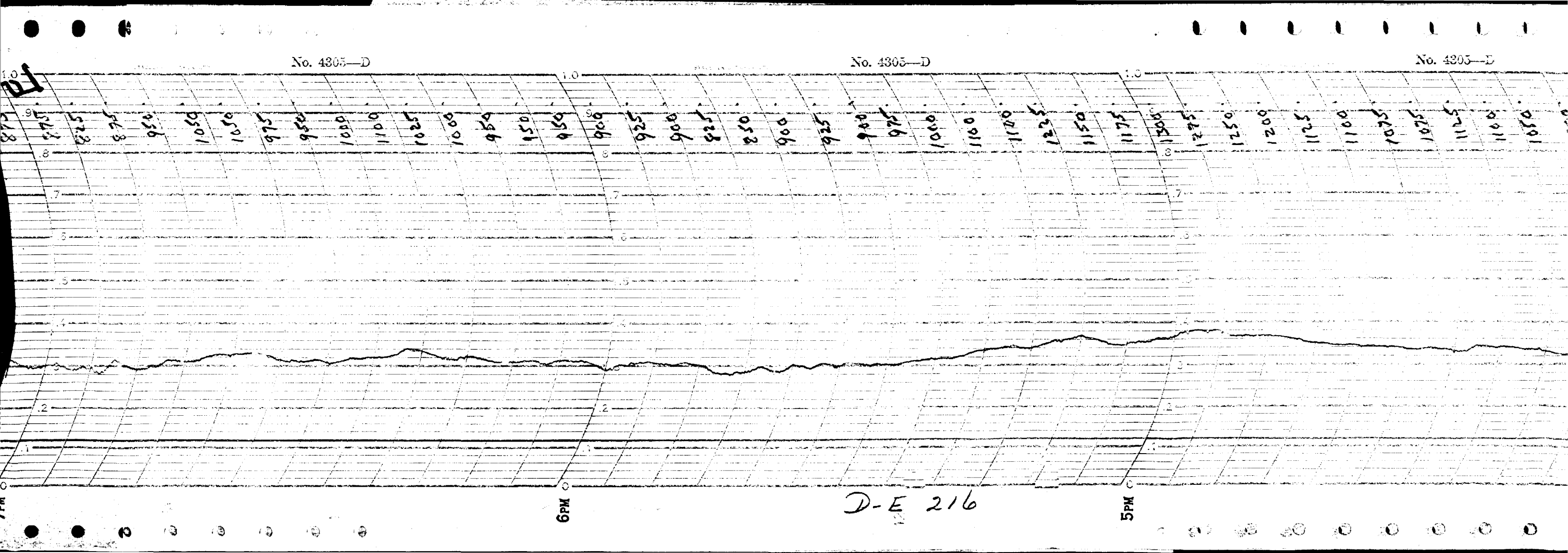
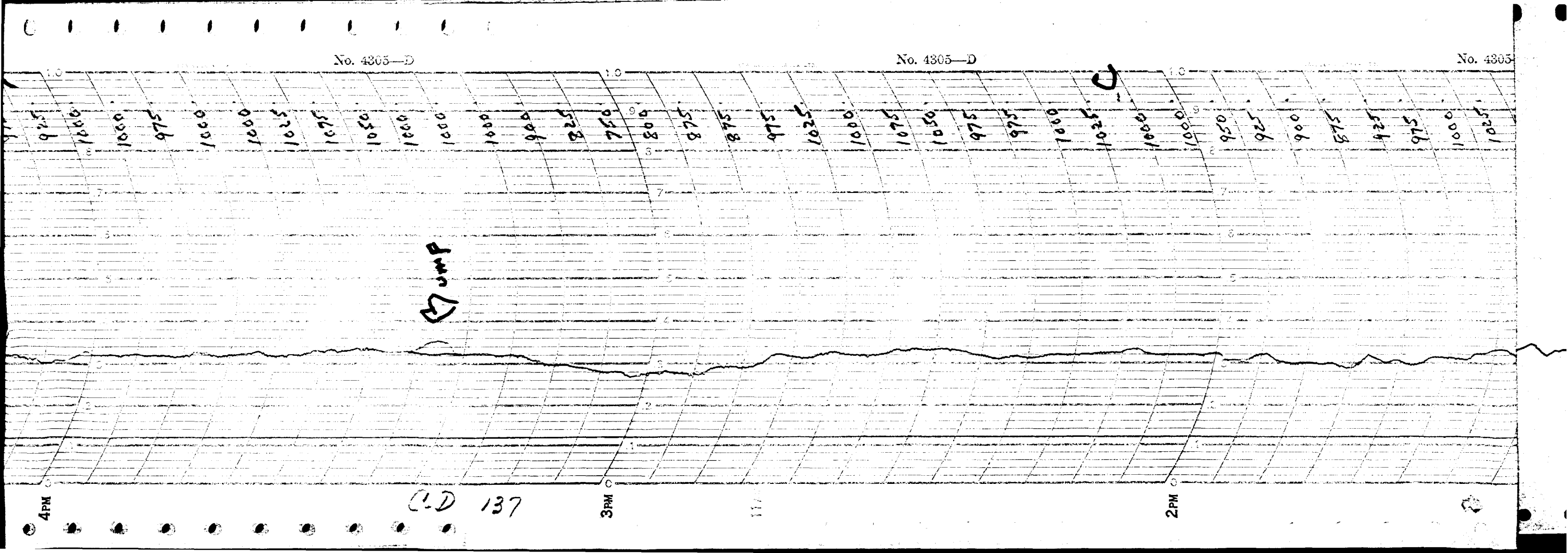
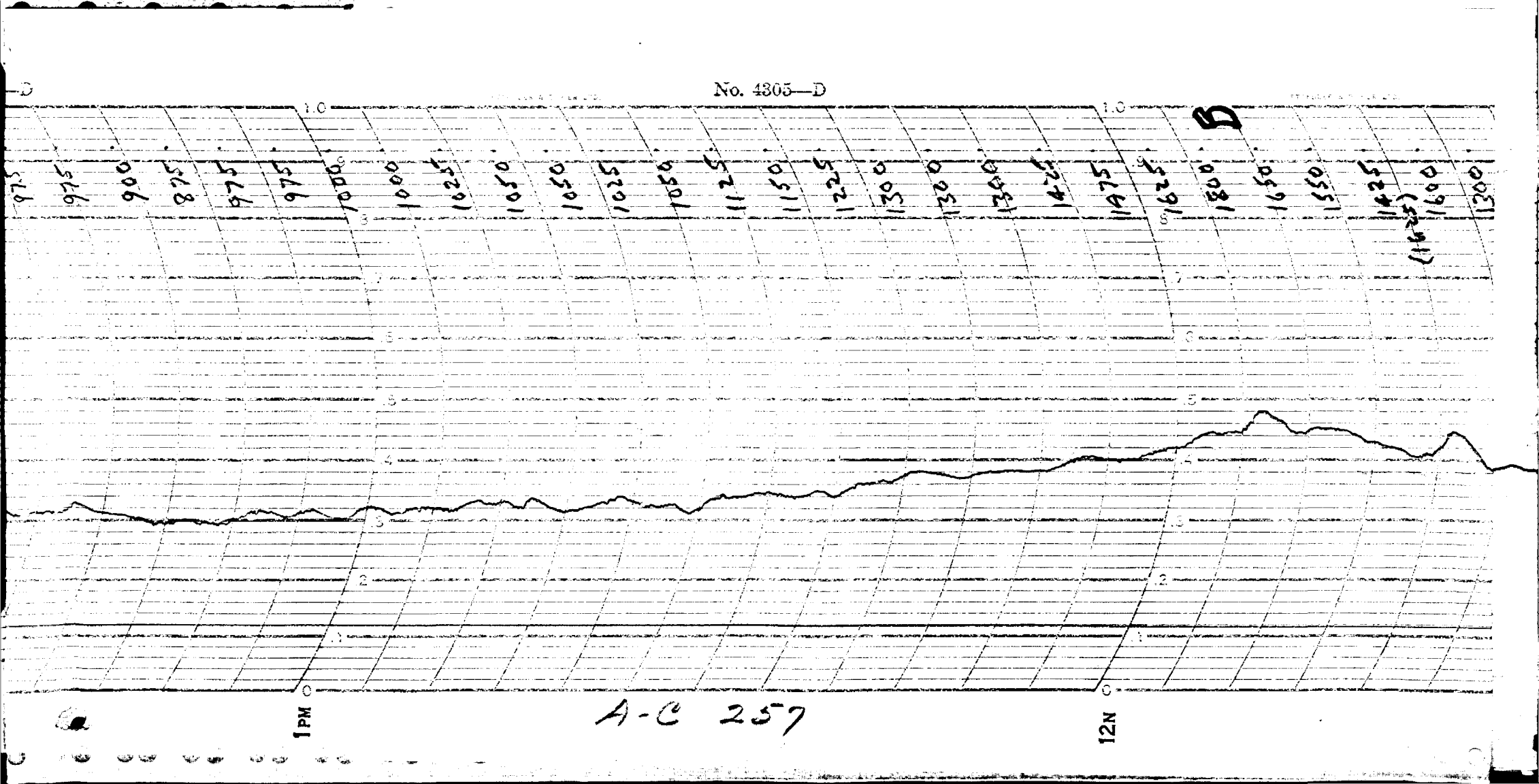
No. 4305—D
No. 4305—D
D
294
1500
1000
500
0
275
5AM
4AM


No. 4305—D
No. 4305—D
No. 4305—D
6PM
5PM
D-E 216


No. 4305—D
No. 4305—D
No. 4305
Jump
CD 137
4PM
3PM
2PM


No. 4305—D
1.0
.9
.8
.7
.6
.5
.4
.3
.2
.1
0
1PM
12N
A-C 257

No. 4305—D

11 AM

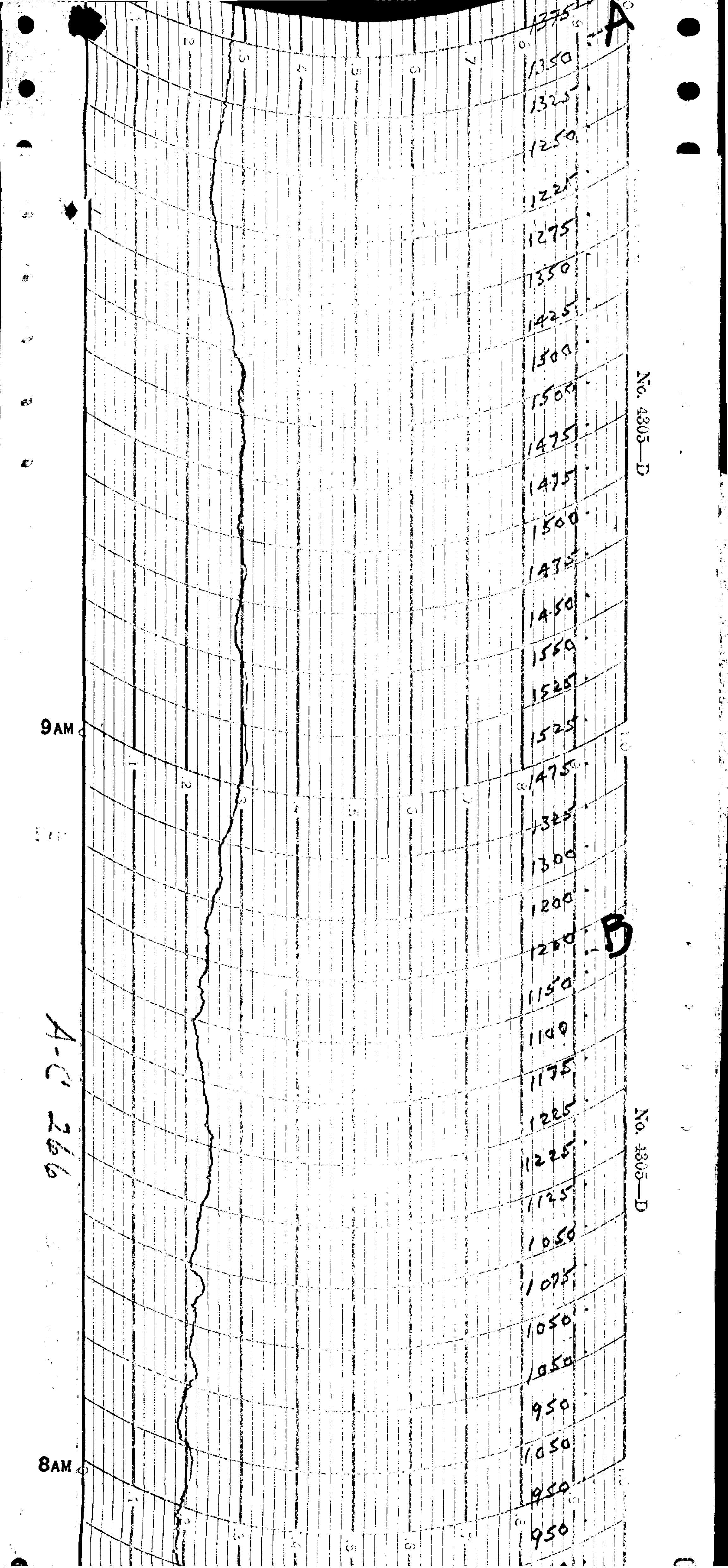
1300
1300
1400
1375
1450
1425
1425
1350
1375
1350
1300
1300
1375
1300
1400
1575

A

No. 4305—D

500
1000
500

BN


A
1375
1350
1325
1250
1225
1275
1350
1425
1500
1500
1475
1475
1500
1475
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1550
1525
1525
9AM
1475
1325
1300
1200
B
1200
1150
1100
1175
1225
1225
1125
1050
1075
1050
1050
950
1050
8AM
950
950
No. 4305—D
No. 4305—D
A-C 266

No. 4305—D
7AM
6AM
1075
1025
975
1000
(1100) 1000
1000
1200
975
1050
1025
1025
1025
975
1075
1050
1050
975
1000
1000
1000
1000
1075
1050
1075
1075
1075
1075
1000
950
925
875
950
950
No. 4305—D

No. 4305—D

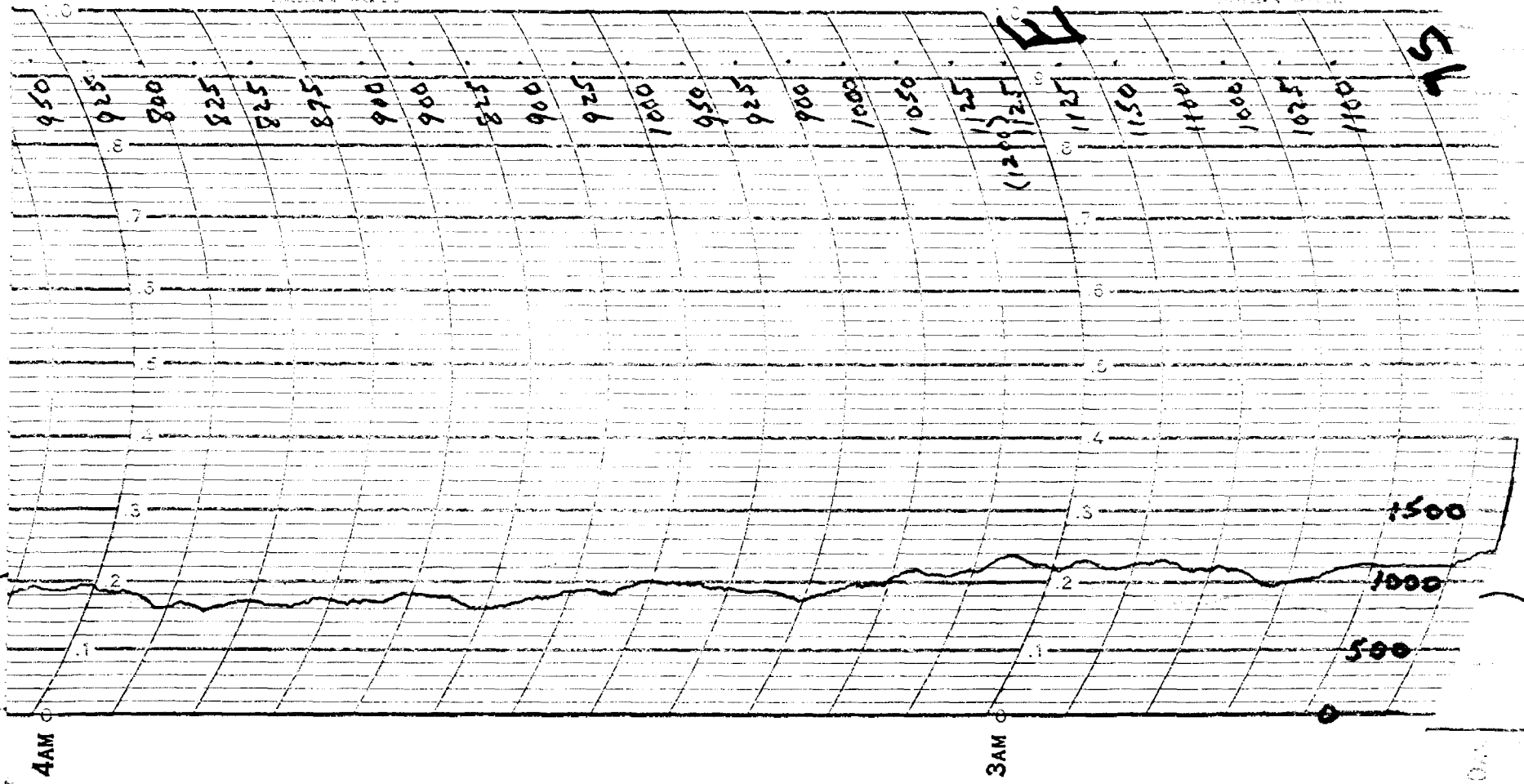
1250
975
925
775
925
925
1000
900
925
900
950
925
975
1050
1100
1075
1050
1025
1075
1225
1175
1150
1150
1175
1150
1125
1125
1075
1000
950
900
850
850
875

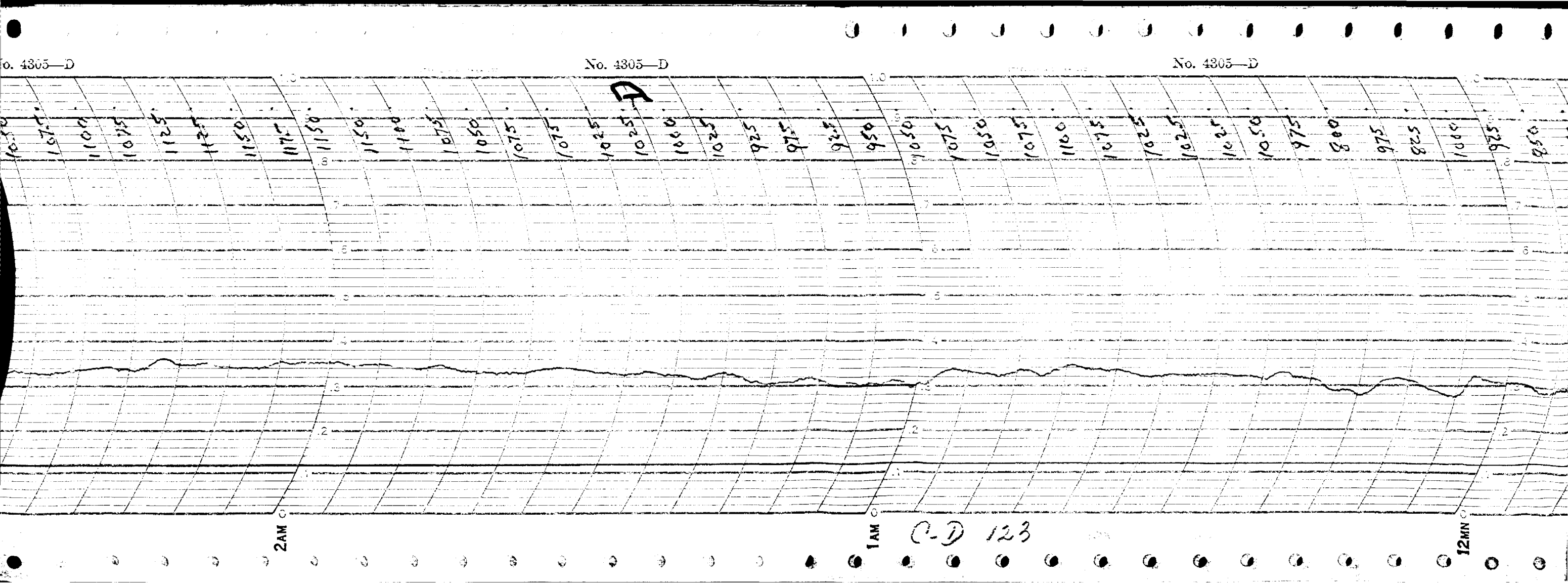
5AM

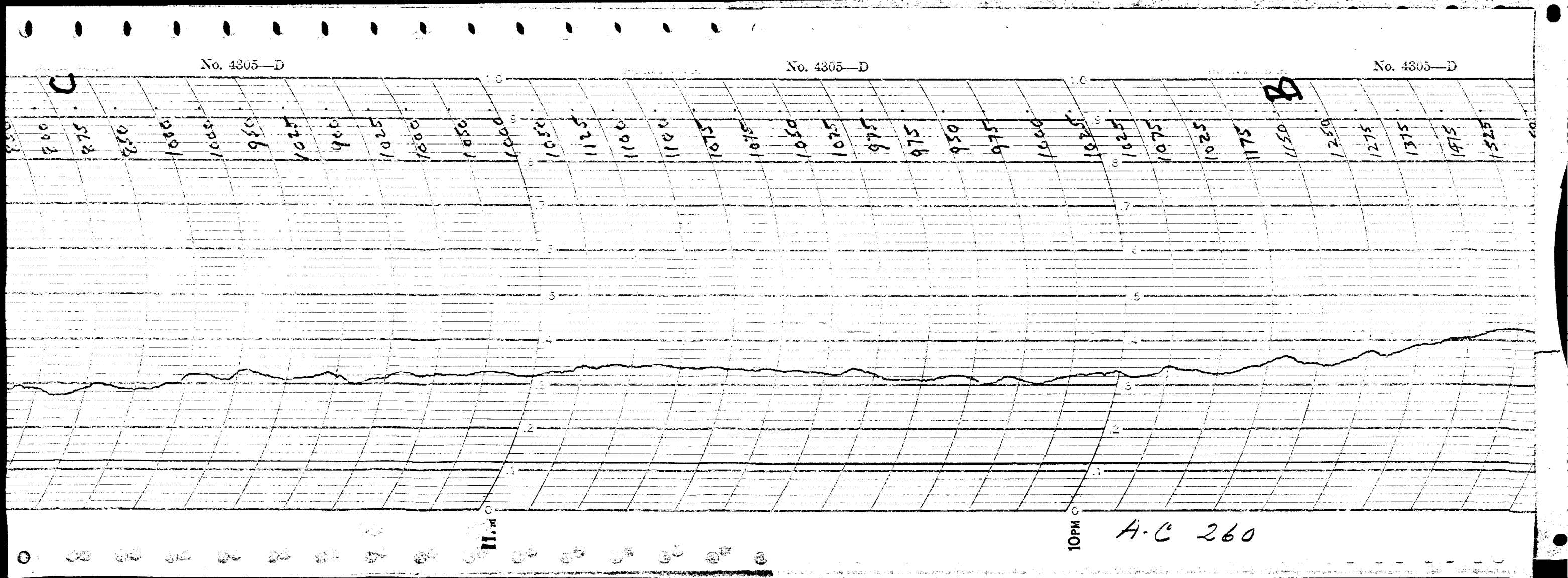
No. 4305—D

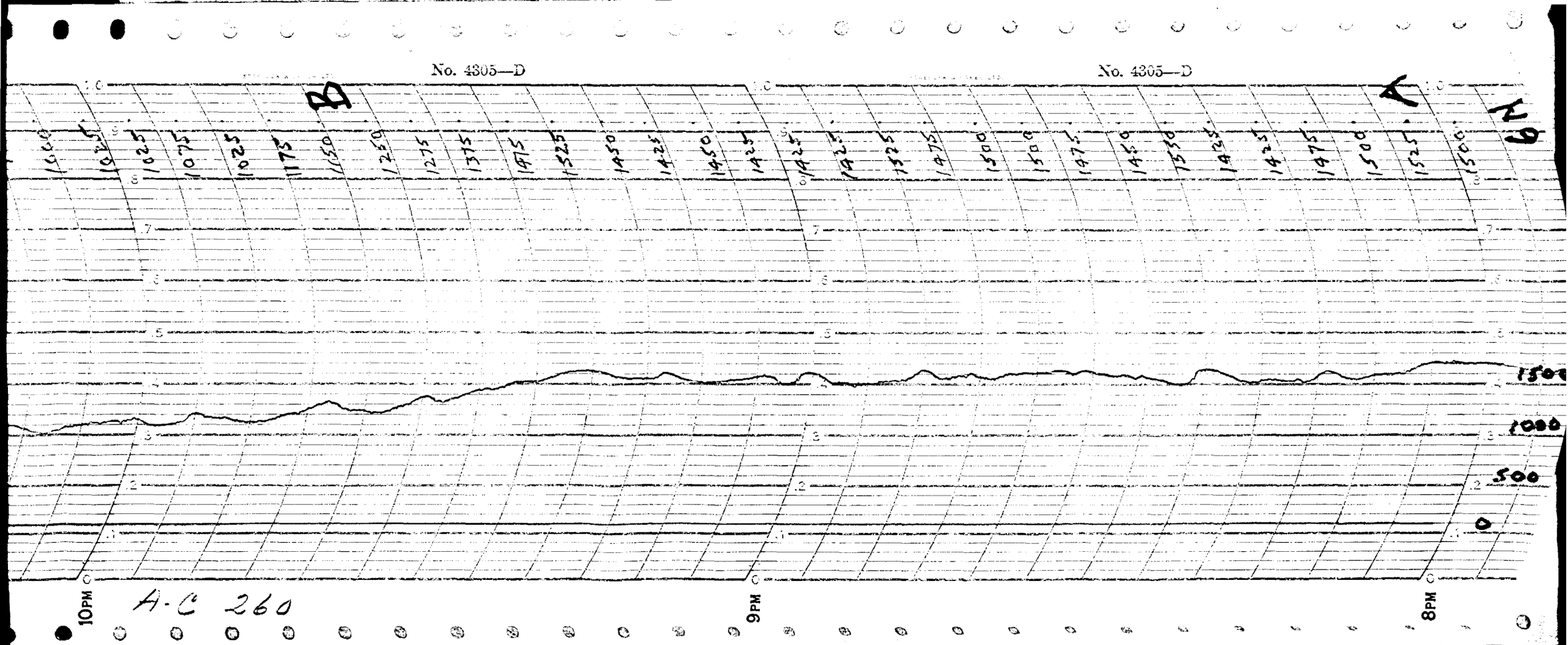
612 3-D

No. 4305—D

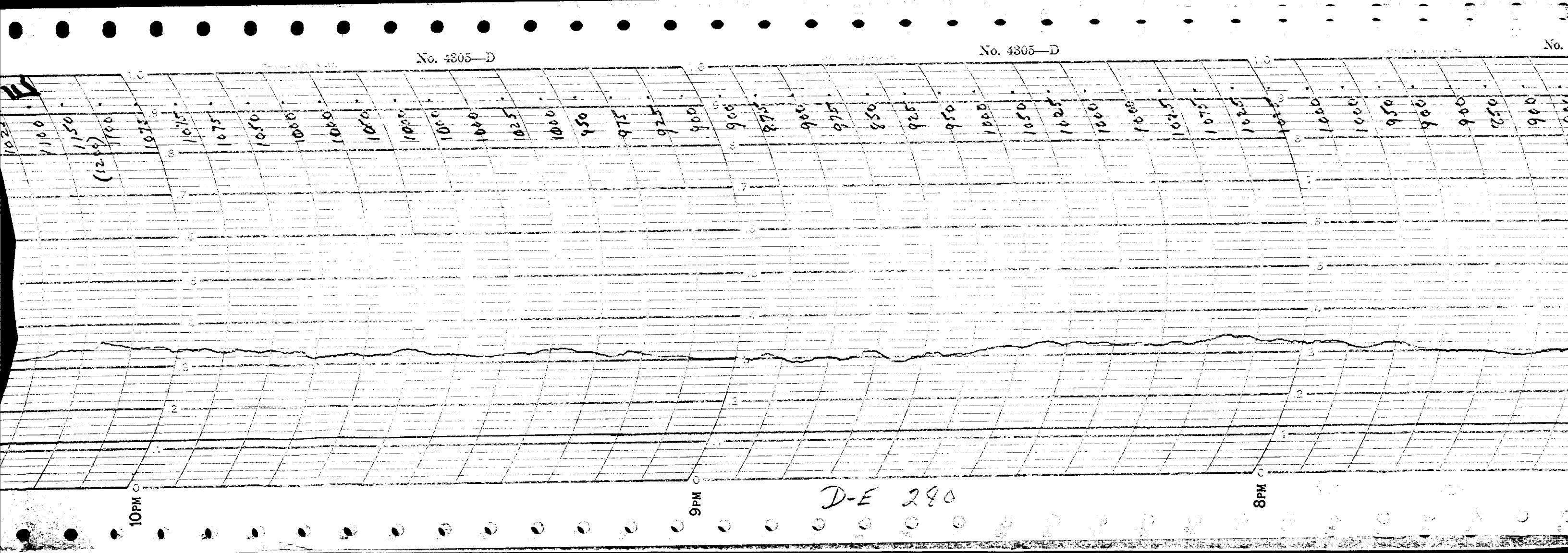

1.0
.9
.8
.7
.6
.5
.4
.3
.2
.1
0
950
925
800
825
825
875
900
900
825
900
925
1000
950
925
900
1000
1050
1125
1125
1125
1150
1100
1000
1025
1100
1500
1000
500
0
4AM
3AM

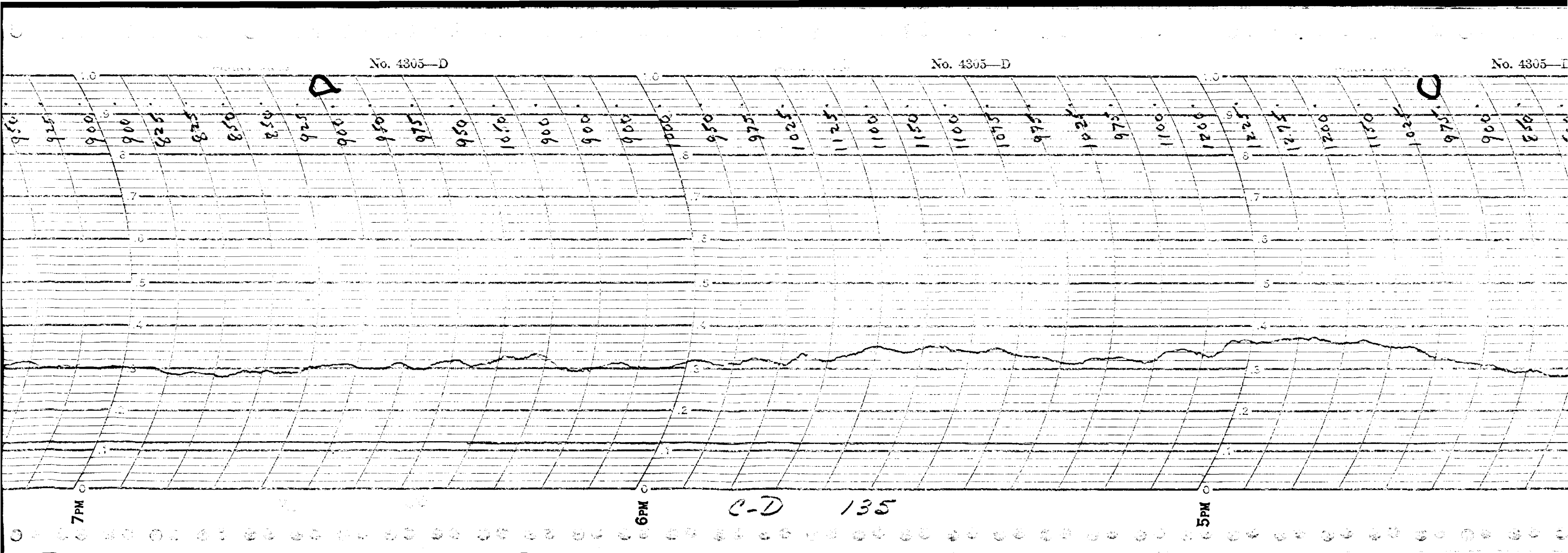

No. 4305—D
No. 4305—D
No. 4305—D
2AM
1AM
12MN
C-D 123

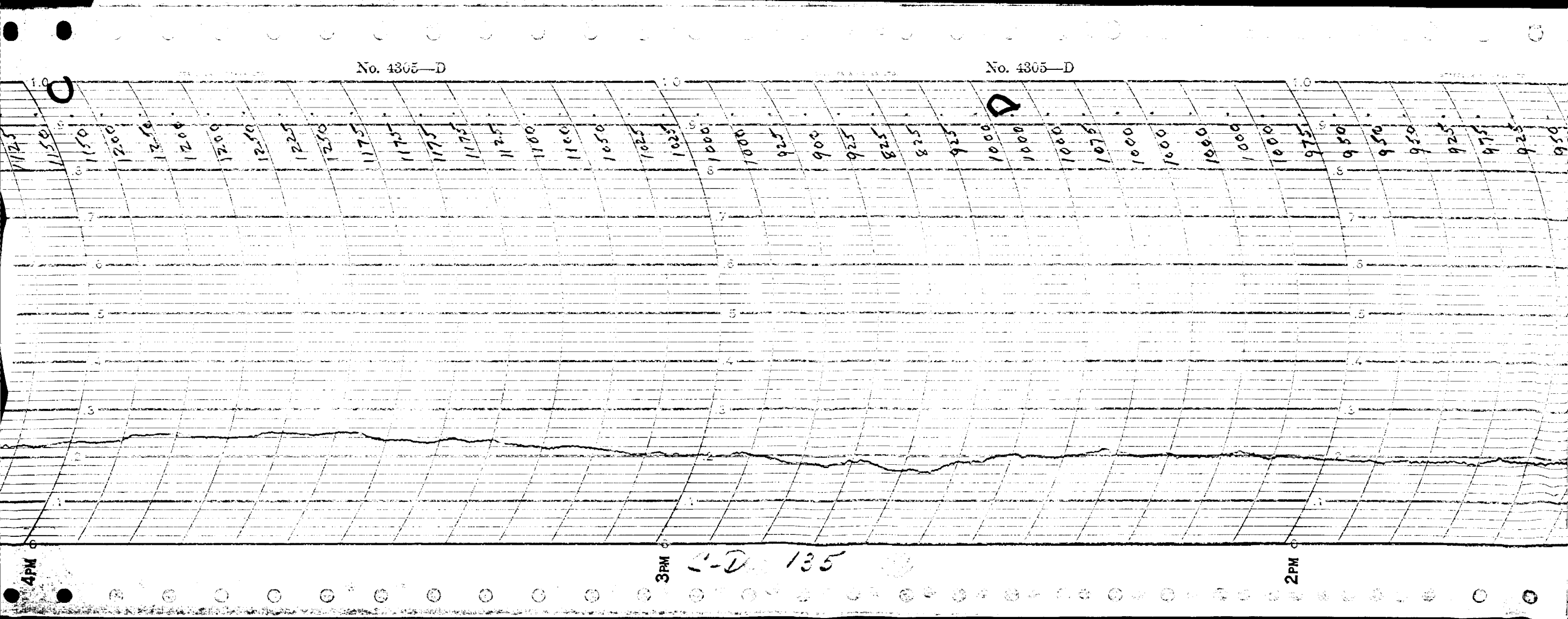

No. 4305—D
No. 4305—D
No. 4305—D
C
B
1.0
.9
.8
.7
.6
.5
.4
.3
.2
.1
C
11 PM
10PM
A·C 260

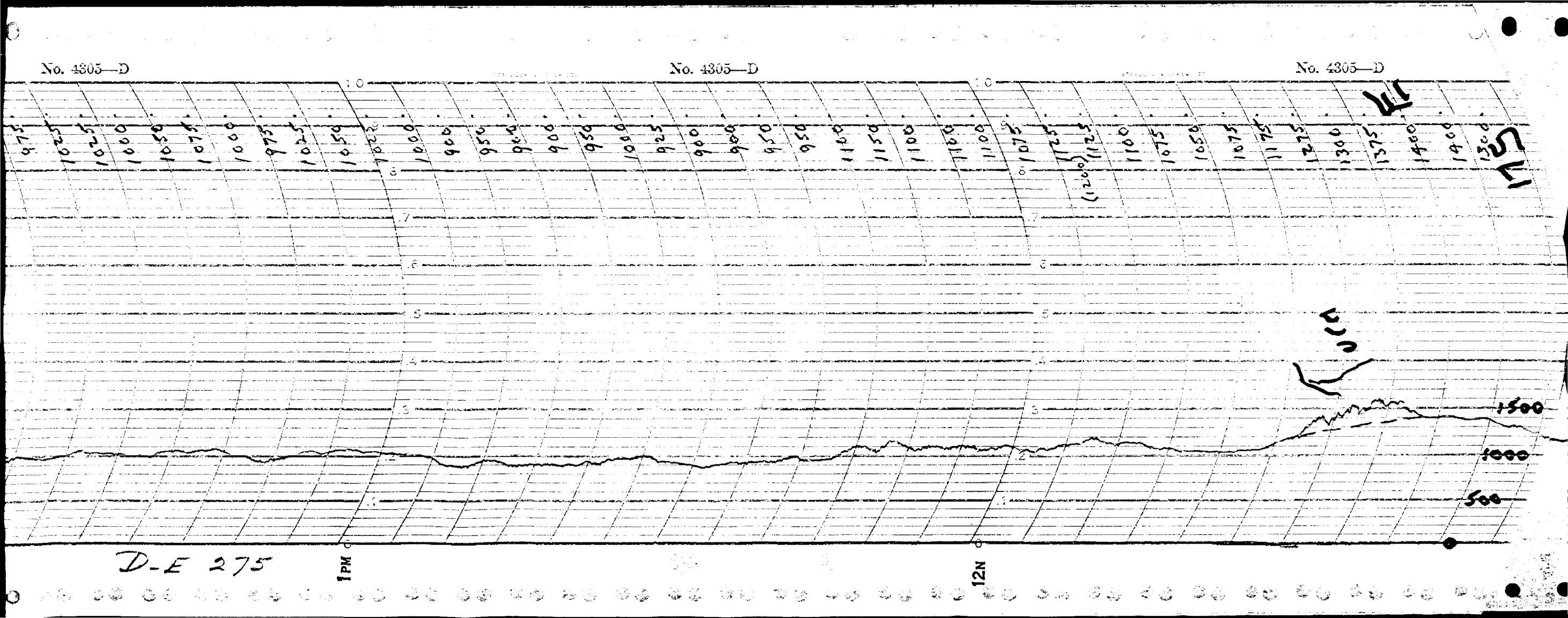

No. 4305—D
No. 4305—D
B
A
1000
1025
1025
1075
1025
1175
1150
1250
1275
1375
1475
1525
1450
1425
1450
1425
1425
1425
1525
1475
1500
1500
1475
1450
1550
1425
1425
1475
1500
1525
1500
1500
1000
500
0
10PM
9PM
8PM

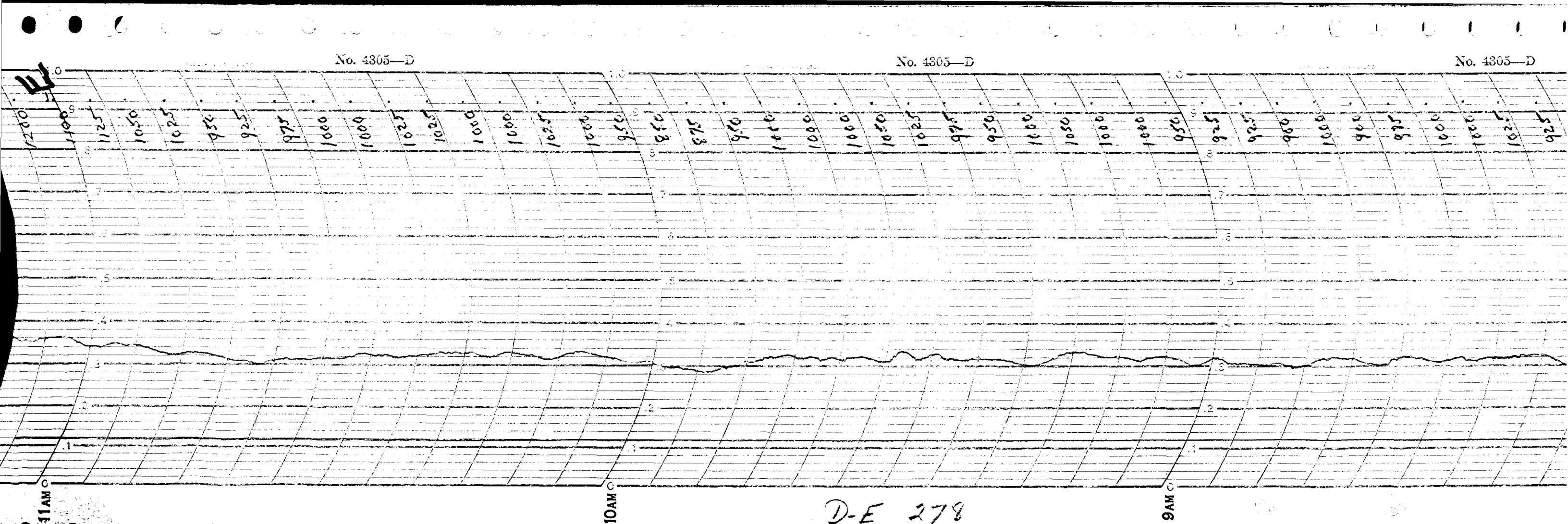
A-C 260


No. 4305—D
No. 4305—D
No.
10PM
9PM
8PM
D-E 290

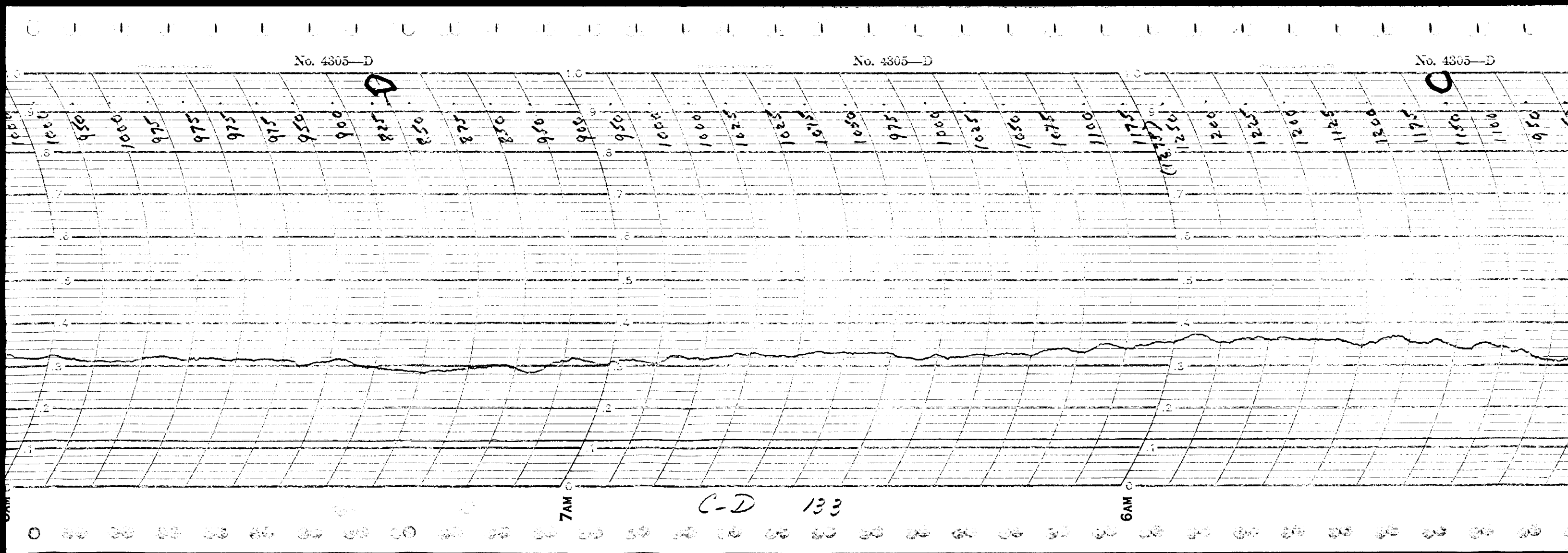

No. 4305—D
No. 4305—D
No. 4305—D
D
C
7PM
6PM
5PM
C-D 135

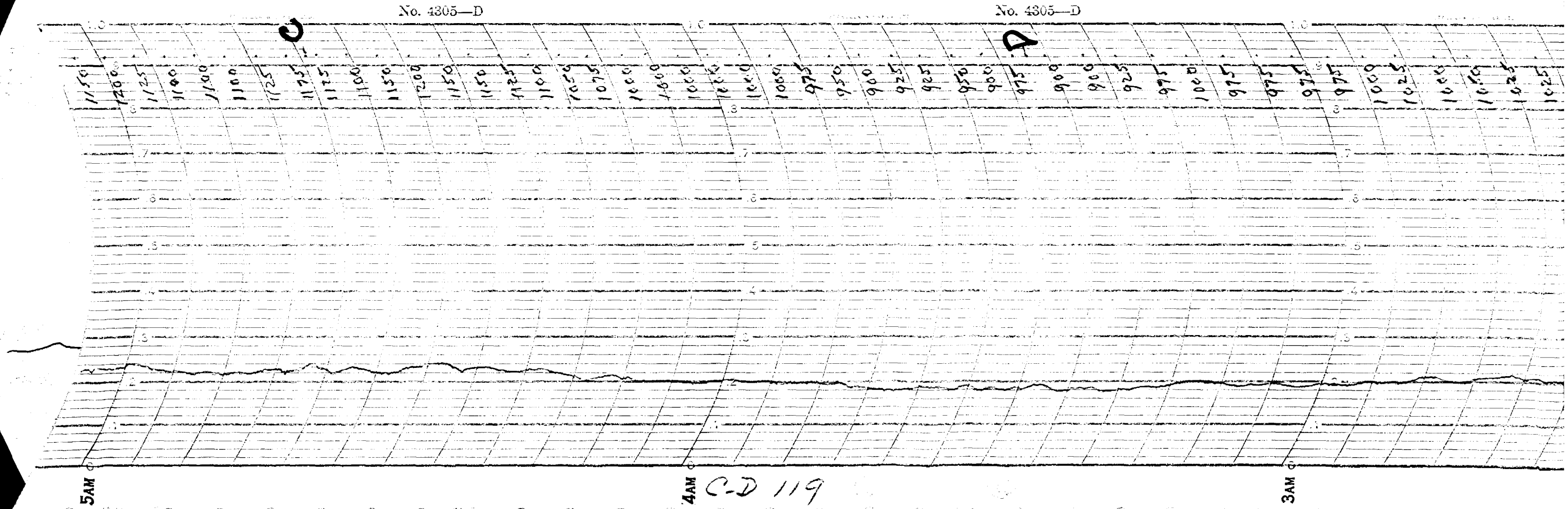

No. 4305—D
No. 4305—D
C
D
4PM
3PM
2PM
C-D 135

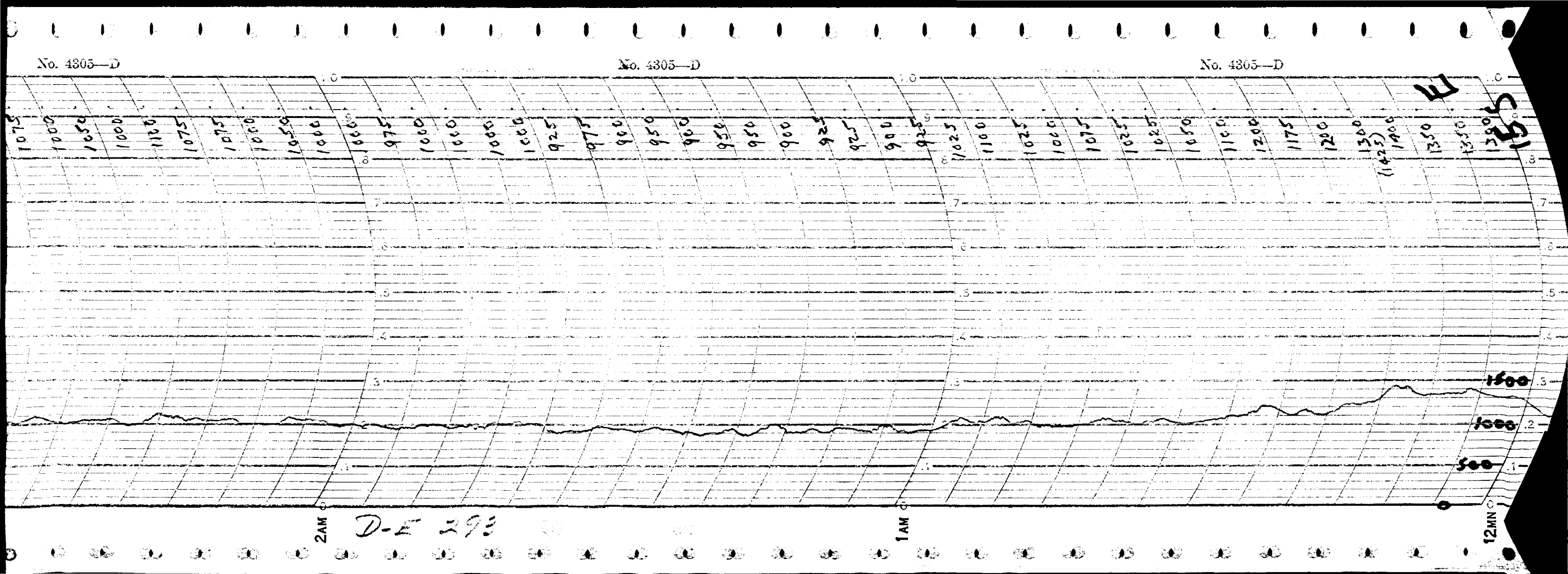

No. 4305—D
No. 4305—D
No. 4305—D
1 PM
12N
+500
1000
500
D-E 275

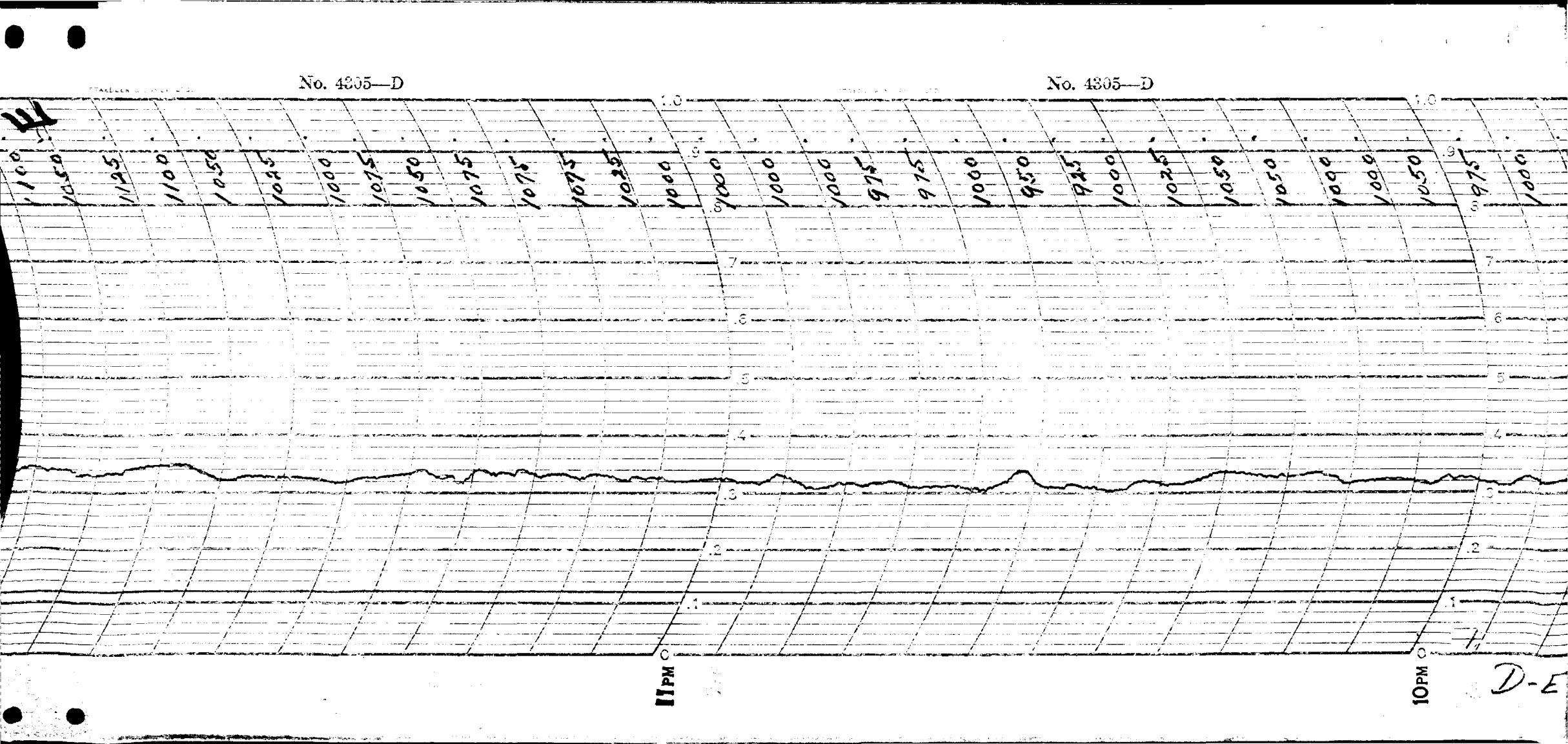


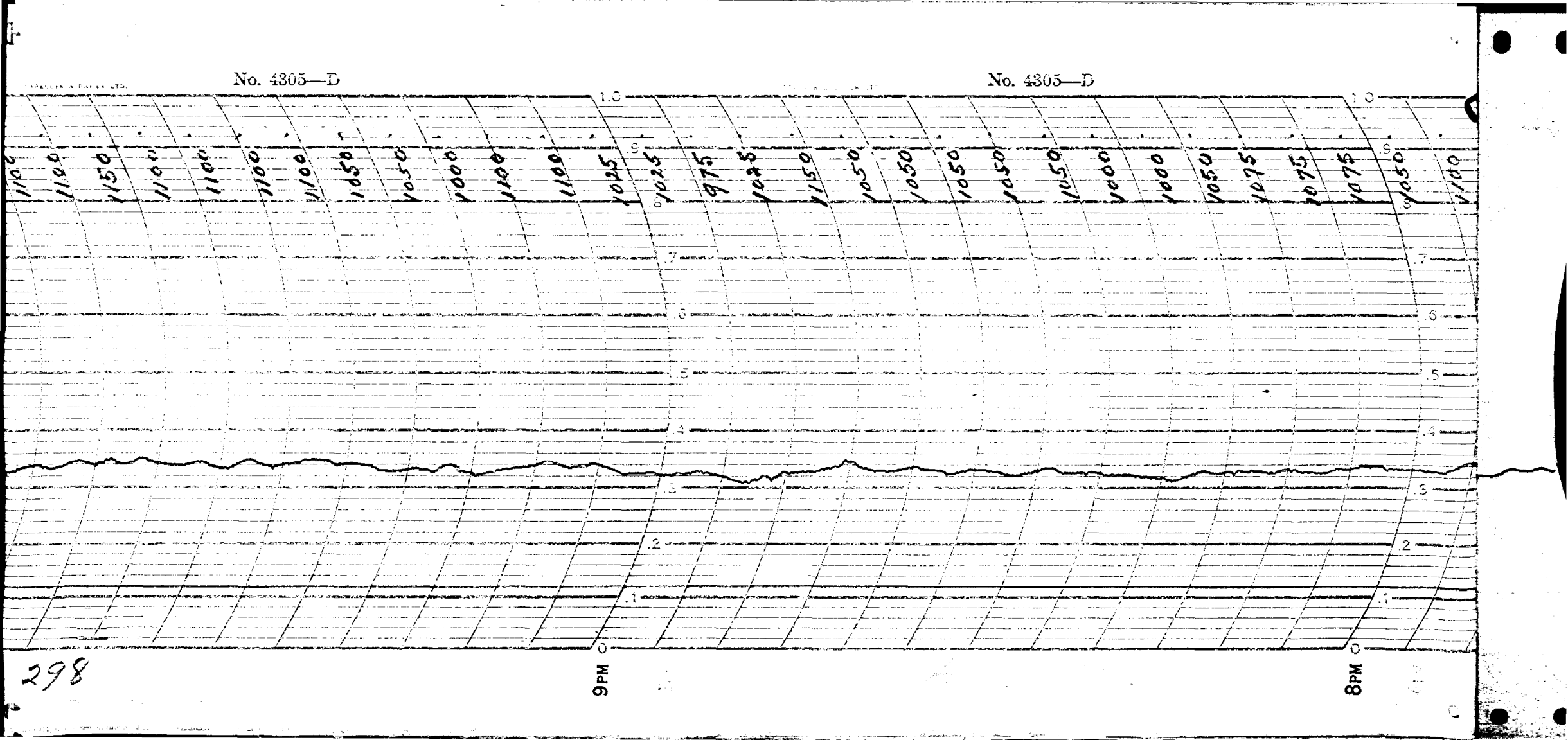
D-E 278


No. 4305—D
No. 4305—D
No. 4305—D
C-D 133
8AM
7AM
6AM


No. 4305—D
No. 4305—D
C
D
5AM
4AM
3AM
C-D 119

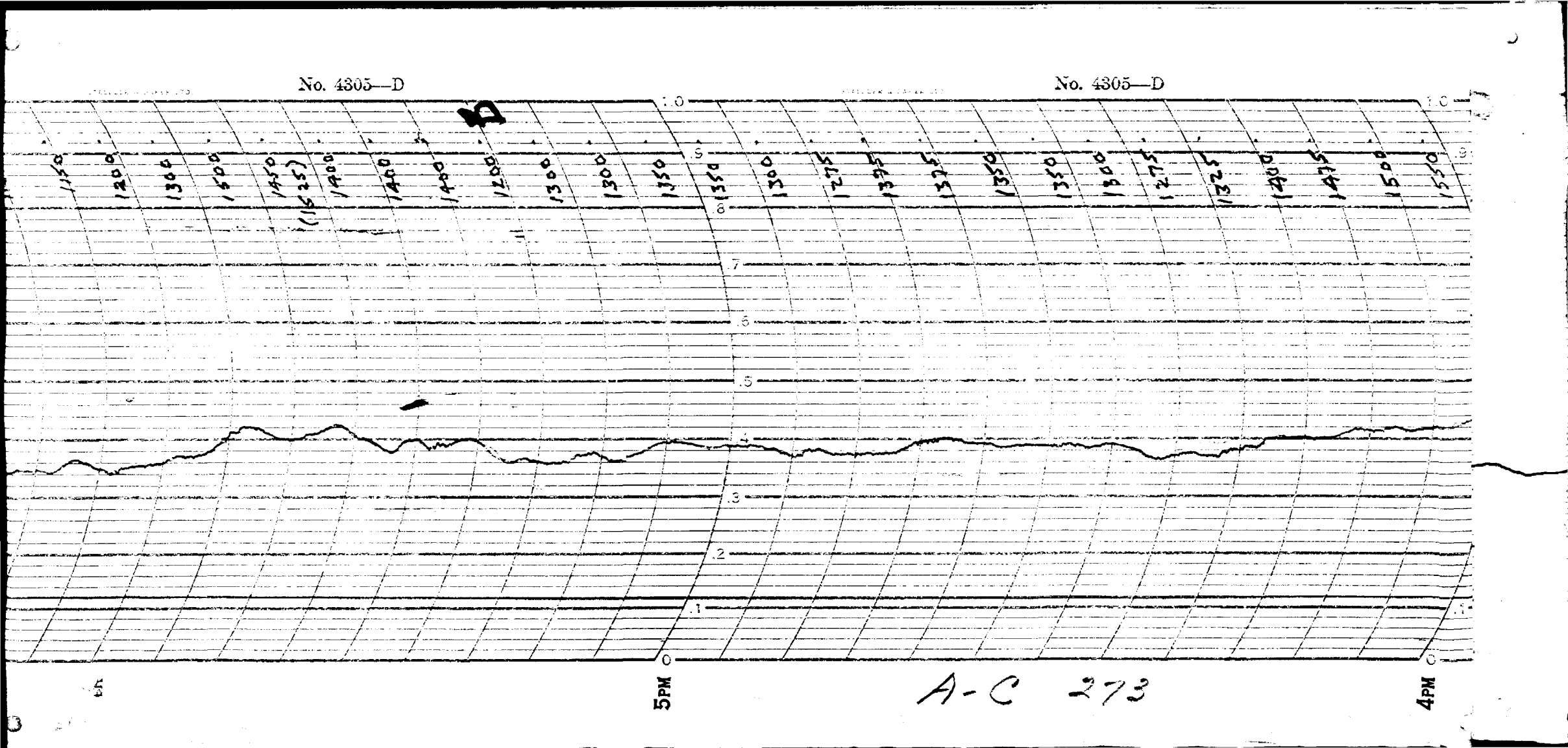

No. 4305—D
No. 4305—D
No. 4305—D
1500
1000
500
2AM
1AM
12MN
D-E 29

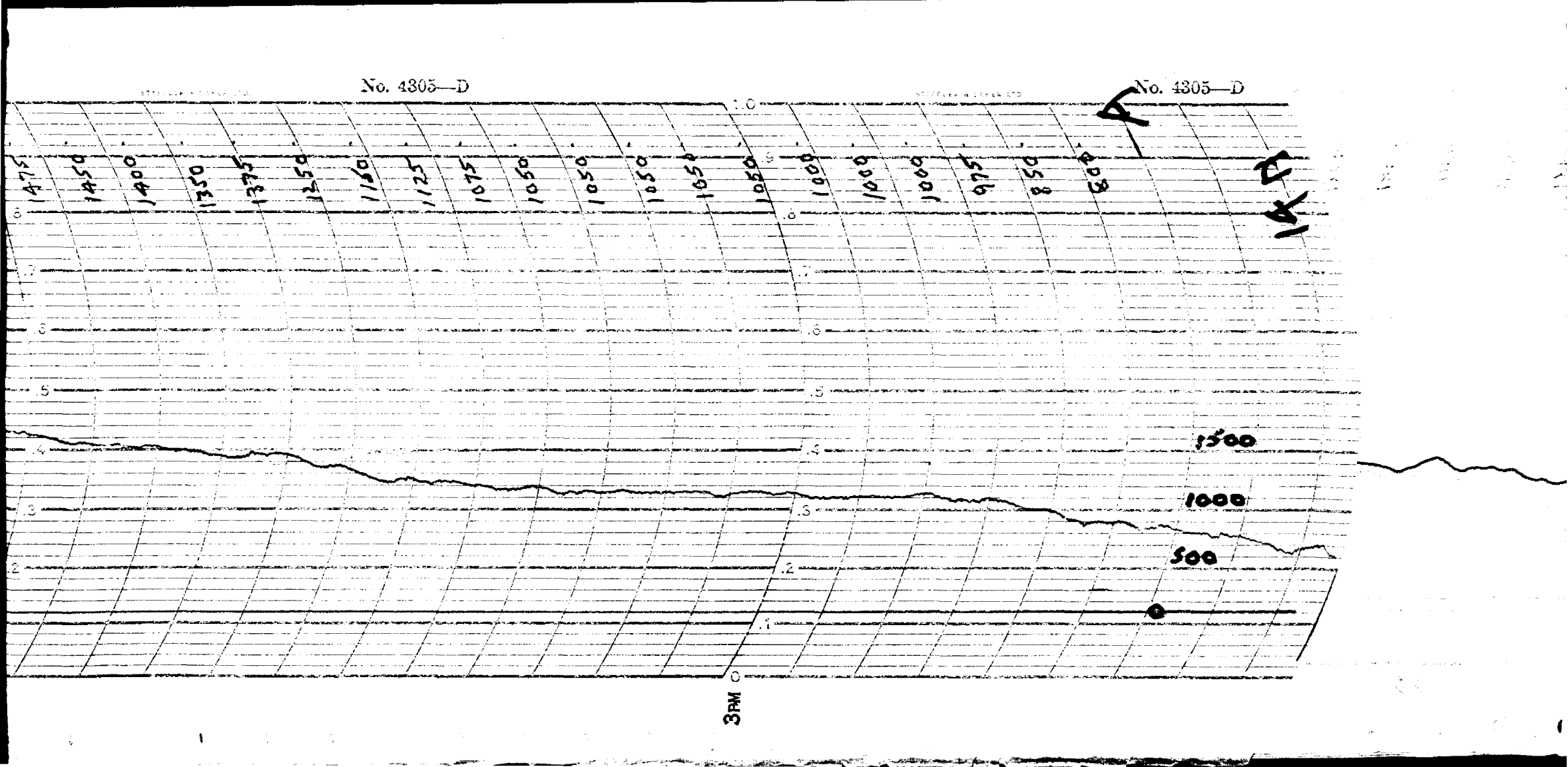

No. 4305—D
No. 4305—D
1.0
.9
.8
.7
.6
.5
.4
.3
.2
.1
0
11PM
10PM
D-E

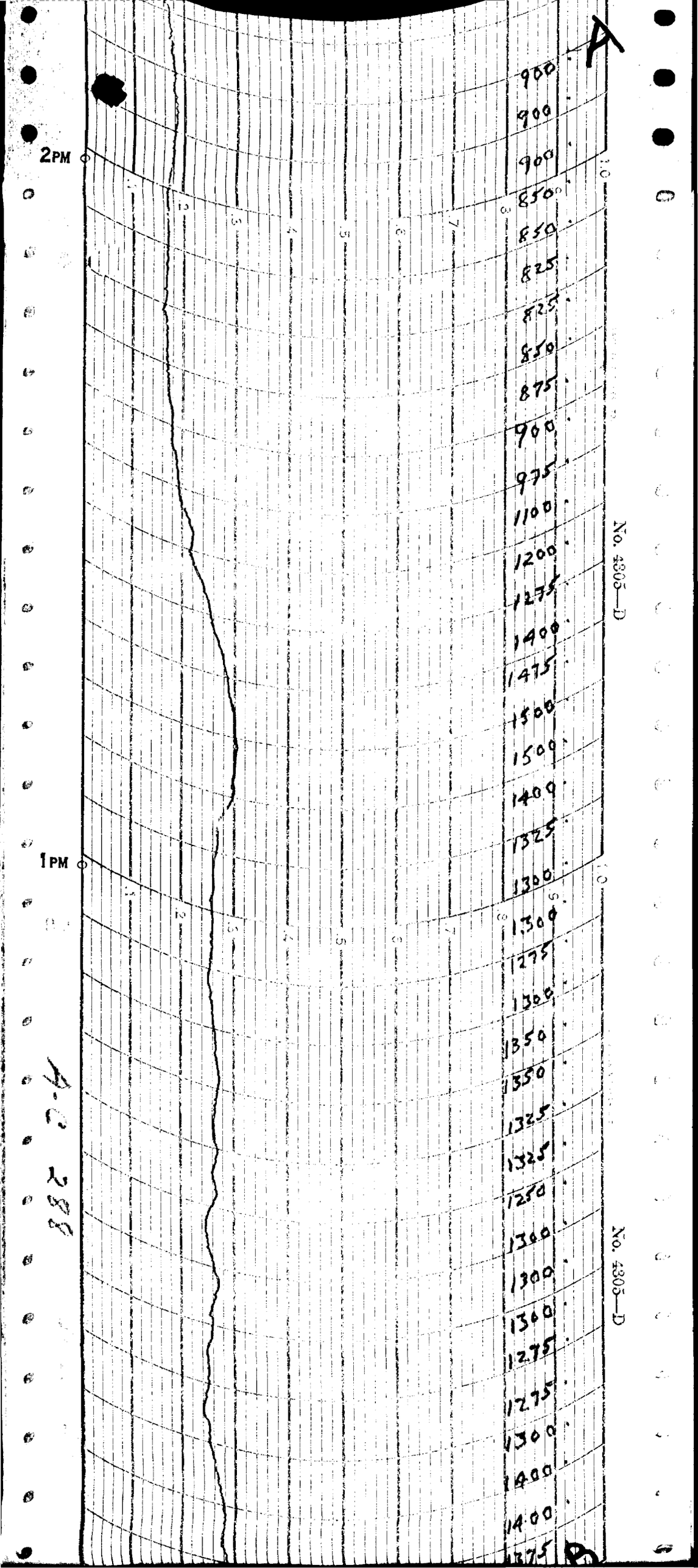


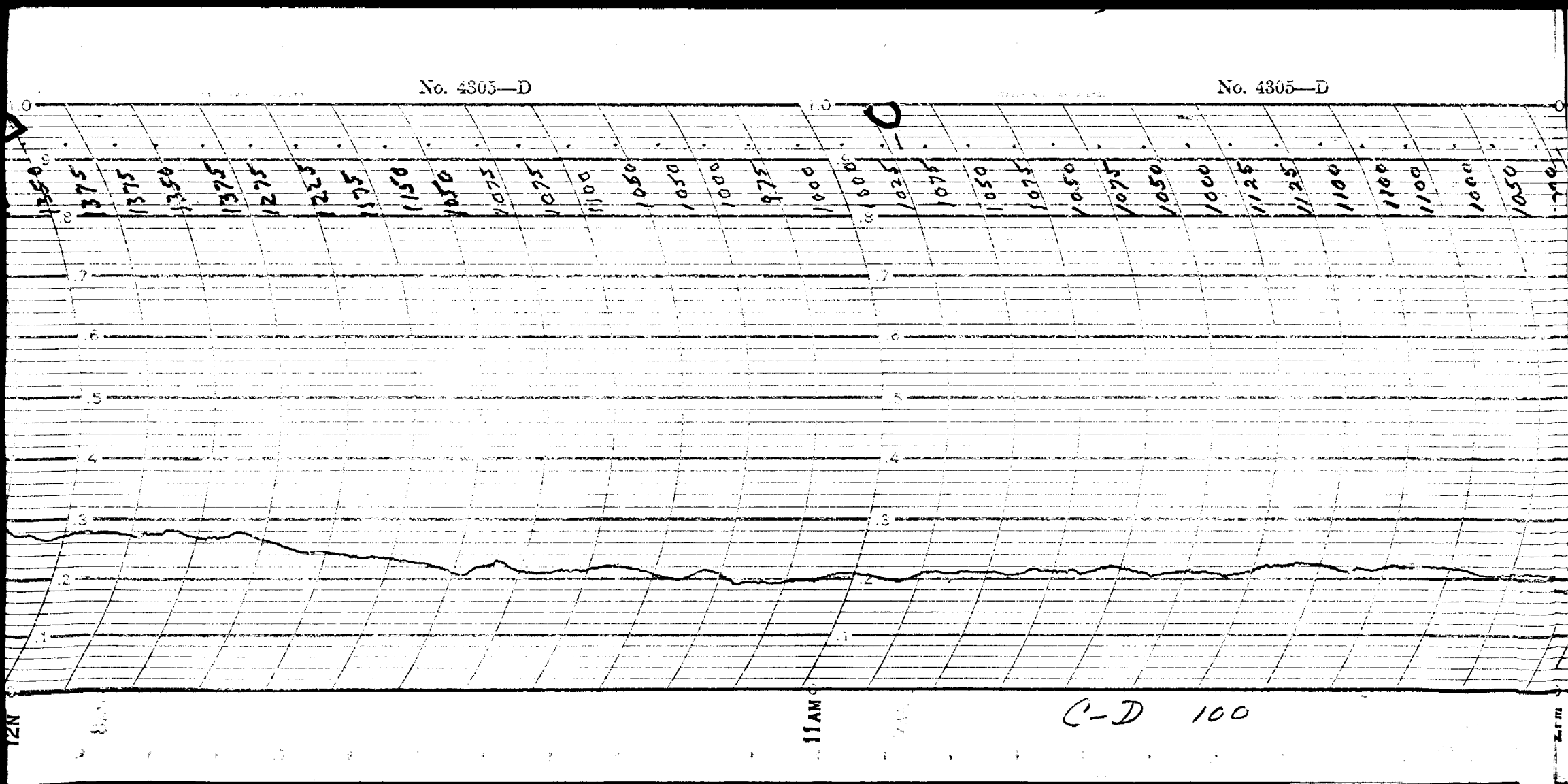
298

No. 4305—D
7PM
6PM
1100
1100
1000
1050
1050
925
1000
1000
1075
1075
1000
1075
1075
1050
1025
1150
1100
1100
1200
1050
1075
1050
1150
1175
1200
1100
1175
1150
1125
1025
1025
1125
No. 4305—D


No. 4305—D
No. 4305—D
1.0
.9
.8
.7
.6
.5
.4
.3
.2
.1
0
1150
1200
1300
1400
1450
(1425)
1400
1400
1200
1300
1300
1350
1350
1300
1275
1325
1325
1350
1350
1300
1275
1325
1400
1475
1500
1550
5PM
4PM
A-C 273

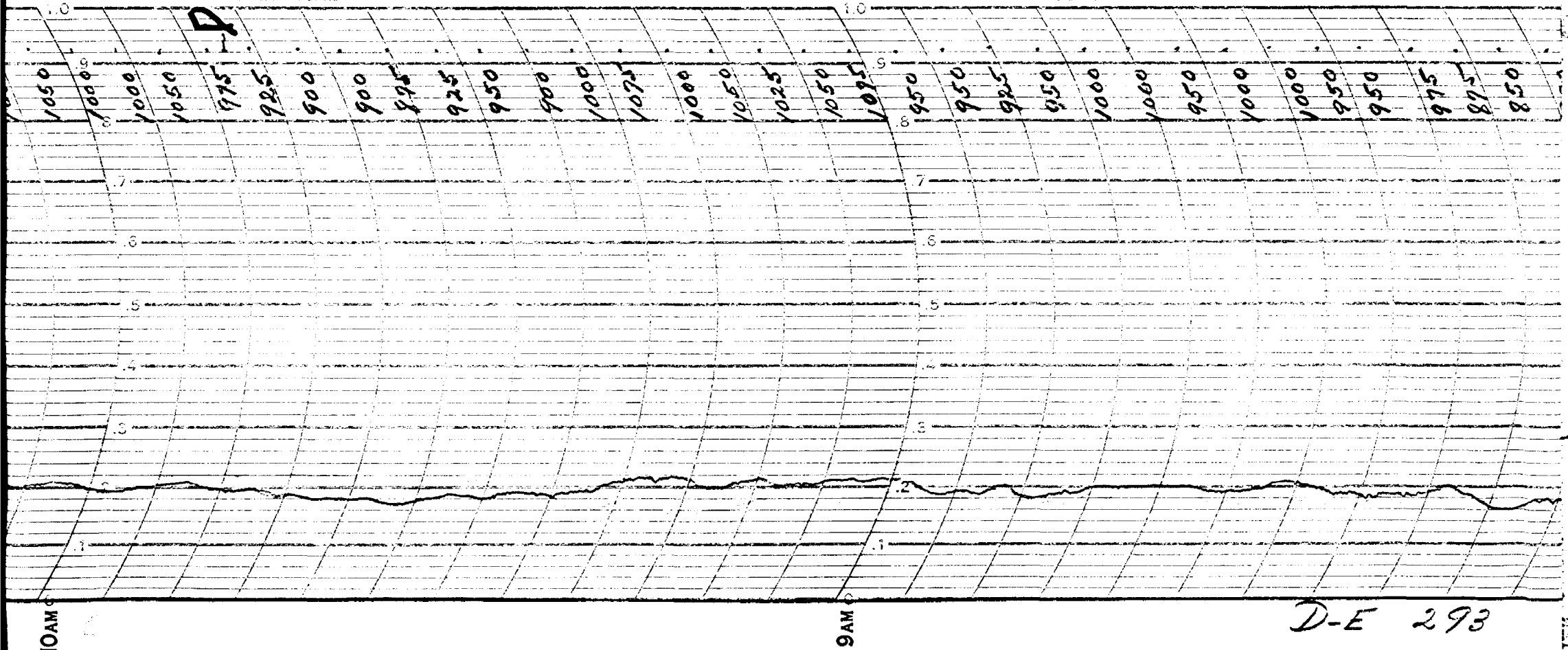

No. 4305—D
No. 4305—D
1475
1450
1400
1350
1325
1250
1150
1125
1075
1050
1050
1050
1050
1000
1000
1000
975
850
600
1.0
.9
.8
.7
.6
.5
.4
.3
.2
.1
0
1500
1000
500
3RM


2PM
1PM
900
900
900
850
850
825
825
850
875
900
975
1100
1200
1275
1400
1475
1500
1500
1400
1325
1300
1300
1275
1300
1350
1350
1325
1325
1250
1300
1300
1300
1275
1275
1300
1400
1400
1375
No. 4305—D
No. 4305—D


No. 4305—D
No. 4305—D
1.0
.8
.7
.6
.5
.4
.3
.2
.1
12N
11AM
C-D 100

No. 4305—D

No. 4305—D



D-E 293

8AM

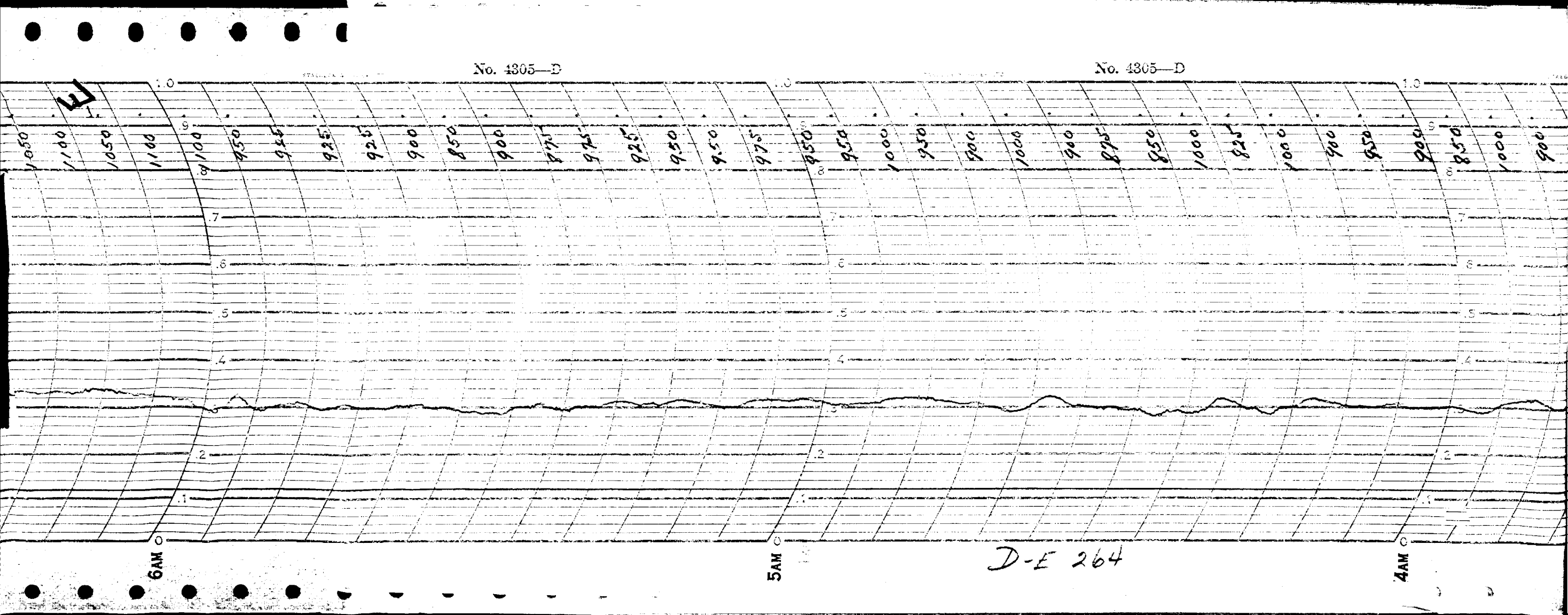
7AM

No. 4805—D

No. 4805—D

900
875
850
850
875
850
900
850
1000
1050
950
900
900
900
900
900
900
900
825
800
875
825
975
1050
1025
1050
1125
1125
1175
1150
1150

E
135


No. 4305—D
No. 4305—D
6AM
5AM
4AM
D-E 264

No. 4305—D

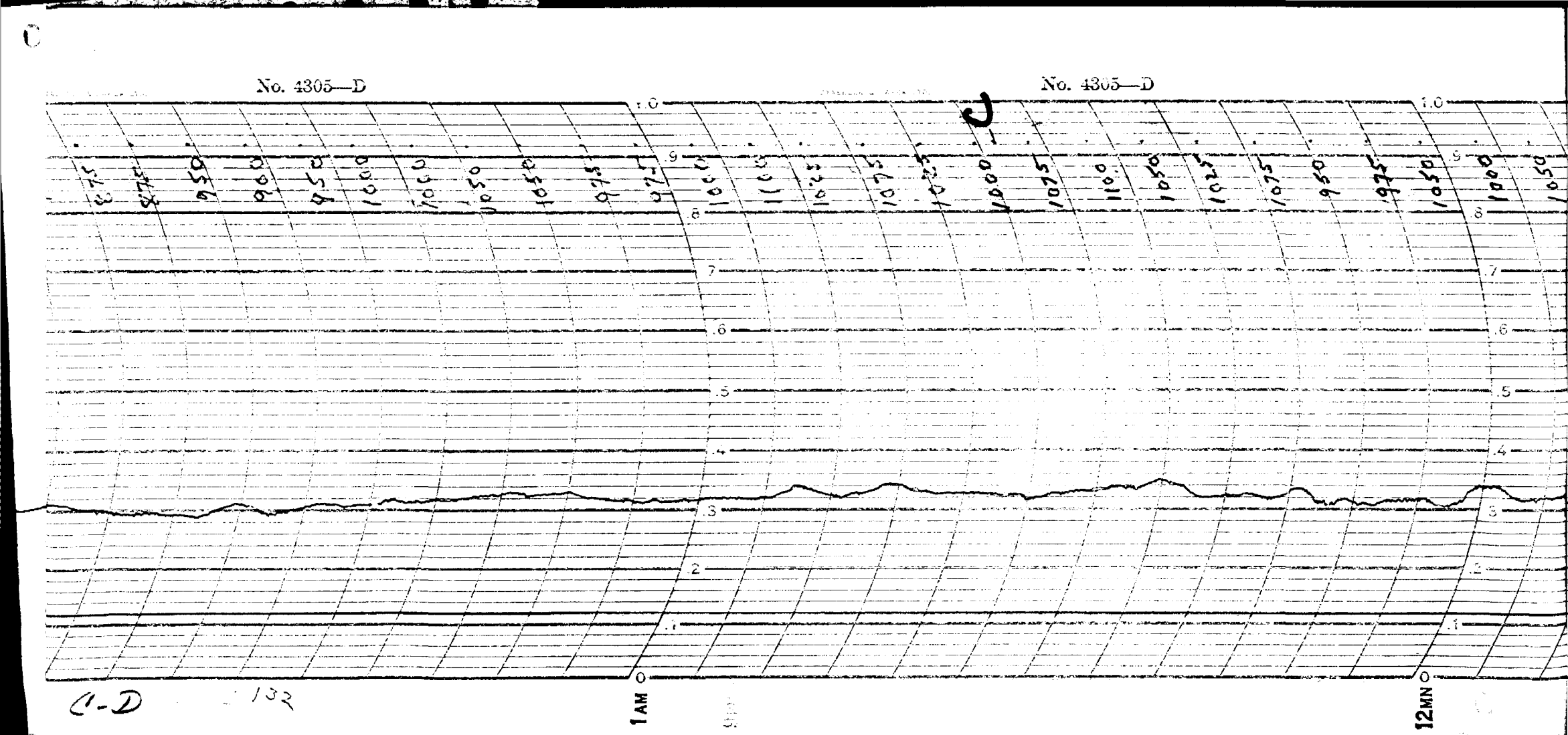
3AM

2AM

1000
1000
1025
1050
1000
1000
1000
975
1000
900
1000
1000
950
950
975
1000
1050
1000
1100
1100
1075
1075
1025
1050
975
975
950

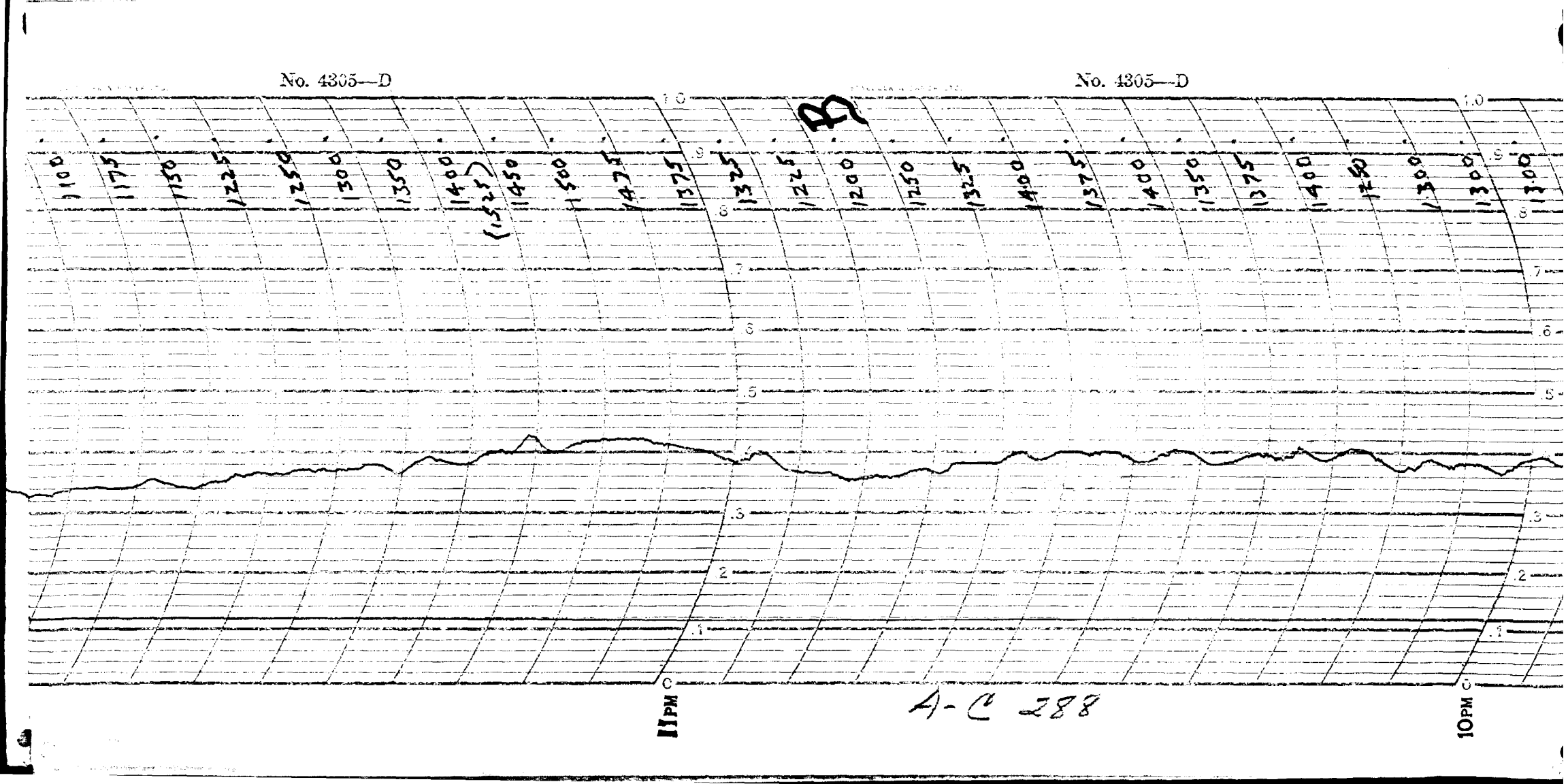
D

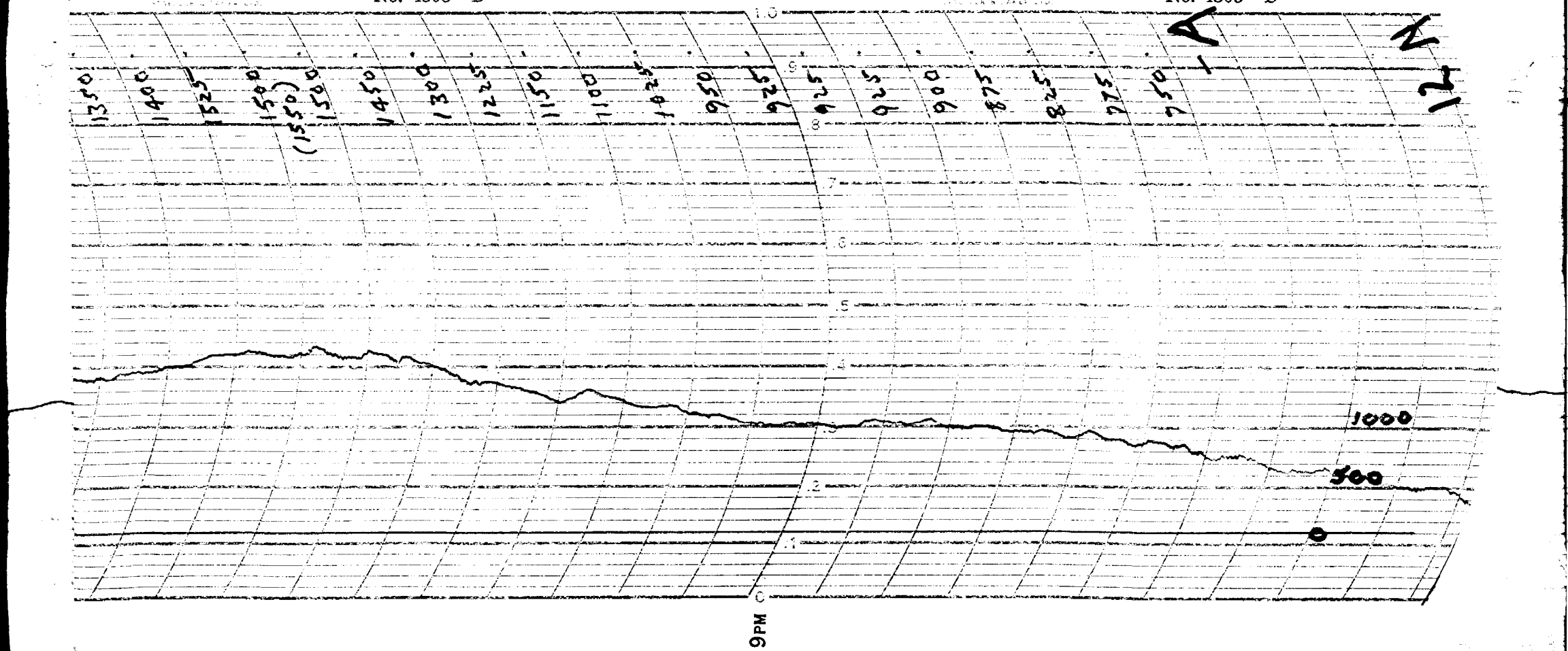
No. 4305—D

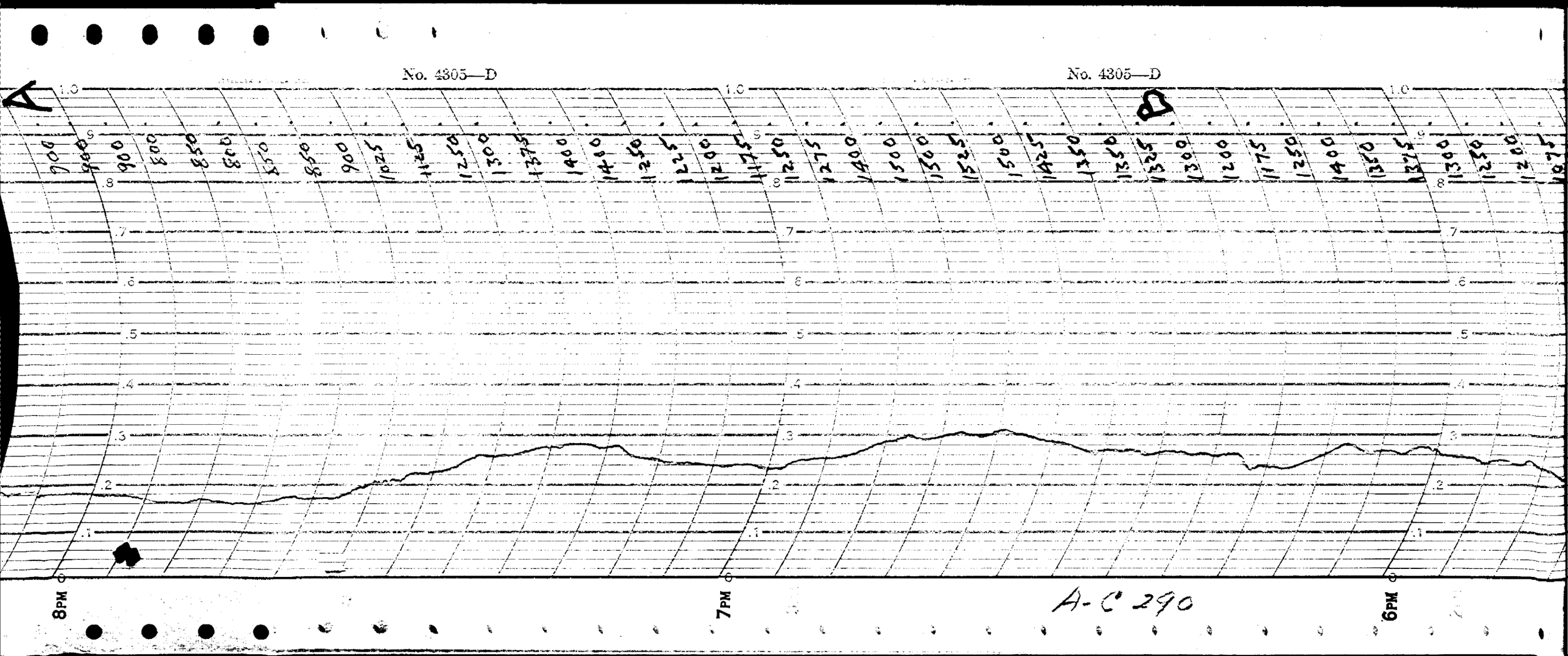


C-D

132


No. 4305—D
No. 4305—D
B
1100
1175
1250
1225
1250
1300
1350
1400
(1,525)
1450
1500
1475
1375
1325
1225
1200
1250
1325
1400
1375
1400
1350
1375
1400
1450
1300
1300
1300
1.0
.9
.8
.7
.6
.5
.3
.2
.1
0
11PM
10PM
A-C 288


No. 4305—D
No. 4305—D
1350
1400
1425
1500
(1550)
1450
1300
1275
1150
1100
1050
950
925
875
900
850
825
775
750
1.0
.9
.8
.7
.6
.5
.4
.3
.2
.1
0
1000
500
0
9PM

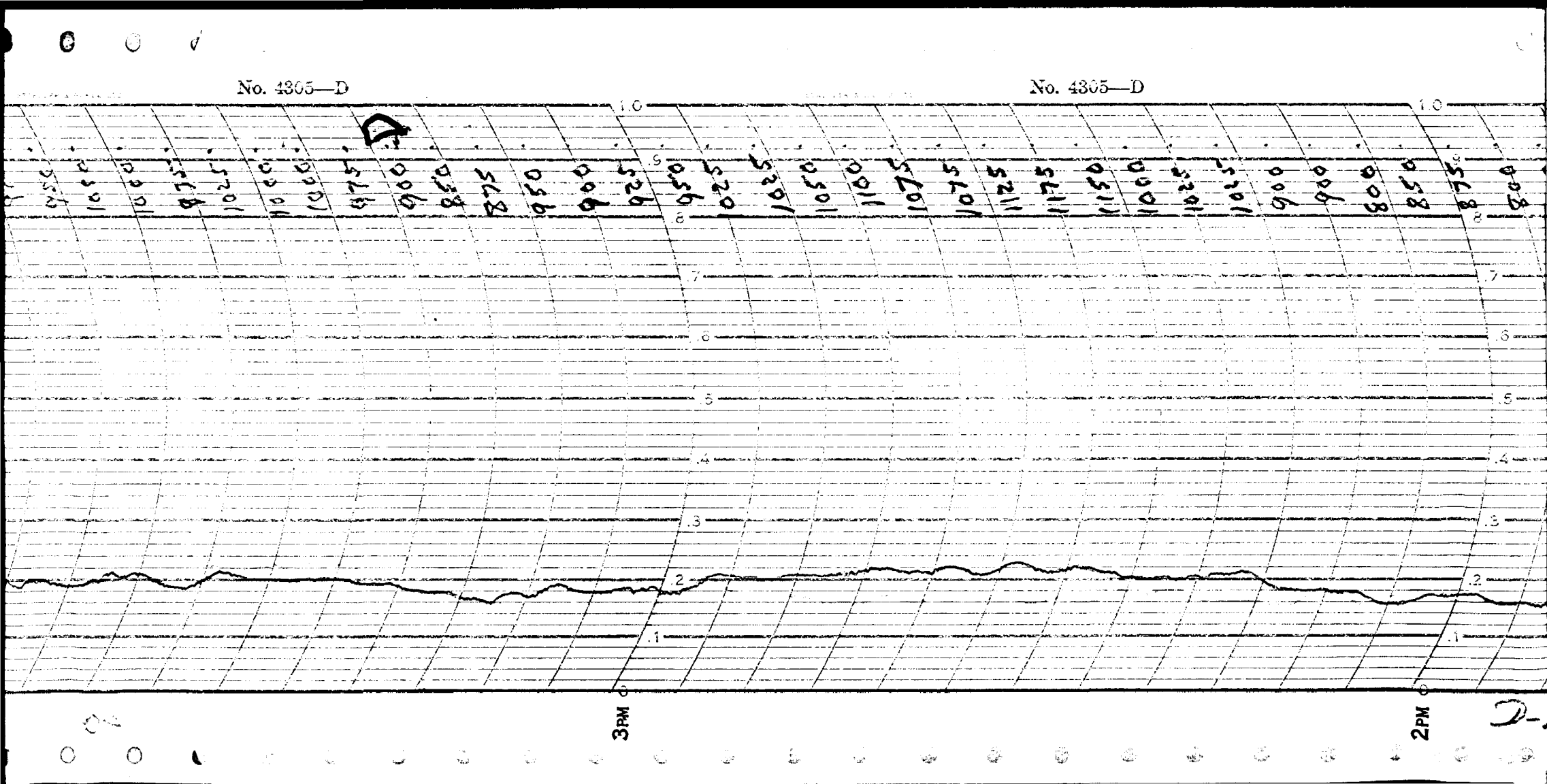

No. 4305—D
No. 4305—D
A
D
1.0
.9
.8
.7
.6
.5
.4
.3
.2
.1
0
8PM
7PM
6PM
A-C 290

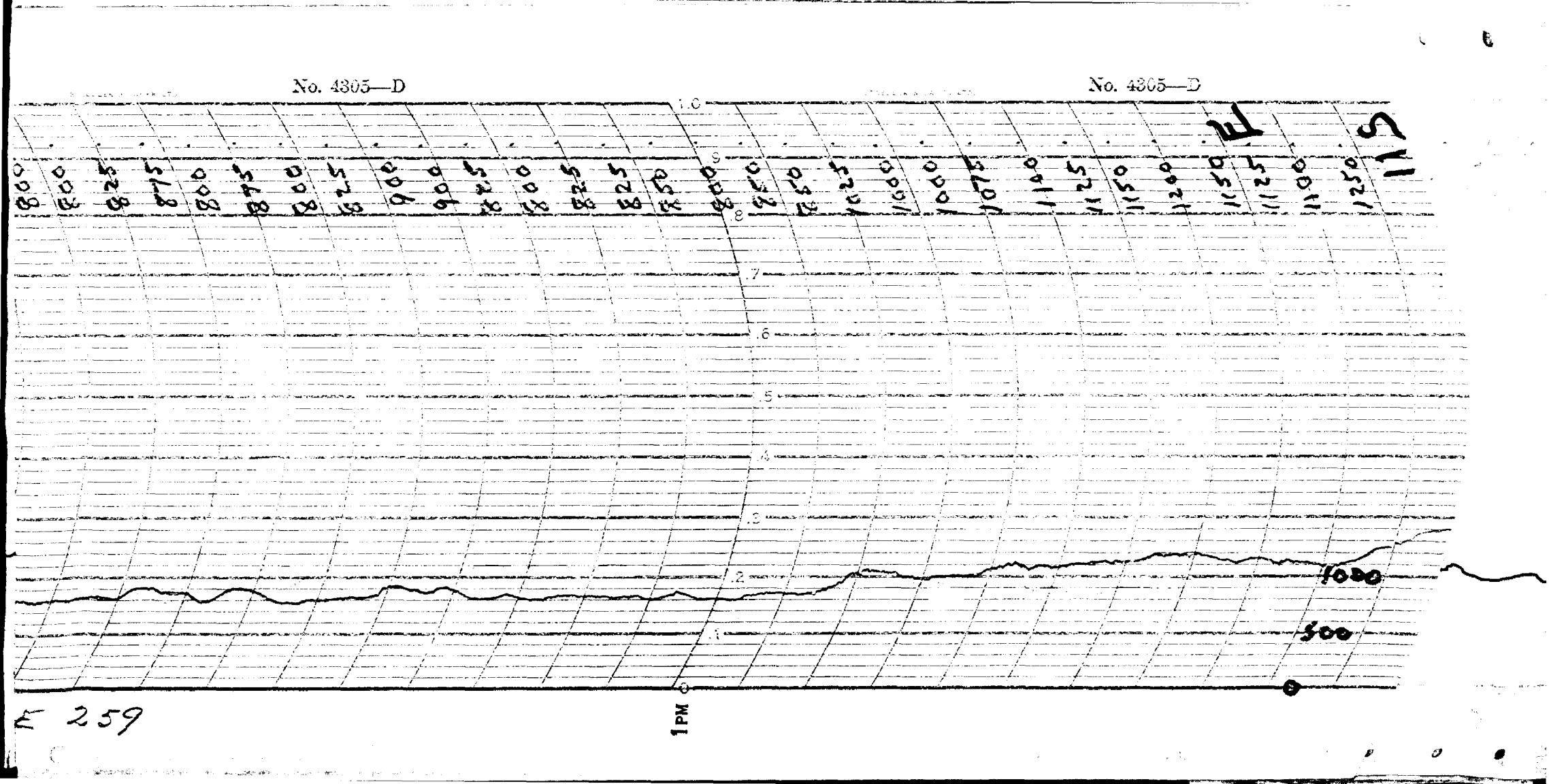
No. 4305—D

5PM

4PM

No. 4305—D


No. 4305—D
No. 4305—D
1.0
.9
.8
.7
.6
.5
.4
.3
.2
.1
0
3PM
2PM



E 259

12N

11 AM

10 AM

No. 4805—D

No. 4805—D

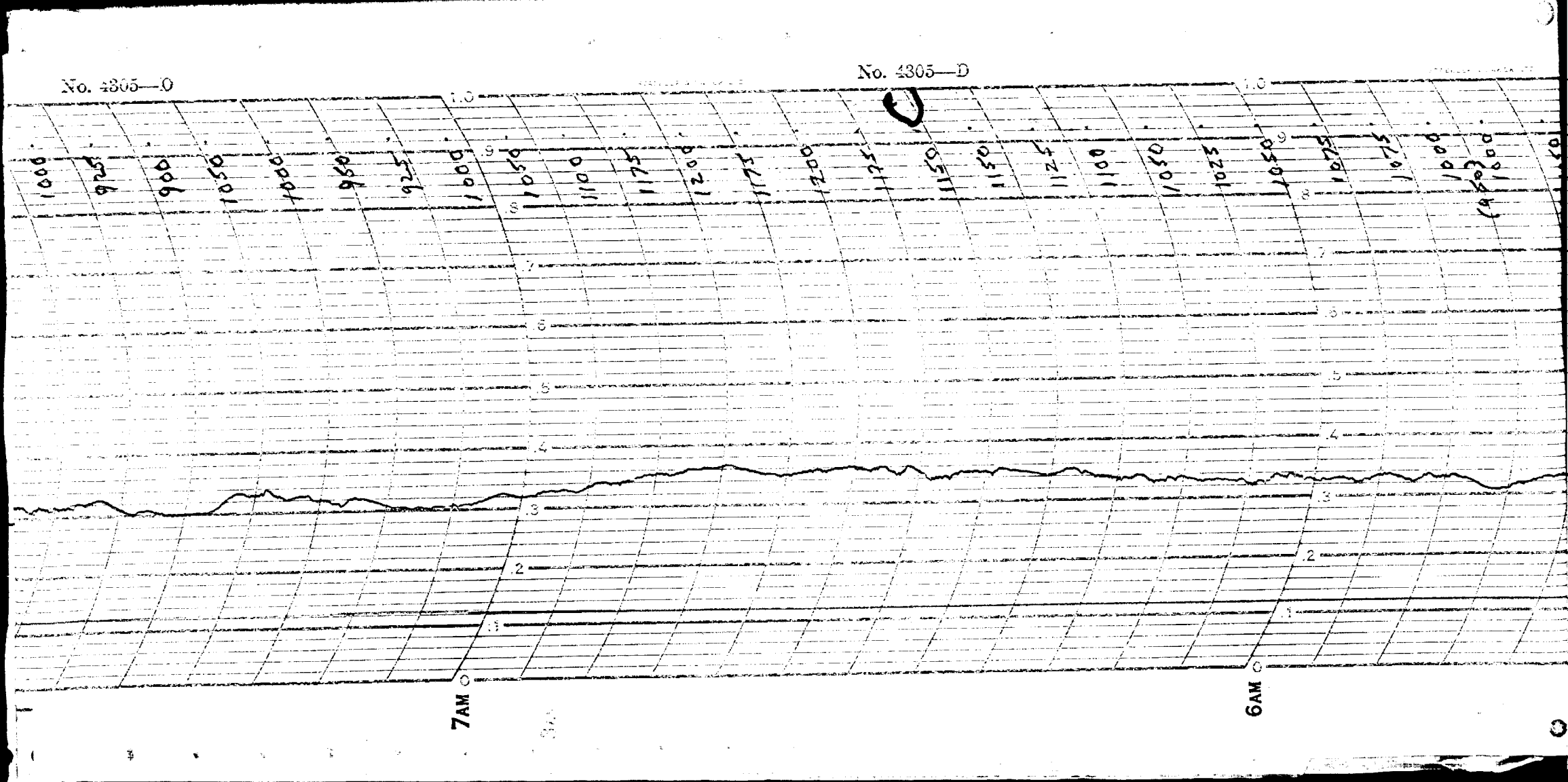
No. 4305—D

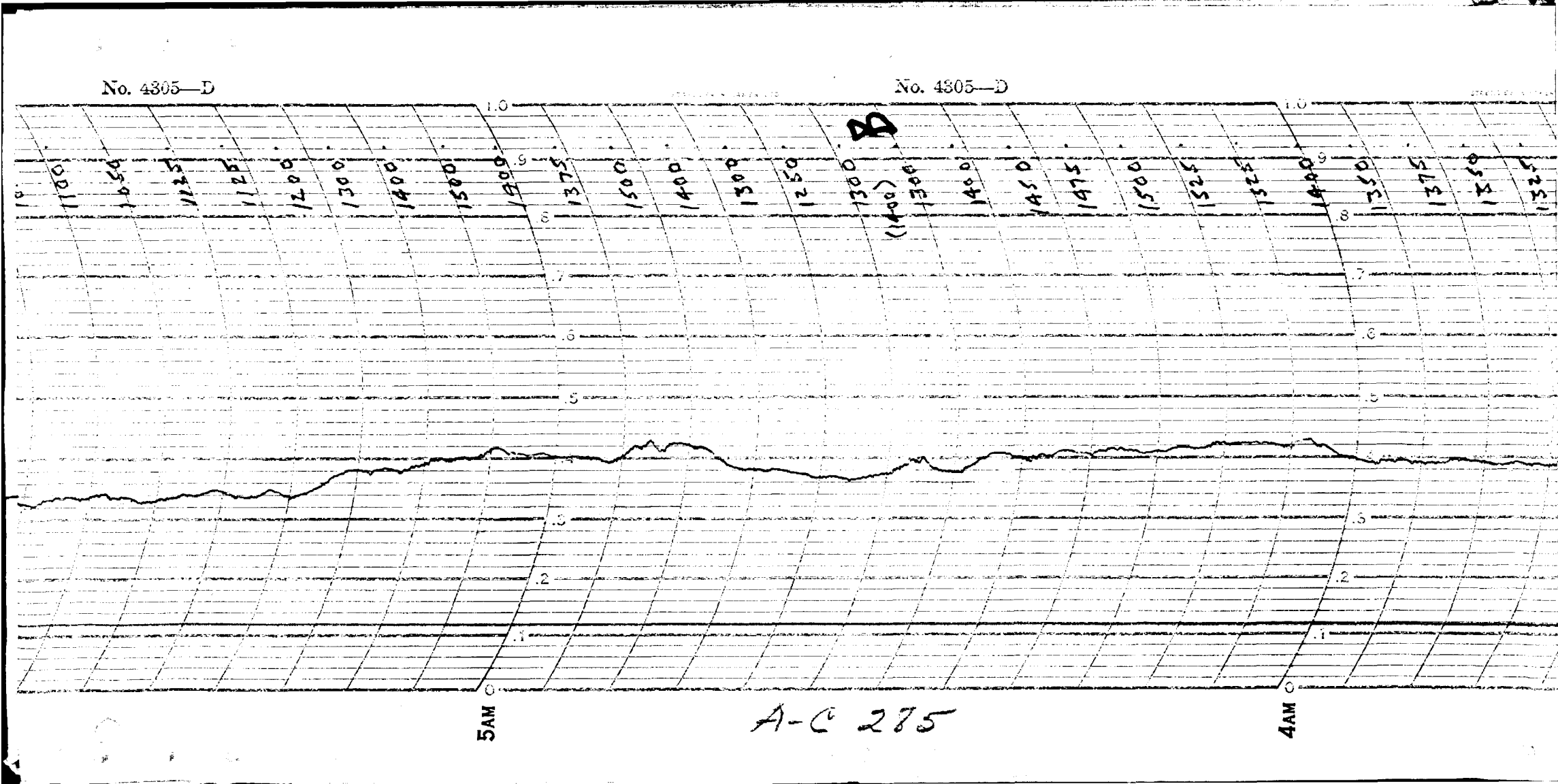
9AM

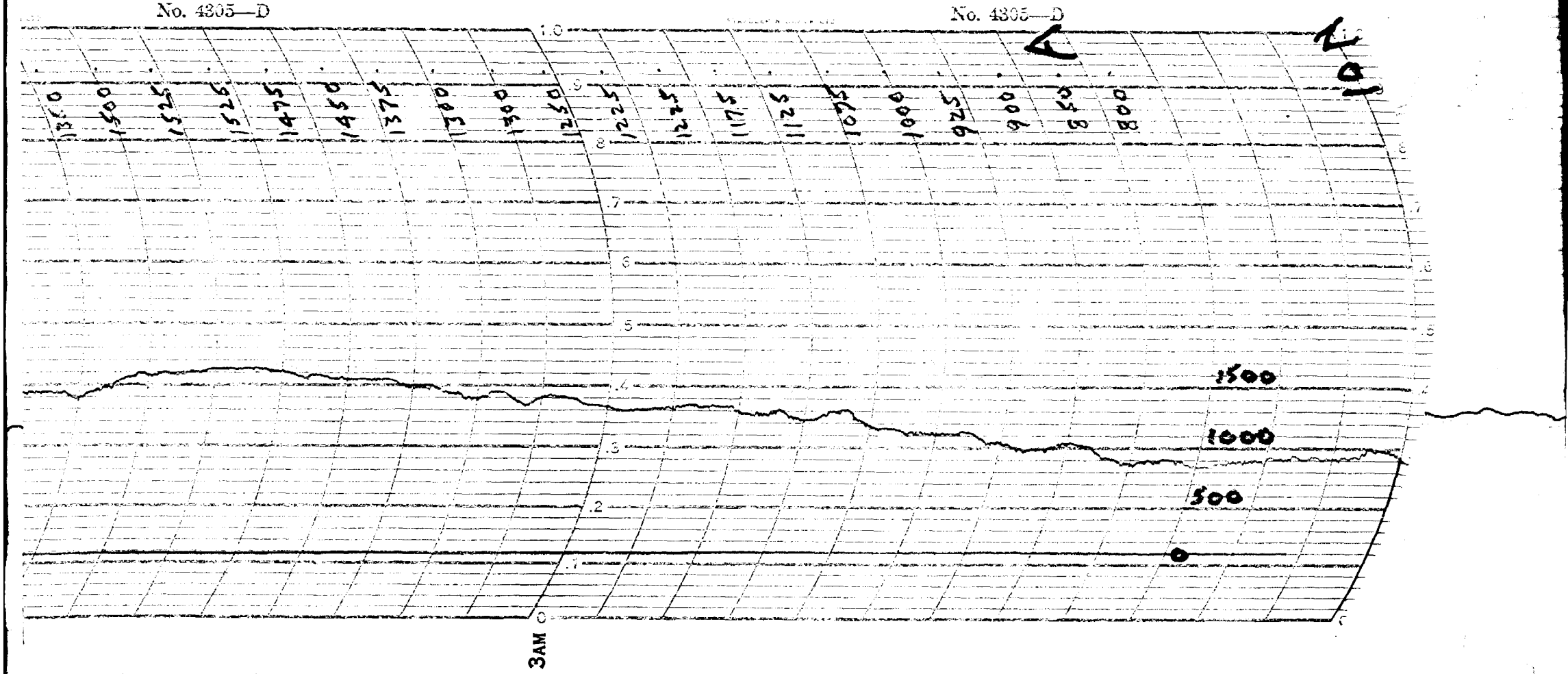
8AM

1125
1150
1150
1125
1100
1075
1075
1025
1000
975
925
1000
1000
1000
900
975
900
1000
1000
1025
1000
1100
1000
1025
950
1000
1000
1000

No. 4305—D


No. 4305—O
No. 4305—D
1.0
.9
.8
.7
.6
.5
.4
.3
.2
.1
0
7AM
6AM


No. 4305—D
No. 4305—D
1.0
.9
.8
.7
.6
.5
.4
.3
.2
.1
0
1100
1050
1125
1175
1200
1300
1400
1500
1900
1375
1500
1400
1300
1250
1300
(1400)
1300
1400
1450
1475
1500
1525
1525
1400
1350
1375
1350
1325
B
5AM
4AM
A-C 285


No. 4805—D
No. 4805—D
1.0
.9
.8
.7
.6
.5
.4
.3
.2
.1
0
1500
1000
500
0
3AM

Indian

Bay

Shoal Lake Indian Reserve No. 39A

I.R.

I.R.

Snowshoe Bay

I.R.

Silver Fox Is.

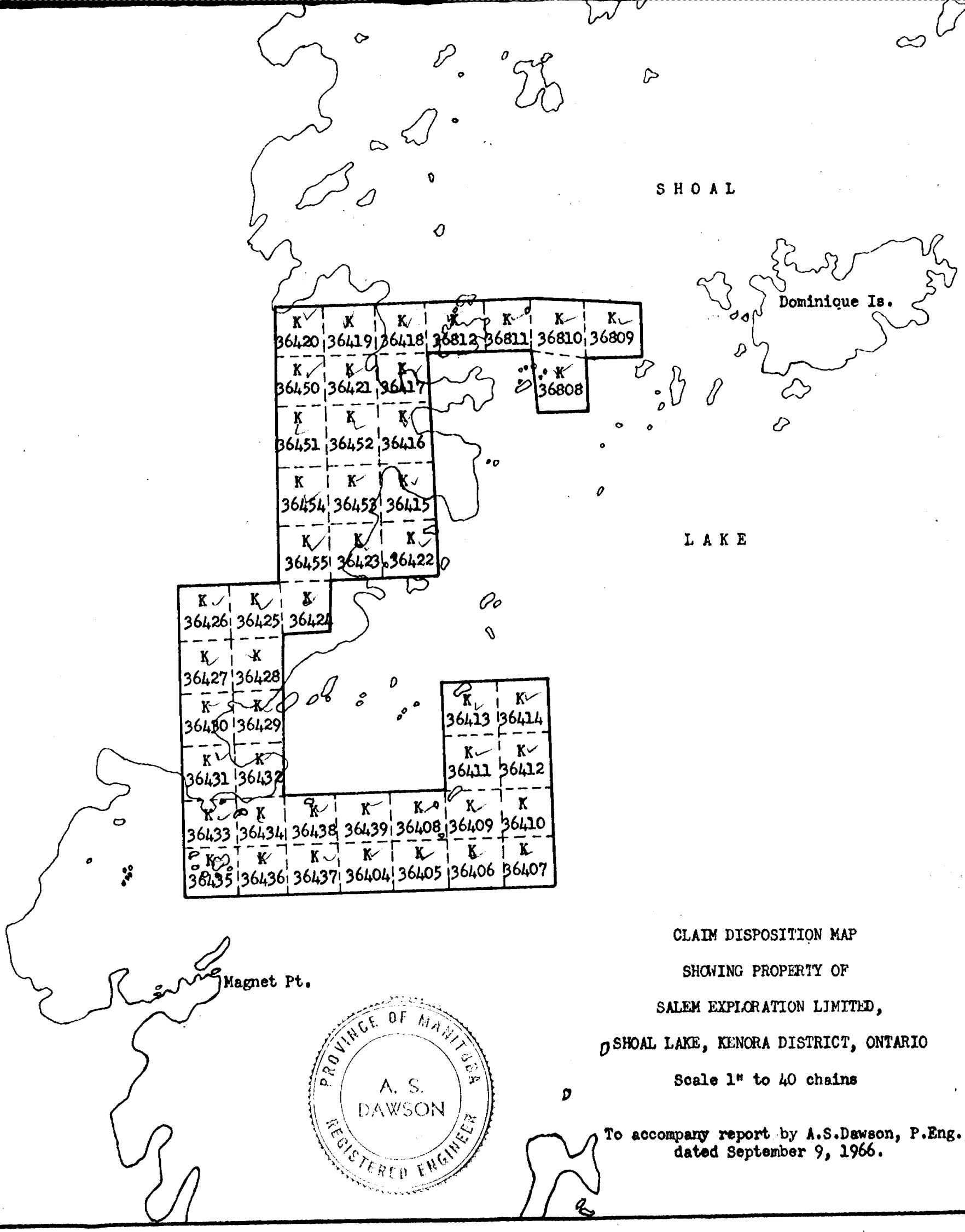
Cash Is.

SHOAL

Dominique Is.

K 37659	K 37660	K 36805	K 36806							
K 37657	K 37658	K 36803	K 36804							
K 37656	K 36800	K 36801	K 36802							
	K 37661	K 36341	K 36342	K 36343						
	K 37663	K 37662	K 36359	K 36344	K 36345	K 36346				
	K 36362	K 36361	K 36360	K 36358	K 36347	K 36348	K 36349	K 36350		
	K 36363	K 36364	K 36365	K 36357	K 36356	K 36355	K 36354	K 36353	K 36352	K 36351
	K 36368	K 36367	K 36366					K 36476	K 36477	K 36478
	K 36369	K 36370	K 36371					K 36479	K 36480	K 36481
	K 36807	K 36440						K 36482	K 36483	K 36484
	K 36441	K 36442					K 36443	K 36485	K 36486	K 36487
K 36458	K 36459	K 36460	K 36461	K 36462	K 36463	K 36444	K 36445	K 36488	K 36489	K 36490
K 36464	K 36465	K 36466	K 36467	K 36468	K 36469	K 36446	K 36447	K 36491	K 36492	
K 36470	K 36471	K 36472	K 36473	K 36474	K 36475	K 36448	K 36449	K 36493		

K 36420	K 36419	K 36418	K 36812	K 36811	K 36810	K 36809
K 36450	K 36421	K 36417			K 36808	
K 36451	K 36452	K 36416				



CLAIM DISPOSITION MAP

SHOWING PROPERTY OF

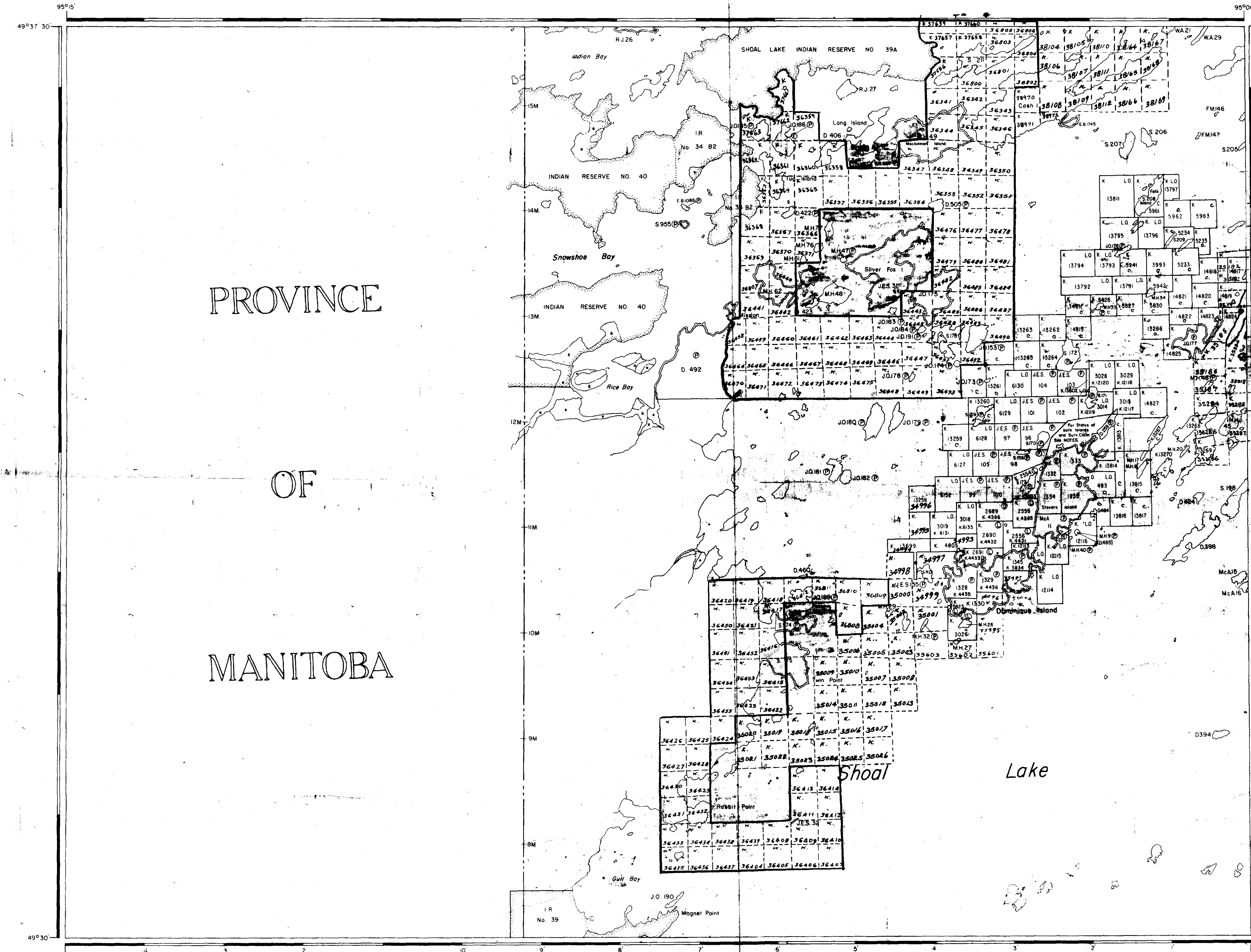
SALEM EXPLORATION LIMITED,

SHOAL LAKE, KENORA DISTRICT, ONTARIO

Scale 1" to 40 chains

To accompany report by A.S.Dawson, P.Eng., dated September 9, 1966.

PROVINCE OF MANITOBA
A. S. DAWSON
REGISTERED ENGINEER



AREA OF

SNOWSHOE BAY

· SHOAL LAKE ·

DISTRICT OF KENORA

KENORA MINING DIVISION

SCALE: 1-INCH = 40 CHAINS

LEGEND

PATENTED LAND	Ⓟ
CROWN LAND SALE	C.S.
LEASES	Ⓛ
LOCATED LAND	Loc.
LICENSE OF OCCUPATION	L.O.
MINING RIGHTS ONLY	M.R.O.
SURFACE RIGHTS ONLY	S.R.O.
ROADS	
IMPROVED ROADS	
KING'S HIGHWAYS	
RAILWAYS	
POWER LINES	
MARSH OR MUSKEG	
MINES	
CANCELLED	C.

NOTES

400' Reserve around all lakes & rivers to Dept. of Lands & Forests.

Flooding rights reserved up to 1064' above sea level.

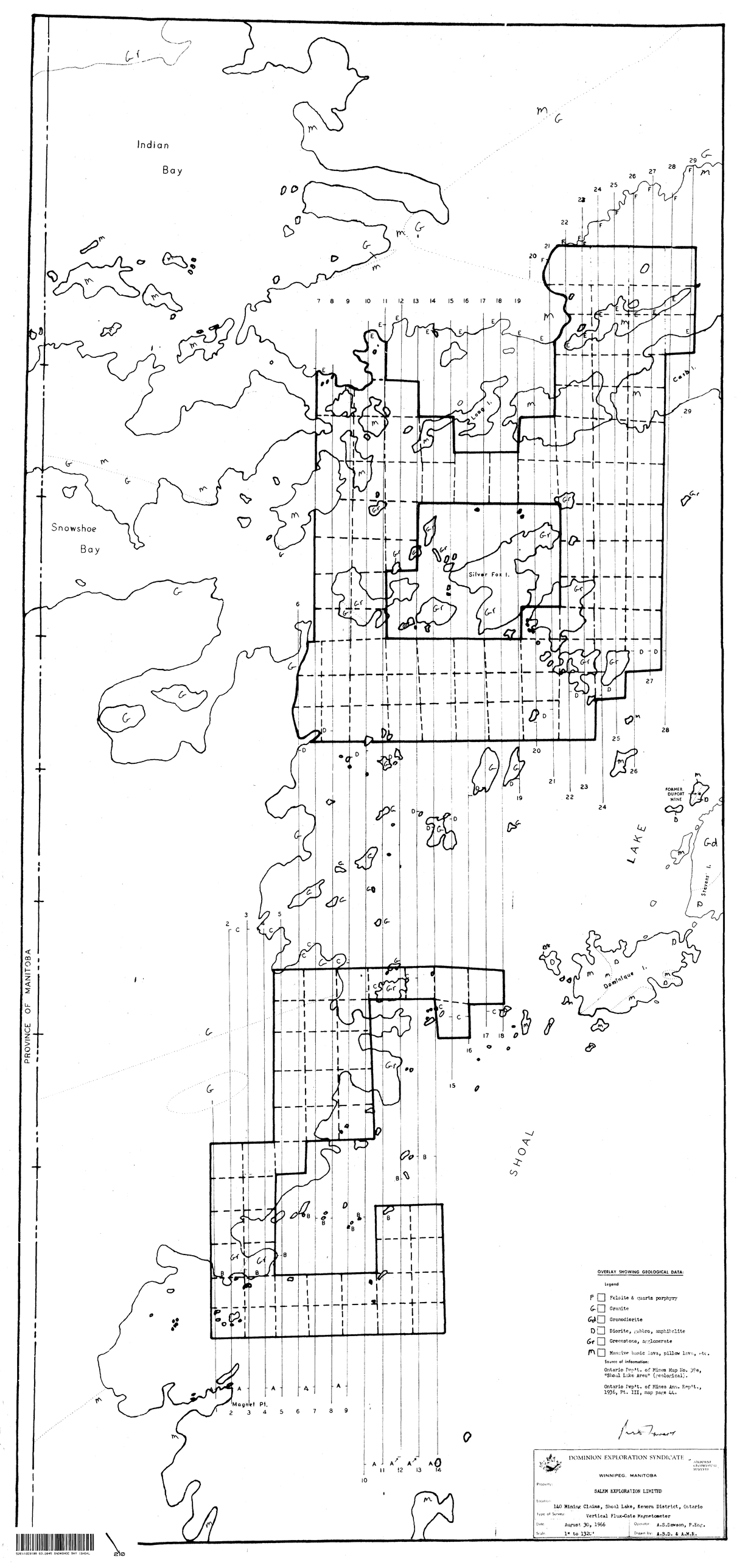
Scale: 1 INCH = 20 CHAINS.

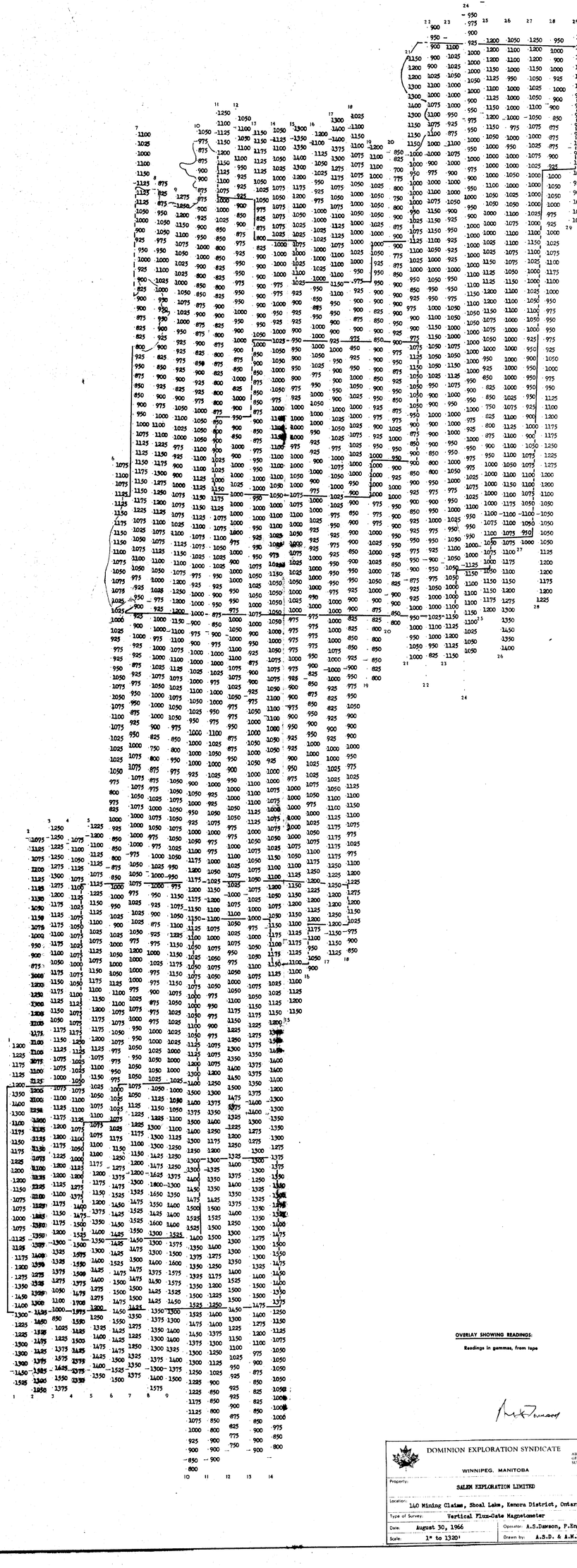
ONT. DEPT. OF MINES MINING LANDS BR. THIS MAP FOR CHECKING PURPOSES ONLY - MUST NOT BE SOLD.

DATE OF ISSUE JAN 17 1967 ONTARIO DEPT. OF MINES

PLAN NO. M.2704

DEPARTMENT OF MINES — ONTARIO —


Indian
Bay
Snowshoe
Bay
Silver Fox I.
Steep I.
Cook I.
Dominique I.
Stevens I.
FORMER
DUPONT
MINE
LAKE
SHOAL
PROVINCE OF MANITOBA
Magnet Pt.
OVERLAY SHOWING GEOLOGICAL DATA:
Legend
F Felsite & quartz porphyry
G Granite
Gd Granodiorite
D Diorite, gabbro, amphibolite
Gr Greenstone, agglomerate
M Massive basic lava, pillow lava, etc.
Source of information:
Ontario Dept't. of Mines Map No. 36e, "Shoal Lake Area" (geological).
Ontario Dept't. of Mines Ann. Rept't., 1936, Pt. III, map page 44.
DOMINION EXPLORATION SYNDICATE
WINNIPEG, MANITOBA
Property:
SALEM EXPLORATION LIMITED
Location:
140 Mining Claims, Shoal Lake, Kenora District, Ontario
Type of Survey:
Vertical Flux-Gate Magnetometer
Date:
August 30, 1966
Operator:
A.S.Dawson, P.Eng.
Scale:
1" to 132'
Drawn by:
A.S.D. & A.M.R.



OVERLAY SHOWING READINGS:

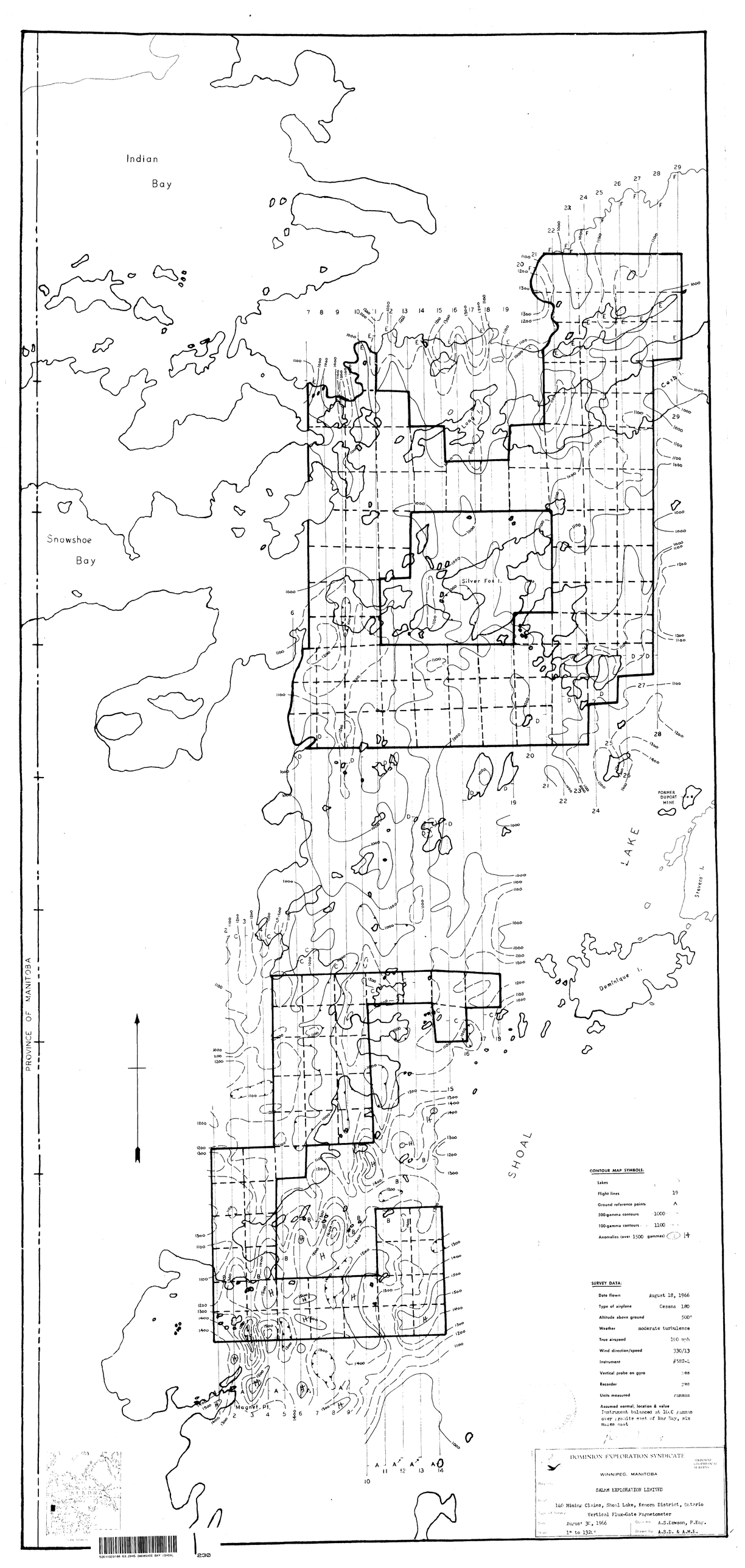
Readings in gammas, from tape

DOMINION EXPLORATION SYNDICATE

AIRBORNE GEOPHYSICAL SURVEYS

WINNIPEG, MANITOBA

Property:	SALEN EXPLORATION LIMITED
Location:	140 Mining Claims, Shoal Lake, Kenora District, Ontario
Type of Survey:	Vertical Flux-Gate Magnetometer
Date:	August 30, 1966
Operator:	A.S.Dawson, P.Eng.
Scale:	1" to 1320'
Drawn by:	A.S.D. & A.W.R.



CONTOUR MAP SYMBOLS:

Lakes	
Flight lines	19
Ground reference points	A
500-gamma contours	1000
100-gamma contours	1100
Anomalies (over 1500 gammas)	H

SURVEY DATA:

Date flown	August 18, 1966
Type of airplane	Cessna 180
Altitude above ground	500'
Weather	moderate turbulence
True airspeed	100 mph
Wind direction/speed	330/13
Instrument	#582-L
Vertical probe on gyro	yes
Recorder	yes
Units measured	gammas

Assumed normal, location & value
Instrument balanced at 1000 gammas over granite east of Bar Bay, six miles east

DOMINION EXPLORATION SYNDICATE
WINNIPEG, MANITOBA

SALEM EXPLORATION LIMITED

140 Mining Claims, Shoal Lake, Kenora District, Ontario
Vertical Flux-Gate Magnetometer
August 30, 1966 — A.S.Dawson, P.Eng.
1" to 132.1' — A.S.D. & A.M.B.