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**GEOLOGICAL BRANCH
ASSESSMENT REPORT**

11,636

R E P O R T

on

ASSESSMENT WORK (PREPARATORY SURVEY)

on

Vi 1 and Vi 2 (Record Nos. 1948 and 1949),

JOHANSON LAKE AREA,

OMINECA MINING DIVISION, BRITISH COLUMBIA

(56° 31'N, 126° 15' W)

94D 9 E/W

for

C.S. POWNEY (OWNER) - LARAMIE MINING CORP. (OPERATOR)

by

R.W. PHENDLER, P. ENG. (CONSULTANT AND AUTHOR)

Vancouver, B.C.

September 27, 1983

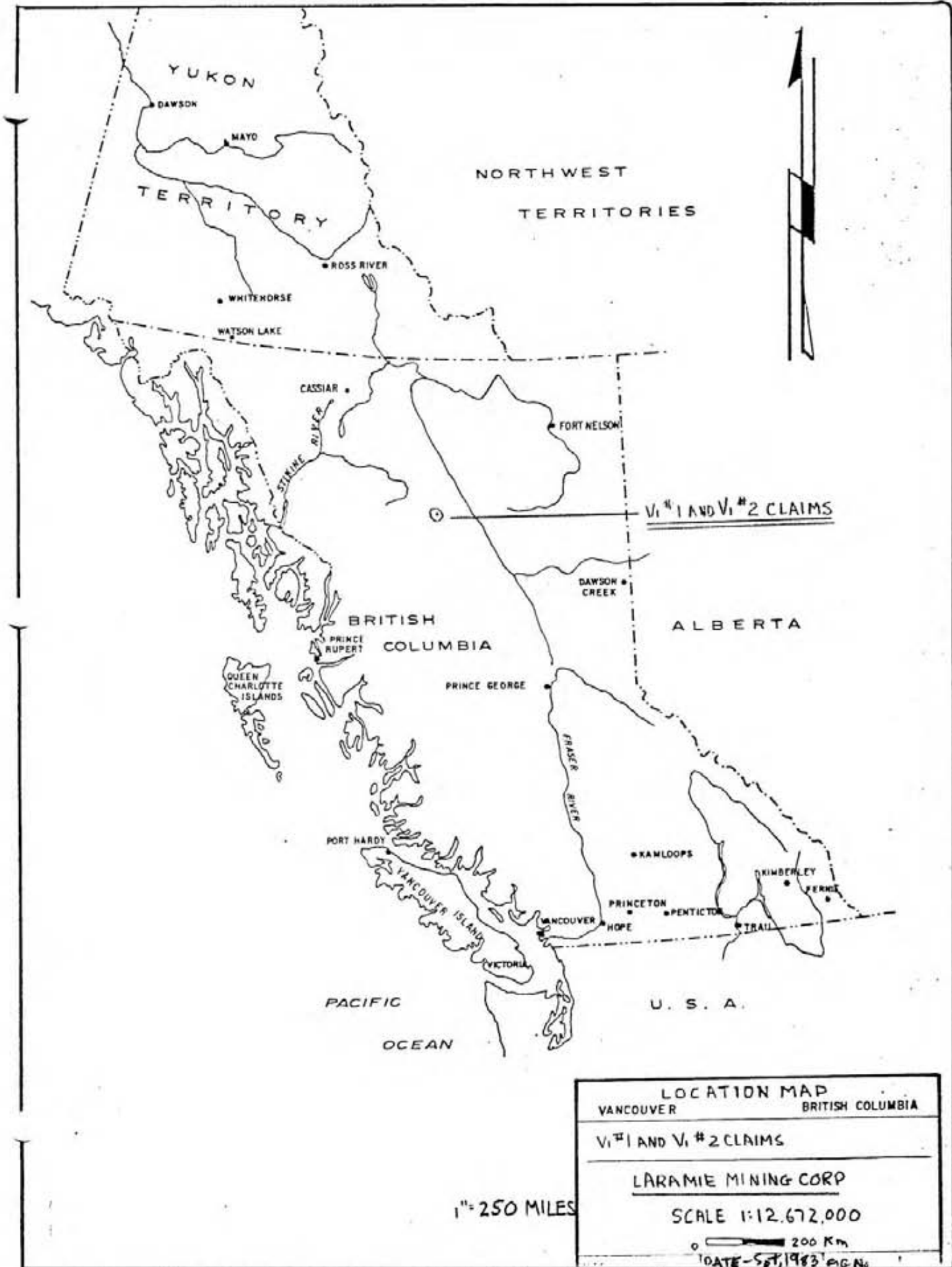


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ILLUSTRATIONS

Fig. 1 - Location map	- Scale - 1" = 250 Miles, 1:12, 672,000	frontispiece
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INTRODUCTION

The Vi #1 and Vi #2 claims are part of the Goldway Peak property which is located about 200 kilometers north of Smithers in north central British Columbia. The nearest road is about 10 kilometers to the northeast from the access road to Johanson Lake which originates in the south at Vanderhoof and passes through Fort St. James, Germanson Landing and Aiken Lake. The possibility of constructing an access road to the property is being contemplated.

Mineralization on the Goldway Peak property consists of a number of northwesterly -striking gold-bearing quartz veins. Available assay maps of these veins date from 1948 and it was felt that trenching (drilling and blasting) followed by sampling should be carried out.

This report covers the reconnaissance trip which investigated the possible road access to the property and the feasibility and selection of veins on which to carry out the drilling, blasting and sampling.

PROPERTY DEFINITION

The Goldway Peak area was active in 1946 when the presently known veins were located and explored. Goldway Peak Mines, Ltd. acquired the showings in 1949 and carried out trenching and sampling. In 1973 the area was staked as the M0-1-20 claims and optioned to San Jacinto Explorations Ltd. in 1974.

Some work was carried out slightly to the north of the principal veins by Springer Sturgeon Gold Mines Ltd. in the 1946-1947

period.

In 1979 Mr. C.S. Powney staked the Vi mineral claims which cover the southern end of vein A. These claims were optioned to Laramie Mining Corporation, who later staked additional ground.

During 1982 a geochemical survey was carried out in the valley bottom downslope and south of the vein area.

Detail chip sampling carried out in 1947 by Goldway Peak Mines, Ltd. showed that 127 meters of vein A averaged 0.52 oz Au across a 0.6 meter width.

WORK DONE

Between July 27 and July 29, 1983 a one man crew traversed the proposed route of the access road and determined that the road would be approximately 10.0 kilometers in length and would cross one stream (tributary of Solo Creek). The stream is between 1.3 and seven meters in width and could be permanently bridged (Canal type Bridge) with round timbers at a cost of approximately \$25,000.

The remainder of the route crosses fine talus material over which an adequate road could be constructed with the use of a D-6 bulldozer in from five to seven days at a cost of approximately \$10,000.

During the same period (July 27 - 29, 1983) the area of the veins was examined and the following conclusions were arrived at. Vein "A" is the most prominent of the five veins and is most heavily mineralized with the best gold values. It can be trenched over a strike length of approximately 110 meters and should be of the first priority.

Vein "B" shows rather weak mineralization (from old assay maps) but could be trenched over a strike length of 120 meters. It should be of lower priority than Vein A.

Vein "C" is of shorter strike length (about 40 meters) but shows good mineralization (assays) and warrants trenching and sampling at this time.

Vein "D" shows poor gold values and is located on a rather precipitous slope which dictates that drilling at a later date would be difficult. Trenching should not be considered at this time.

Vein "E" is similar to Vein D and is of low priority at this time.

The reconnaissance work checking out the proposed access road was carried out over the Vi #1 , Vi #2, Pro, Fit and Prospects claim while the appraisal of the veins was carried out on the Vi claims and the adjoining Pro claim.

Subsequent to the preliminary reconnaissance trip described above, trenching of the 'A' and 'C' veins was carried out followed by the taking of 60 chip samples. Seven days were spent on this job with drilling and blasting with twenty-two trenches excavated between depths of 1.0 and 3.0 meters. (see assessment report on the Good, Much, Pro, And, Fit, Prospects and Dar claims).

COST STATEMENT

1) D. Fennings -July 27, 28 & 29, 1983 -
3 days @ \$100/day \$300.00

2) Truck Rental - 200 miles @ 30¢ per mile 60.00

3) Camp costs - 2 days at \$33/day, 1 day @ \$34..... 100.00

Total = \$460.00

Respectfully submitted,

R. W. Phendler
R. W. Phendler, P. Eng.

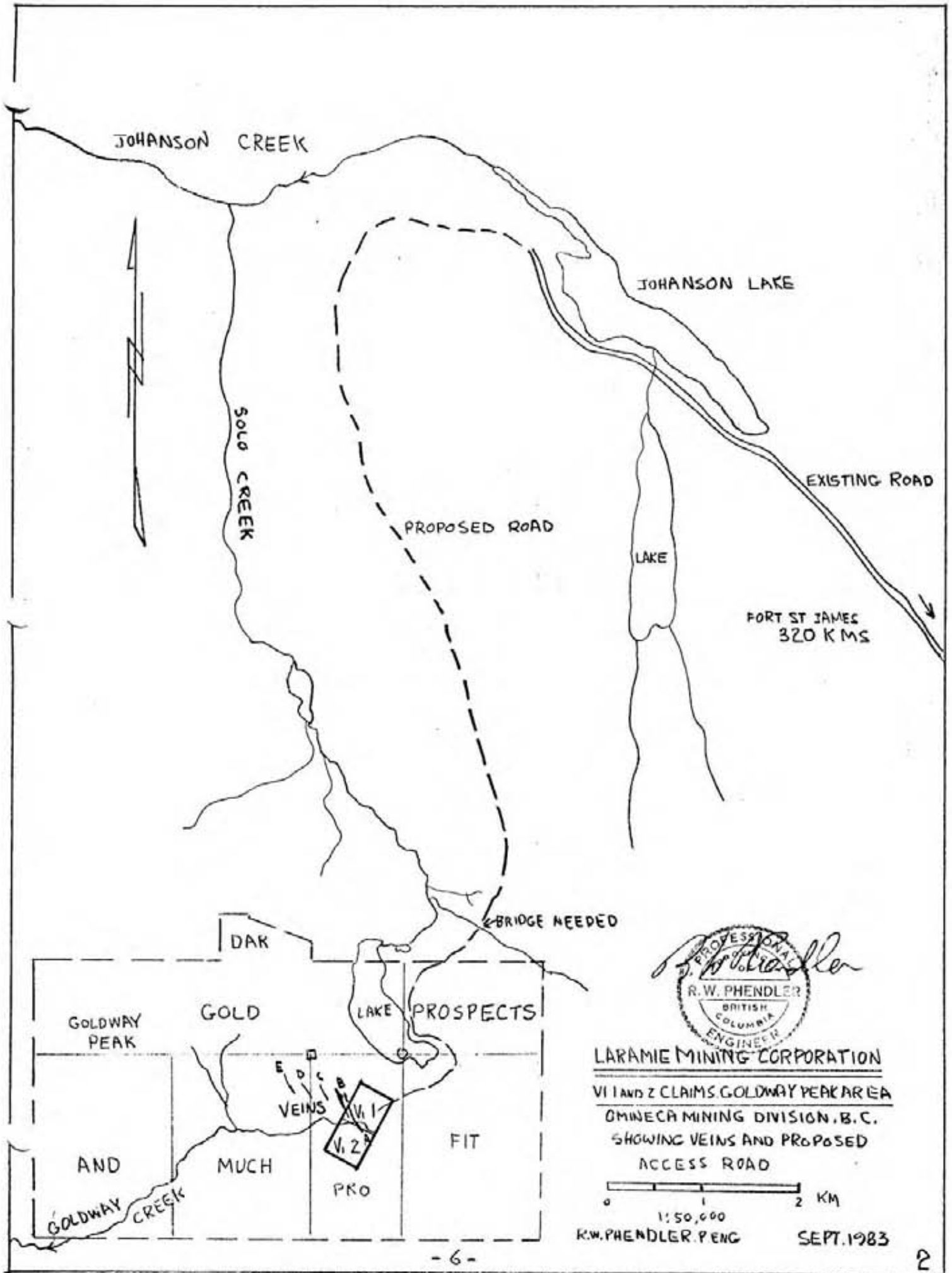


AUTHOR'S QUALIFICATIONS

I, R.W. PHENDLER, of 7360 Decourcy Crescent, in the Municipality of Richmond, in the Province of British Columbia hereby certify as follows:

- 1) THAT I am a registered member of the Association of Professional Engineers of British Columbia - #4421.
- 2) THAT I am a graduate of McGill University, Montreal, with a Bachelor of Science degree in Geology.
- 3) THAT I have practiced my profession as geologist continuously for the past 29 years.
- 4) THAT I have no interest in the Goldway Peak Property nor do I own any shares of Laramie Mining Corporation.
- 5) THAT I am consultant geologist on the Goldway Peak property and recommended, initiated, directed and monitored the current exploration program thereon.
- 6) THAT I hereby consent to the publication of this report.

R. W. Phendler
R. W. Phendler, P. Eng.
A circular professional seal for R. W. Phendler, a Professional Engineer in British Columbia. The seal contains the text: "PROFESSIONAL ENGINEER", "R. W. PHENDLER", and "BRITISH COLUMBIA".



JOHANSON CREEK

JOHANSON LAKE

SOLO CREEK

PROPOSED ROAD

EXISTING ROAD

LAKE

FORT ST JAMES
320 KMS

BRIDGE NEEDED

DAK

GOLDWAY
PEAK

GOLD

LAKE PROSPECTS

AND

MUCH

FIT

GOLDWAY
CREEK

E
D
C
B

V.1
V.2

PRO



LARAMIE MINING CORPORATION

VI AND Z CLAIMS GOLDWAY PEAK AREA

OMINECA MINING DIVISION, B.C.

SHOWING VEINS AND PROPOSED
ACCESS ROAD

0 1 2 KM

1:50,000

K.W. PHENDLER, P. ENG.

SEPT. 1983