

PHYSICAL AND GEOLOGICAL

ASSESSMENT WORK REPORT

**PROSPER GROUP INCL:
BES, BEC, BROOKLYN, BAT, BEN CLAIMS**

**Alberni Mining Division
NTS Location 92F/5E & W
Latitude 49° 24'N
Longitude: 125° 45'W**

**CLAIMS OWNER:
CANAMCO RESOURCES LTD.**

**OPERATOR:
CANAMCO RESOURCES LTD.**

**CONSULTANTS:
ADTEC MINING CONSULTANTS INCORPORATED**

**AUTHOR:
Wayne M. Ash, P. Eng.**

**GEOLOGICAL BRANCH
ASSESSMENT REPORT**

Date:

July 19, 1985

13,571

- i -

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I. INTRODUCTION

1. Location

The "Prosper" claim group is located 29.5 km N.N.E. of Tofino, on Vancouver Island, B.C., in the Alberni Mining Division on Mineral Claims Maps M92F/5E & W. Specific location is 49° 24' North, 49° 15' West. The elevation of the lower "Prosper" adit is approximately 100 metres a.s.l., or 80 meters above the river level (see Figures 1, 2, & 3).

2. Access

Several modes of access are available. The property has 3 helicopter landing sites, including one at the main camp, across the Bedwell River approximately 700 meters west of the minesite, one within 50 meters of the lower portal, able to handle a Hughes 500 helicopter, and one along the east bank of the Bedwell, in low water capable of handling a Ranger 206 helicopter.

The second access is by road and water. Access to the head of Bedwell Sound, from Tofino may be gained by boat or floatplane. An old logging road along the west side of the Bedwell River, partially overgrown, and with bridges in general state of disrepair, connects with the main campsite. A boat or rubber dinghy is required to cross the river at the cabin (see Figures 2 & 3).

An old logging road, beginning across the river from the cabin, and some 50 meters upstream, connects with the portal in a circuitous path some 1,000 meters in length. At present the main access road is able to take hikers or small trail bikes.

3. Property

The property consists of the following claims:

<u>Claim Name</u>	<u>Record No.</u>	<u>Units</u>
Bec	24 (6)	3
Bes	43 (9)	3
Brooklyn (1701)	1156 (1)	1
Bat	215 - 218 (6)	4
Ben	233 - 236 (7)	4
		<hr/> 15 units

The property embraces several known veins and workings including the Prosper vein, upon which two adits plus trenches have been excavated, the Isob vein upon which a single adit plus trenches have been excavated, two other veins on which trenching has been conducted, and the old Avon (or Castle) workings on which fairly extensive shaft sinking, tunneling and trenching was done on several deposits (see Figure 4).

4. History

The history of the present property dates back to before the turn of the century.

Contact metasomatic copper-magnetite deposits on the "Castle" claim were developed between 1898 and 1900 by shafts and drifts. In addition, at least two quartz veins were found and trenched showing values in gold. This claim was restaked in 1938 under the number "Avon" and more recently as the "Ben" claim.

However, the subject of this report revolves more around the Prosper vein. The "Prosper" and "Isob" veins were originally developed about 1903 under the name Pakeha. At that time, a short (10 m) adit was driven on the "Isob" vein and a 10 meter adit (which eventually became the lower Prosper Adit) was driven on the "Prosper" vein. Both these veins are presently located on the Bes #2 unit.

In 1938 the old Pakeha was restaked under the name "Prosper" by a group including Walter Guppy, who still retains an interest in the property. Between 1938 and 1941, the group developed the claim by trenching along strike on each vein at intervals for approximately 150 meters. Two other veins, located several hundred feet south of the Prosper vein were also discovered and trenched. In 1941 an adit was begun on the Prosper vein, some 40 meters in elevation above the old Pakeha adit. Samples were taken to Bralorne's Buccaneer mine several miles away. The assay showed 7 oz. Au/ton and Bralorne Mines Ltd. optioned the property on a 15% royalty on net profits. In 1941, and 1942, Bralorne advanced the upper adit to a distance of 120 feet (36.6 m) from the portal, sunk a winze some 30 feet (9.1 m) in depth and began overhand and underhand stoping on the vein. One hundred tons of this ore, averaging 2.18 oz Au/ton, was shipped to the Buccaneer mill. Mining was suddenly halted in mid-1942 due to the wartime labour shortage, at which time the Buccaneer mill was dismantled and hauled to Hedley. In 1947, the Prosper Gold Mining Syndicate optioned the property and in

1947 extended the old Pakeha (Lower) adit to 128 meters (420 ft). In addition, they drove a 10 meter (33 ft) raise on-vein and bagged about 5 tons of ore grading 2.68 oz. Au/ton. Due to lack of funds they closed operation in July, 1947.

In 1981, the property was sold to Canamco Resources Ltd., the present holder of the group and in that year, Steve Fagen & Associates rehabilitated the Prosper and Isob mine workings, rehabilitated old trenches and extended the veins with new on-site trenches. This was immediately followed by an inspection and report written by D.W. Tully, P. Eng.

In 1985 preparation for drilling has been done by Adtec Mining Consultants Inc.

5. Economic Potential

The Prosper mine appears to contain, as developed to date, at least 1,000 tons of mineral reserves grading approximately 2.0 oz. Au/ton over widths of approximately 0.6m^{Ho.}. The purpose of the future drill program will be to extend these mineral reserves to depth. In addition, the 550 tons of broken development muck from the upper level may average between 0.40 and 0.60 oz. Au/ton.

6. Purpose of Assessment Work

The assessment work done by Adtec Mining Consultants Inc. in 1985 to date was conducted with several purposes in mind. The major purpose was to evaluate the property from a view point of what specific development work could be done, which would most enhance the property with respect to the limited funds available. In 1981, diamond drilling was proposed but the recommendations were rather vague, and not specific enough.

The second purpose was to evaluate the property as a whole to determine its production potential. In order to do this, an on-site inspection of potential access, road grades, mine conditions, etc., was crucial.

No plan of the workings, other than sketches of gross generality, were available. The initial on-site investigation conducted at the beginning of June, showed that the

sketches had absolutely no scale. Therefore, it was deemed logical that prior to diamond drilling, physical and geological mapping would have to be done, with enough accuracy such that estimations of drill target co-ordinates and drill hole lengths could be assessed.

During the first visit it was found unexpectedly that the sketch plans available had no real scale. The engineers conducted as much of the evaluation that was possible, within the time limit available, but it was obvious that more advance work was necessary. In consequence, a second visit, to survey and geologically map the lower level, tie in the upper and lower workings, and establish a drill site, was necessary.

II. SPECIFIC WORK CONDUCTED

A. Trip No. 1

1. Helicopter Landing Pads

Two pads were brushed out of adequate size to allow for a Hughes 500 helicopter to unload the drilling equipment, fuel etc., near the drill-site, and to allow for unloading camp gear and food adjacent to the old cabin. This task took approximately 4-man hours.

2. Evaluation of Access Road

A 4.8 kilometer trip to the head of Bedwell Sound was conducted. Brush and fallen trees were cleared from the access road to allow for future trail bike access. The bridge crossing the tidal channel, located some 1,000 meters from the head of Bedwell Sound, was found to be gone. Crossing by vehicles was found to be possible during periods of low tide only. On high tides the channel was found to contain up to 5 feet of water.

A bridge, across an intermittent creek located some 3.5 km up from the Sound, was in a poor condition. Without repairs, no vehicles can cross this bridge. A ford can be put across either upstream or downstream by bulldozer.

At approximately 2.5 km up from the Sound, the road lay immediately adjacent to the Bedwell River, but the roadway has been badly eroded by the river. In order to allow 4-wheel passage, a new roadway will have to be bulldozed around for a distance of 300 meters.

3. Upper Adit Work

a) Potential Value of Dump Material

A longitudinal outline of the upper adit was surveyed in order to determine the quantity of ore mined from the adit (see Figure 6). Using published shipments as a base, the broken muck in the upper adit and on the upper adit dump should approximate 550 tons grading between 0.4 and 0.6 oz. Au/ton.

**Estimate of
Tonnage of Muck
Removed from Upper Adit
(All distances measured in metres)**

<u>Location</u>	<u>Length</u>	<u>Av. Width</u>	<u>Av. Height</u>
Upper Drift and Above	5.03	1.10	1.89
" "	1.52	1.07	2.47
" "	2.59	1.16	3.08
" "	2.38	1.28	3.32
" "	3.93	1.58	3.63
" "	3.96	1.31	2.44
" "	1.83	1.16	2.83
" "	4.57	1.31	4.33
" "	10.42	2.57	2.19
Winze	7.01	1.40	5.18
Winze	6.10	1.16	3.05

Tonnage (short tons based on Tonnage factor of 12.0) = 649 tons, say 650 tons.

Ore mined based on vein width measured by Adtec = 267 tons.

Recorded production is 100 tons of 2.18 oz. Au/ton.

The tonnage recorded was obviously a generality published by Bralorne Mines Ltd. The assay of 2.18 oz./ton coincidentally is precisely the same as that averaged by Bralorne on their 1942 map, (see Figure 7) is simply a general estimate. However, both should be fairly close.

During the initial visit, it was noted that the broken muck, both inside and outside the portal, contained a good deal of mineralized quartz. Using Bralorne's production figures, the gold left, based on 2.0 oz./ton for the vein, should amount to:

$$(267 - 100) \times 2.0 = 334 \text{ oz.}$$

The tonnage on the dump should equal:

$$(650 - 100) = 550 \text{ tons}$$

The dump should, therefore, contain 550 tons grading 0.87 oz. Au/ton. The computed grade is considered by the author as likely being too high. However, a grade of 0.40 to 0.60 oz. Au/ton is a good possibility.

b) Bulk Sampling

The author took 4 bulk samples (approximately 45 kg) from four locations in the upper adit. The samples were taken over a width greater than vein width to what the author considered a likely mining width. These were sent to Vancouver for assay and have been stored for metallurgical studies. Each sample was comprised of at least 4 chip samples taken across the structure, to include wall rock which would be expected to be taken with the vein material during mining. These may therefore be considered as being diluted. The samples taken were measured from the adit entrance as follows:

<u>Sample</u>	<u>Location</u>		<u>Length</u>	<u>Avg.</u>	<u>Assay</u>
	<u>From Adit Entrance (m)</u>	<u>To</u>			
	<u>From</u>		<u>(m)</u>	<u>(m)</u>	<u>oz Au/ton</u>
27901	4.88	6.40	1.52	0.88	0.524
27902	6.40	8.84	2.44	0.85	1.226
27903	8.84	11.58	2.74	0.94	2.754
27904	17.07	18.90	1.83	0.76	0.666

These are shown on the upper adit longitudinal section (Figure 6).

Bralorne Mines Ltd. conducted a sampling program in 1942. The results are shown in Figure 7 and are tabulated below. It is shown that values are high, but extremely erratic. Due to the high grade nature of the general vein material, it is expected that the ore contains significant coarse gold. In consequence, while the assays do confirm the high grade nature, they cannot be considered as totally accurate, but are considered adequate for metallurgical test purposes.

The sampling required 4 man-hours of labour.

c) Winze Dewatering

In order to sample the faces of the winze, the winze had to be entirely dewatered. Ten man hours were spent in dewatering to a depth of 17 feet. It was found that the winze was larger than anticipated and that in order to complete the sampling job planking was required for a staging. As this was not available, no sampling of the winze was undertaken.

d) Vein Dips

The vein dips were determined and plotted for the entire upper adit drift length. As greatest widths and ore-grades have generally been at the junction of the HW and FW veins, the expected location of the junction for the area below the upper adit, was projected (see Figure 6). The results indicate that the junction will plunge downward and to the east at a shallow angle (assuming there is no change in dip between the adit sill and the junction (which is an unlikely scenario)), and may actually come back up if the two veins re-intersect. The task of mapping the dips, projecting them etc. took 3 man-hours.

4. Evaluation of River Crossings

One convenient ford, located some 300 meters downstream from the camp, is available for fording a bulldozer through, in low water, in summer months. Maximum depth of this ford is 0.6 meters. The river at this point contains cobbles to approximately 0.4 meters in diameter. A bulldozer would be required to prepare a millsite and tailings pond, as well as for upgrading the road between the river and adit if production is anticipated.

Supplies would have to be ferried across the river either on suspension cable or by ferrying. A good location was located some 100 meters upstream from the camp and was used with a suspension cable in the 1940's.

5. Potential Mill Sites

The best location for a tailings pond is situated on the west side of the river, just south of the camp. However, within 300 meters of the lower adit several others satisfactory pond sites may be located on the east side of the river, so long as the tonnage milled does not exceed several thousand tons.

B. Trip No. 2

The entire lower adit was surveyed, topped, and geologically mapped. As the volcanics were rather massive, only the veins, and their dips required plotting.

The lower and upper workings were tied together by compass-tape survey, including the brushing out of survey lines. Both adits were found to be in excellent state of presentation. The vein and wallrocks are firm. The lower adit is completely tracked with 16 lbs. rail (18" gauge).

A diamond drill location was decided upon and the foresite, backsite and station were surveyed and plotted.

The entire project took 16 hours of on-site work. Transportation to and from the property was by car, ferry, Beaver aircraft, boat and foot.

No charges were made for travel other than out-of-pocket expenses.

All work during both trips was done on the Bes claim, but is to cover the assessment work on the entire claim group.

**Cost Breakdown for Statement of Exploration & Development
for Canamco Resources Ltd.
for the "Prosper" Group of Claims**

From June 3 to June 5 two engineers visited property for 3 days (including travel) to:

- a) Evaluate access
- b) Brush out helicopter pads
- c) Walk to head of Bedwell Sound in order to evaluate condition of old roadway and bridges to determine possible alternatives for physical development of property, brush out access roadway where necessary for future access to reduce access costs
- d) Dewater winze in upper adit
- e) Geologically map upper adit
- f) Take bulk samples of vein material for assay and future metallurgical studies (30 kg)
- g) Rehabilitate campsite, evaluate river crossings
- h) Evaluate potential mill sites, ore transportation systems

Costs:

Labour:	M.P. Dickson, P. Eng. 3 days (2 days charged to client @ \$350/day)	\$ 700.00
	W.M. Ash, P. Eng. 3 days (2 days charged to client @ \$350/day)	\$ 700.00
	Helicopter transportation (June 3, June 5) from Tofino (Long Beach Helicopters)	\$ 700.00
	Auto transportation: Vancouver to Tofino (Return)	\$ 108.00
	Ferry (Horseshoe Bay - Nanaimo, return)	\$ 46.00
	Dewatering Pipe (300 ft of 1 1/4" poly pipe) (left on site)	\$ 150.00
	Food	\$ 49.00
	Assaying (Crushing & Assaying 4 large samples for gold: Chemex Labs)	\$ 45.00

Phone calls (est.)	\$ 15.00
Total	<u>\$2,513.00</u>

Cost Breakdown:

	<u>Category</u>	<u>Cost</u>
1. Brush out access roadway, dewater winze	Physical	\$ 600
2. Evaluate access roads, river crossing, ore transport possibilities, potential mill sites	Prospecting	\$ 1,000
3. Geological mapping upper adit, bulk sampling, assaying	Geological	<u>\$ 900</u>
		<u>\$ 2,500</u>

A diamond drilling program has been outlined but due to the helicopter schedule, time was unavailable to continue on with the work. In consequence, W. Ash, P. Eng. plus 3 helpers returned June 30 to July 1 in order to:

- a) Survey the lower adit
- b) Geologically map the lower adit
- c) tie in (by compass and tape survey) the lower adit with the upper adit, including brushing out of the survey lines
- d) Line up a reference point from which diamond drilling could proceed, with due deliberation made to keep unit drilling costs to a minimum.

The costs included:

Labour: W. Ash, 2 days @ \$225/day	\$ 450.00
Cook plus helper charged out at total of	\$ 100.00
Map and Report (to come) (Est.)	\$ 700.00
Food	\$ 50.00
Ferry (to Nanaimo - return)	\$ 62.00
Auto transportation (Vancouver - Tofino - return)	\$ 108.00
Air transportation: Pacific Rim Airlines	<u>\$ 184.80</u>
	\$1,654.80

Cost Breakdown:

	<u>Category</u>	<u>Cost</u>
Total Productive on-site hours = 16		
1. Brush out and survey from Sta. "A" to Sta. "K" 6 hrs	Geological	\$ 620.00
2. Survey underground workings, tope, geological map, plot 10 hrs	Geological	<u>\$ 1,034.00</u>
		<u>\$ 1,654.00</u>
Total (by Category)	Physical	\$ 600
	Prospecting	\$ 1,000
	Geological	<u>\$ 2,550</u>
		<u>\$ 4,150</u>

Submitted by
Adtec Mining Consultants Inc.


Wayne M. Ash, P. Eng.

July 4, 1985

CERTIFICATE OF QUALIFICATION

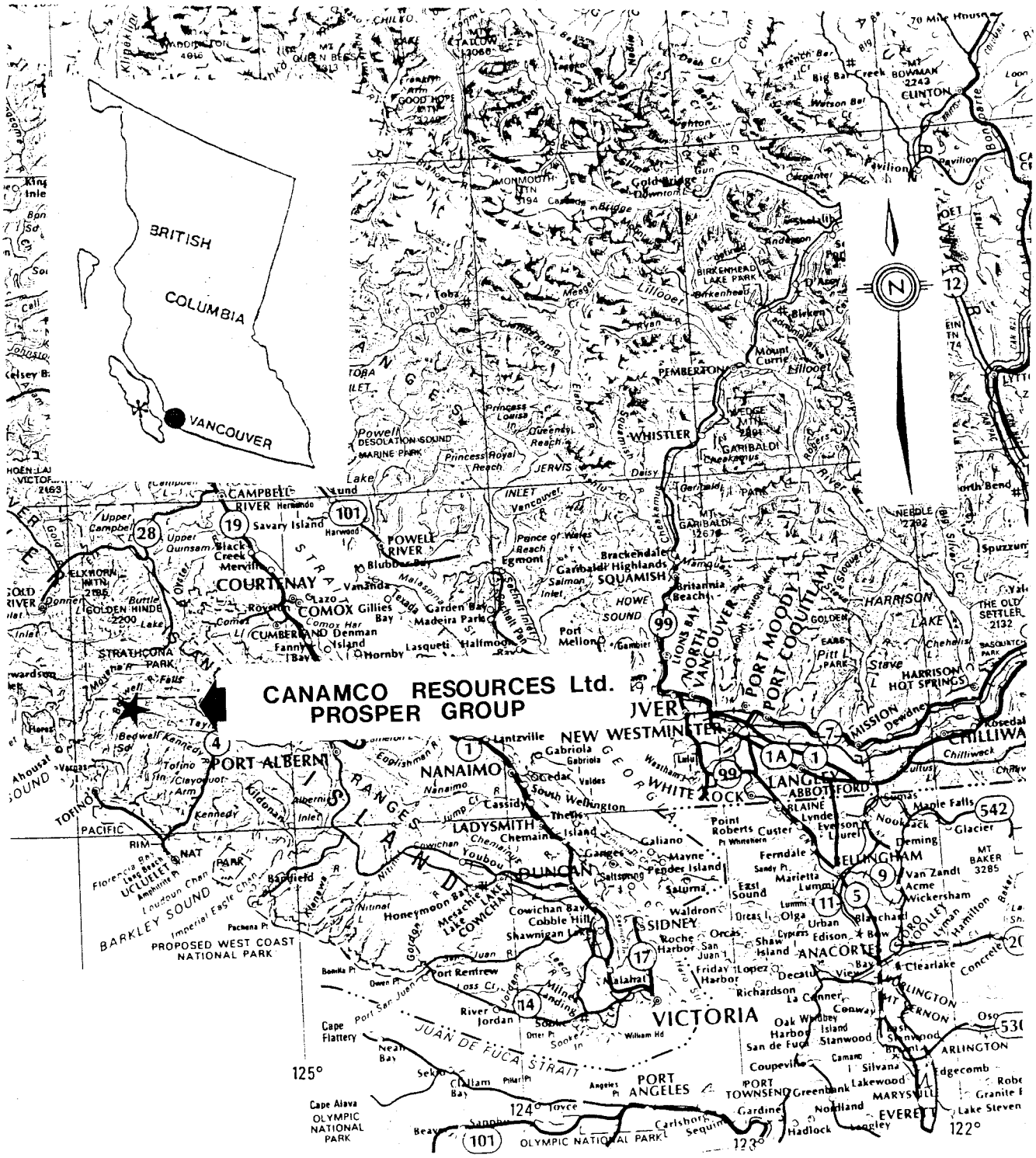
I, Wayne M. Ash, P. Eng., of #401 - 1765 Duchess Street, West Vancouver, in the Province of British Columbia, hereby certify as follows:

1. I am a graduate of the Haileybury School of Mines, (Ontario) and Michigan Technological University, and hold a Bachelor of Science degree in Mining Engineering.
2. I have been a member of the Association of Professional Engineers of British Columbia since 1971 (Certificate No. 7940) and have been directly involved in the mining industry for the past 25 years.
3. I have no interest, either directly or indirectly in the Prosper group of claims, or in any securities or property of Canamco Resources Ltd., nor do I expect to receive any.
4. I inspected and worked on the Prosper group of claims between June 3rd and June 5th, 1985, and June 30th and July 1st, 1985.

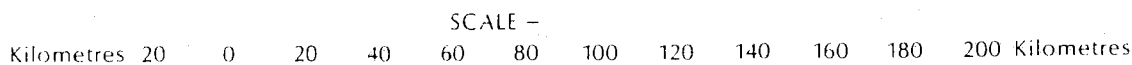
Dated at Vancouver, British Columbia, this 18th day of July, 1985.



Wayne M. Ash, P. Eng.

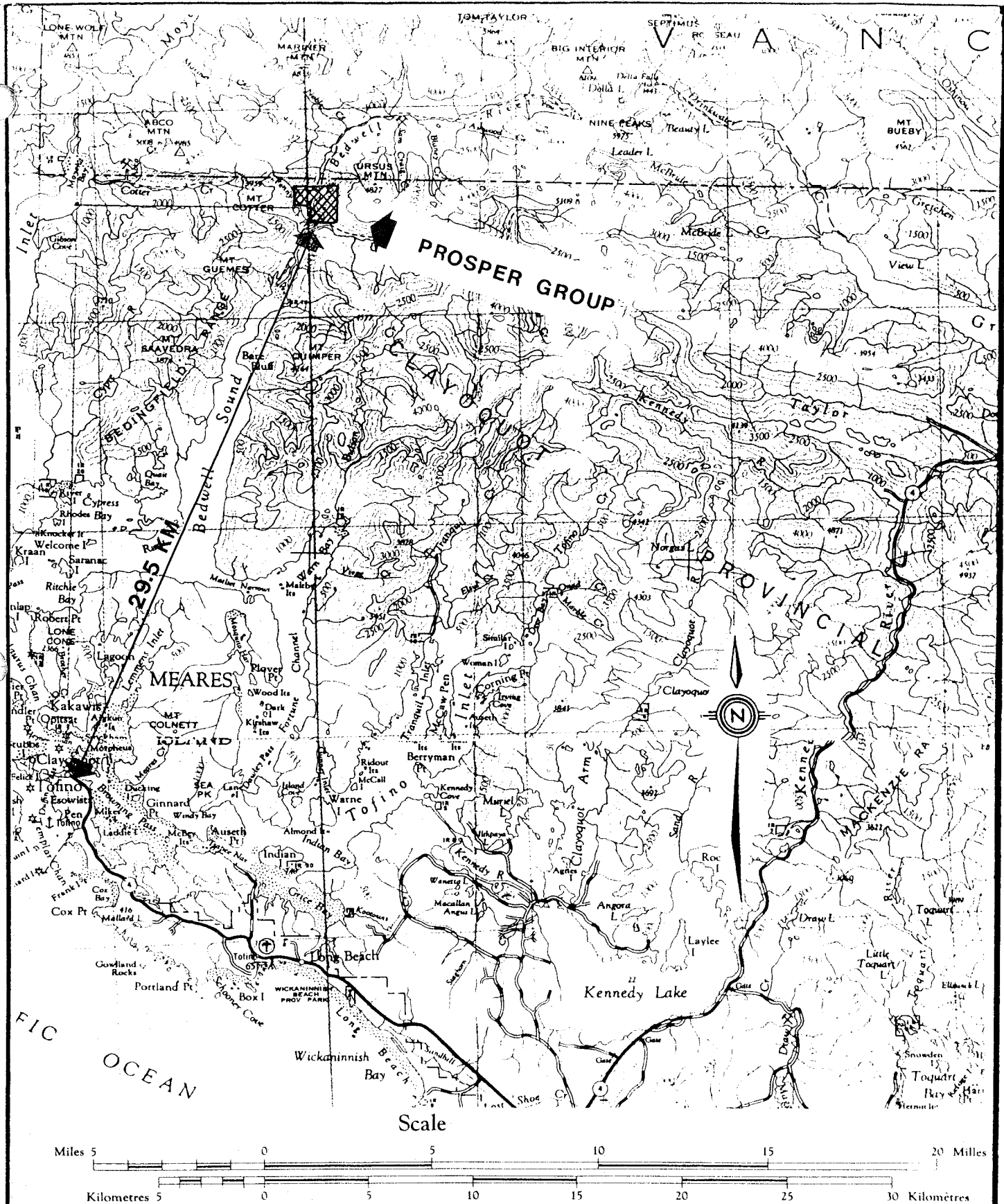


**CANAMCO RESOURCES Ltd.
PROSPER GROUP**



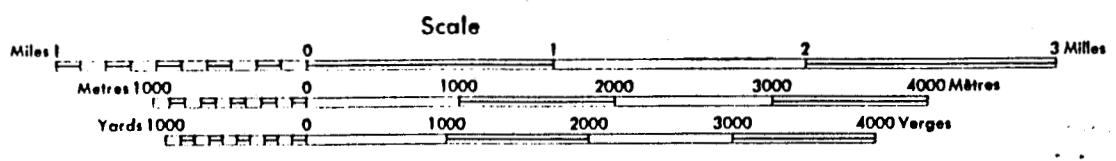
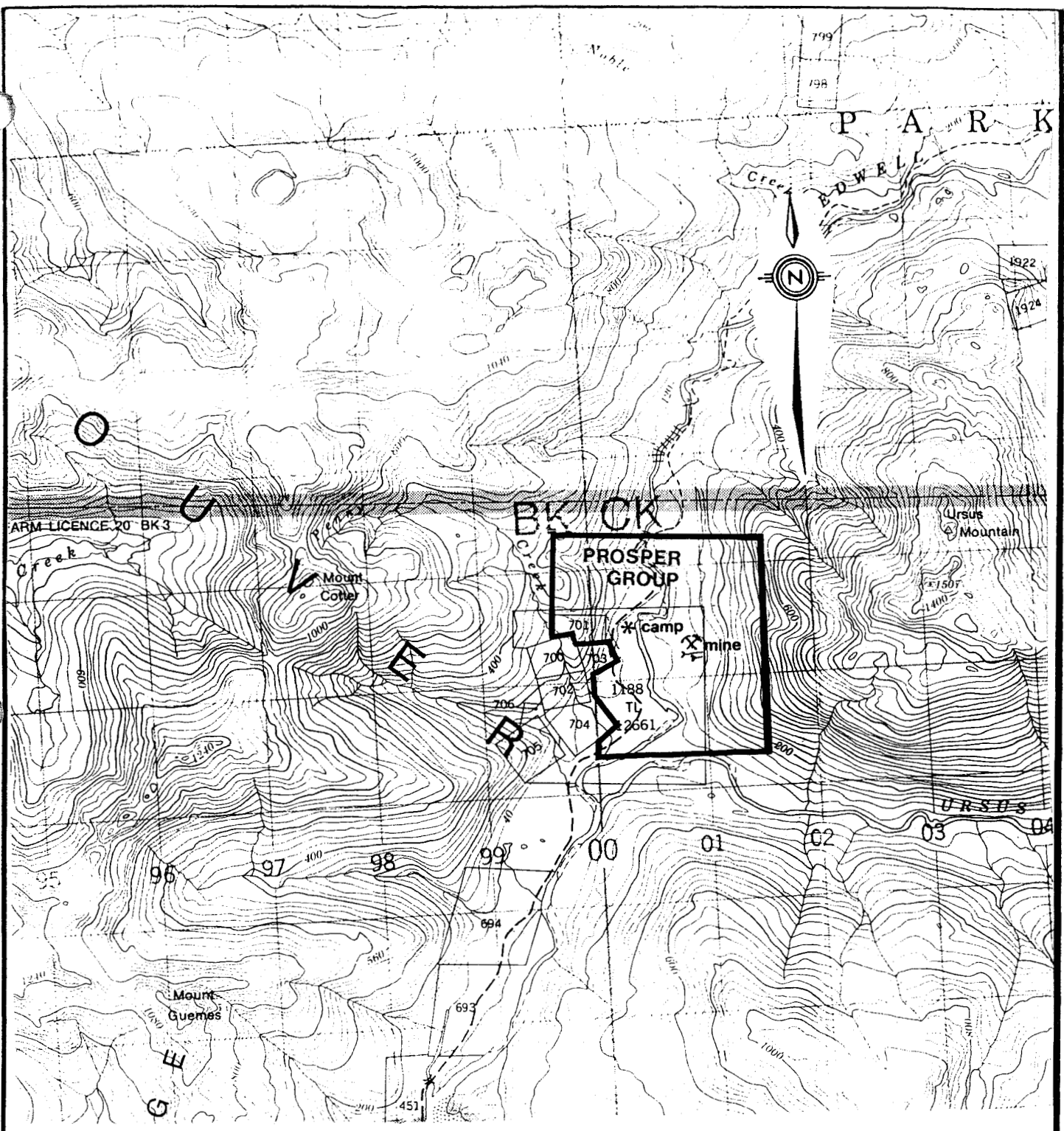
James D. Cook
APPROVED
ADTEC MINING CONSULTANTS INCORPORATED
811-843 GRANVILLE ST. VANCOUVER, B.C. V6C 1K8

CLIENT	CANAMCO RESOURCES Ltd.		
PROPERTY	PROSPER GROUP		
PROPERTY LOCATION			
SCALE	DATE	DRG. NO.	
AS SHOWN	7/19/85	1	
	DR	TJA	



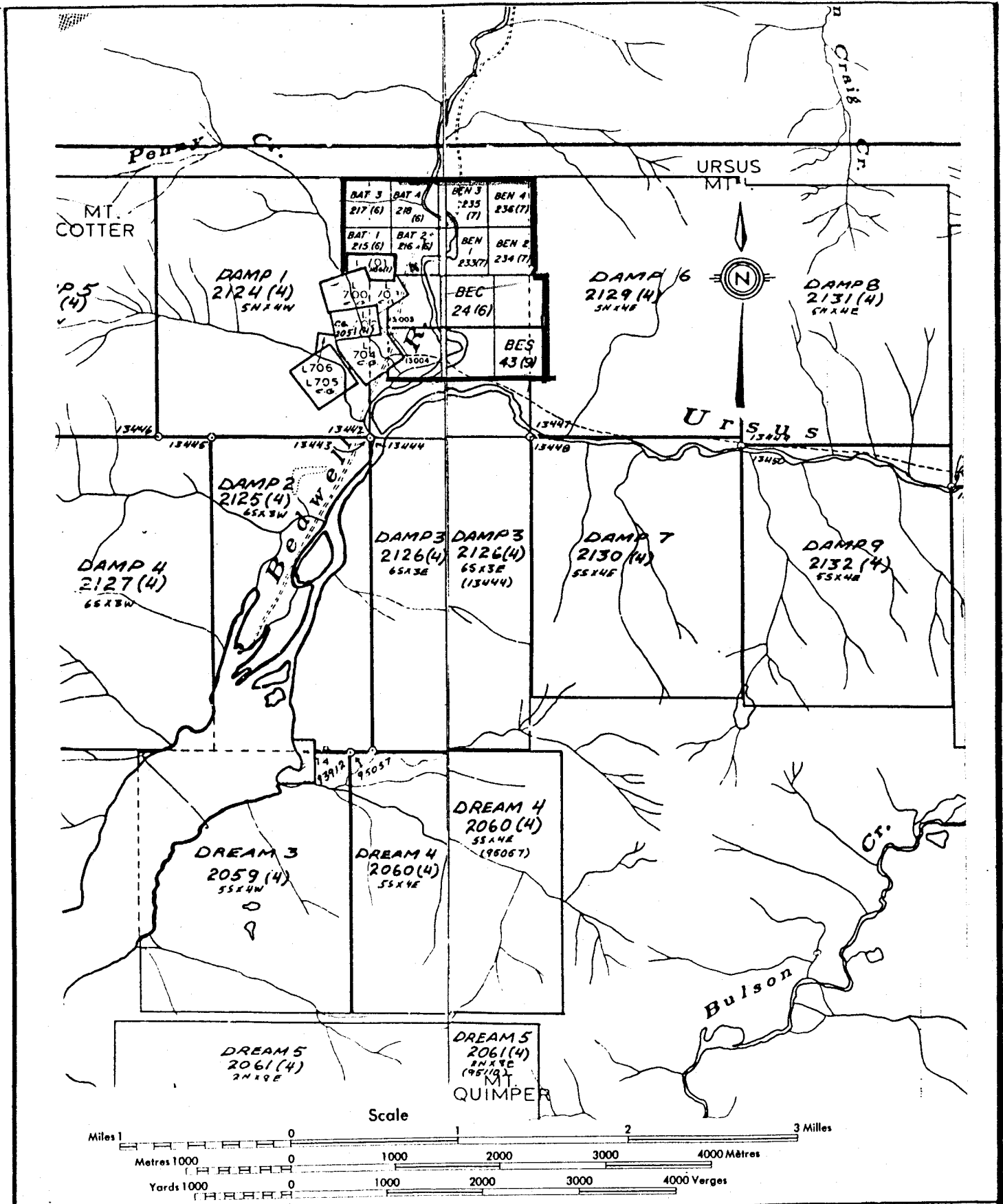
APPROVED: *James M. Carl*
ADTEC MINING CONSULTANTS INCORPORATED
 811-843 GRANVILLE ST., VANCOUVER, B.C., V6C 1K8

CLIENT	CANAMCO RESOURCES Ltd.		
PROPERTY	PROSPER GROUP		
PROPERTY LOCATION			
SCALE:	as above	DATE	7/19/85
		DR	TJA
		DRGNO	2



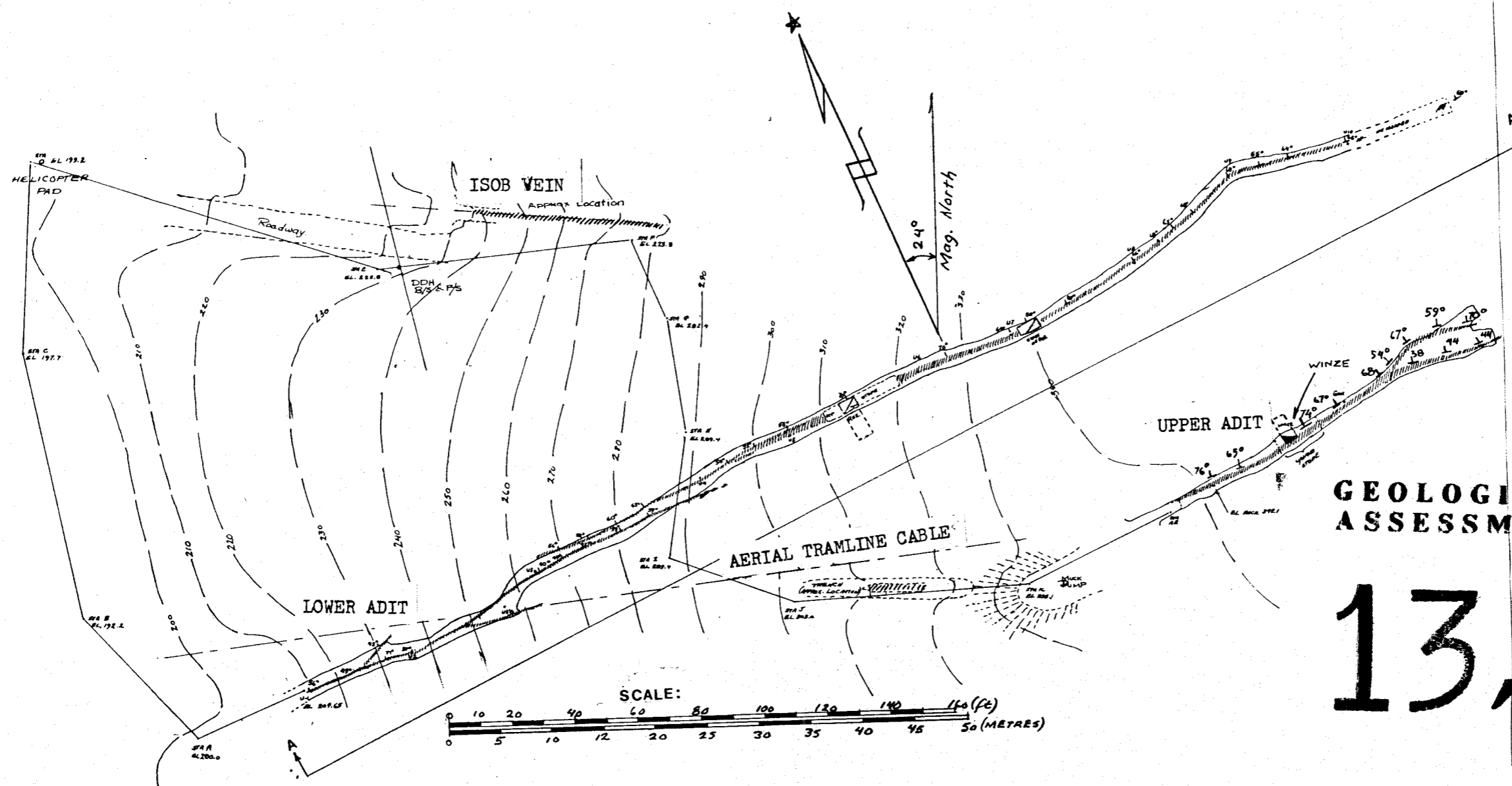
APPROVED: *Jayne D. Ash*
 ADTEC MINING CONSULTANTS INCORPORATED
 811-843 GRANVILLE ST., VANCOUVER, B.C., V6C 1K8

CLIENT	CANAMCO RESOURCES Ltd.		
PROPERTY	PROSPER GROUP		
CLAIMS LOCATION AND GENERAL TOPOGRAPHY			
SCALE	as shown	DATE	7/19/85
		DR.	TJA
		DRG. NO.	3



APPROVED: *Haynes & Co.*
ADTEC MINING CONSULTANTS INCORPORATED
 811-842 GRANVILLE ST., VANCOUVER, B.C., V6C 1K8

CLIENT: CANAMCO RESOURCES Ltd.		
PROPERTY: PROSPER GROUP		
CLAIMS MAP		
SCALE: as above	DATE: 7/19/85	DRGNO: 4
	OR: TJA	



**GEOLOGICAL BRANCH
ASSESSMENT REPORT**

13,571

LEGEND

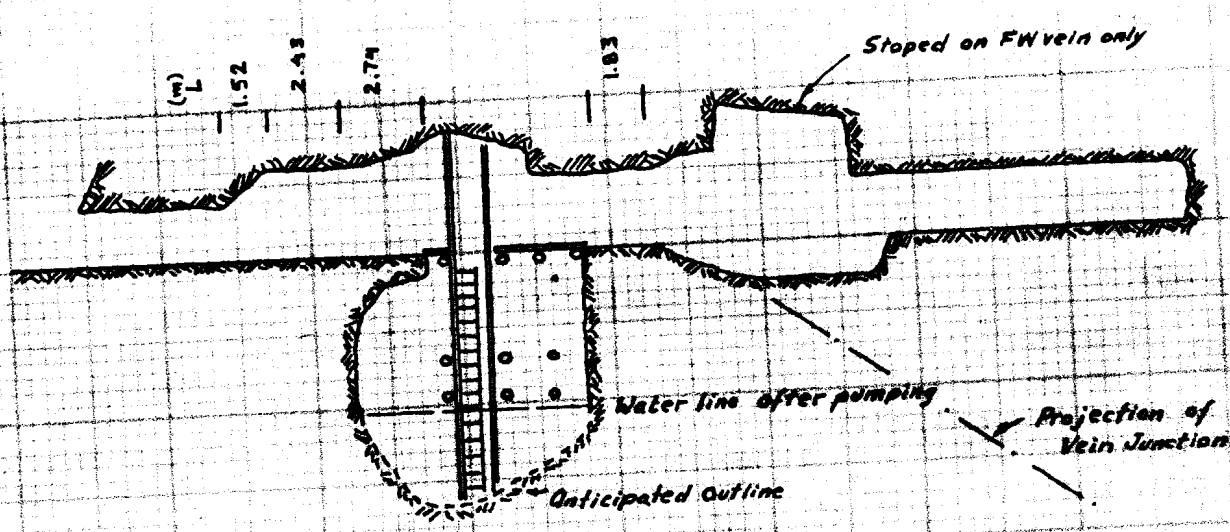
- Vein
- Elev. contours (in feet) (approx.)

James N. Cook

APPROVED:
ADTEC MINING CONSULTANTS INCORPORATED
811-643 GRANVILLE ST., VANCOUVER, B.C., V6C 1S8

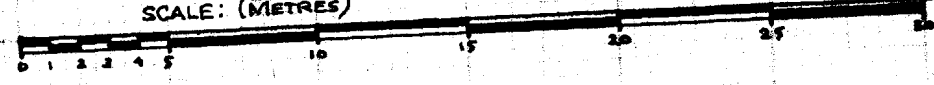
CLIENT: CANAMCO RESOURCES LTD	
PROPERTY: PROSPER MINE	
PLAN: Composite of Mine Workings	
SCALE: as shown	DATE: July 15/85 DR: Wd.
	ORG. NO.: 5

(m) L	1.52	2.43	2.74	1.83	0.76	0.66
(m) Δv.w.	0.88	0.85	0.94			
Area m ² /ft	0.524	1.226	2.754			



LONGITUDINAL SECTION
UPPER ADIT
PROSPER VEIN (Facing North)

SCALE: (METRES)



Handwritten signature: Stephen M. Cook

APPROVED:
ADTEC MINING CONSULTANTS INCORPORATED
811-843 GRANVILLE ST., VANCOUVER, B.C., V6C 1K8

CLIENT: CANAMCO RESOURCES Ltd.	
PROPERTY: PROSPER GROUP	
LONGITUDINAL SECTION Upper Adit: Prosper Vein	
SCALE: As Shown	DATE: 7/19/85 DR: TJA
	DRG. NO. 6

Face Samples

Bottom Top Average Face

	1.50' - 84		1.50' - 84 ^x	
			1.70' - 3.52	
			1.75' - 4.76	
	1.58' - 6.02		1.41' - 3.61	
	1.42' - 7.16		1.29' - 4.00	
	0.50' - 4.94		1.00' - 2.44	
	0.75' - .72		1.20' - .61	
	1.25' - .78		1.58' - 5.32	
	1.75' - .42		2.00' - 2.07	
	1.60' - .36		1.60' - 4.58	
	2.00' - 4.50		2.00' - 3.74	
	2.20' - 1.14		2.20' - 1.24	
	2.40' - 1.30		2.40' - 3.28	
	2.40' - 1.99		2.40' - 0.98	
	2.20' - 1.96		2.20' - 2.80	
	2.20' - 1.72		1.35' - .82	
	1.60' - 2.82		1.20' - 1.02	
	1.60' - 1.84		1.20' - 1.24	
	1.68' - .22		1.00' - .52	
	1.60' - .22		1.00' - .68	
	1.20' - .28		1.00' - 1.08	
	.66' - .76		.60' - .34	
			.83' - .26	
	0.25' - .68		.75' - 1.84	
			1.20' - 6.20	
	1.25' - 1.80		1.60' - 4.04	
	2.75' - 3.96		1.50' - 1.28	
			2.75' - 3.96	
	3.66' - 1.28		3.00' - 2.82	
	4.00' - 5.26		3.50' - 3.26	
	3.75' - .72		3.75' - 2.38	
	4.00' - .82		3.75' - 1.56	
	2.2' - 1.14		3.75' - 1.14	
	2.3' - 1.80		4.00' - 1.32	
	2.75' - 1.82		4.00' - 1.07	
	2.5' - 1.98		1.5' - 1.72	
	3.0' - 1.55		1.4' - .52	
	1.0' - 2.24		1.2' - .98	
	1.2' - .24		1.2' - .73	
	1.0' - 1.12			

L = 40'
W = 1.76'
A = 2.53 oz/ton

L = 10'
W = 1.04
A = 0.42 oz/ton

L = 18'
W = 2.84'
A = 2.60 oz/ton

<u>F.W. Vein</u>	<u>H.W. Vein</u>
L = 14'	L = 8'
W = 1.70	W = 1.30'
A = 1.53	A = 1.00

L = 84'
W = 1.85'
A = 2.18 oz

WINZE

Mar. 1st/42

April 1st/42

REPRINT OF DRAWING
BELIEVED OF BRALORNE
MINES LTD. S.M.A.

DWG. 7

PROSPER MINE
Assay Plan - Upper Tunnel
Scale 1" = 10'
MAR. 14th 1942
FIG. 7

**GEOLOGICAL BRANCH
ASSESSMENT REPORT**

13,271

Joseph M. Call