Geophysical Report

Strata and Form Mineral Claims
Fort Steele Mining Division, B.C.
NTS 82G/5
Latitude 49°25'N, Longitude 115°45'E

Report by: G.Rodgers, P.Eng.
P.O. Box 63,
Skookumchuck, B.C. V0B 2E0

For: Abitibi Mining Corp. (Operator)
1000 - 675 W.Hastings St.
Vancouver. B.C. V6B 1N2

Owners: M.Kennedy & P.Klewchuk

May 30, 1999

25,942

Summary

Approximately 1500 magnetometer readings were taken over an irregular grid and no mag high anomalies were indicated other than moderate increases due to gabbro sills or dikes.

Table of Contents

1.0 Introduction

1.1 Location and Access

The claims are located within 6km south of Cranbrook, B.C.. Terrain is relatively flat and sparsley wooded with many logged areas. Access is via a logging road which follows Peavine Creek and starts at the south end of the Cranbrook suburb known as "Hidden Valley" . .

1.2 History

The only mineral deposit of interest in the immediate area is the Vine vein located 1½km west of the Strataform claim boundary. Here approximately 250,000 tonnes has been defined of approximately 10% combined Pb & Zn but in addition, there are drill intersections that have a strataform character similar to the Sullivan Mine located 40km north- west.

1.3 Economic Assessment

The claims overlay stratigraphy thought to be prospective for base metal mineralization. The middle Aldridge Formation underlies the claims. This environment hosted the 160 million tonne Sullivan Pb,Zn,Ag deposit worth approximately $20billion. Base metal exploration on the claims has to date been minimal.

1.4 New Work Performed and Objectives

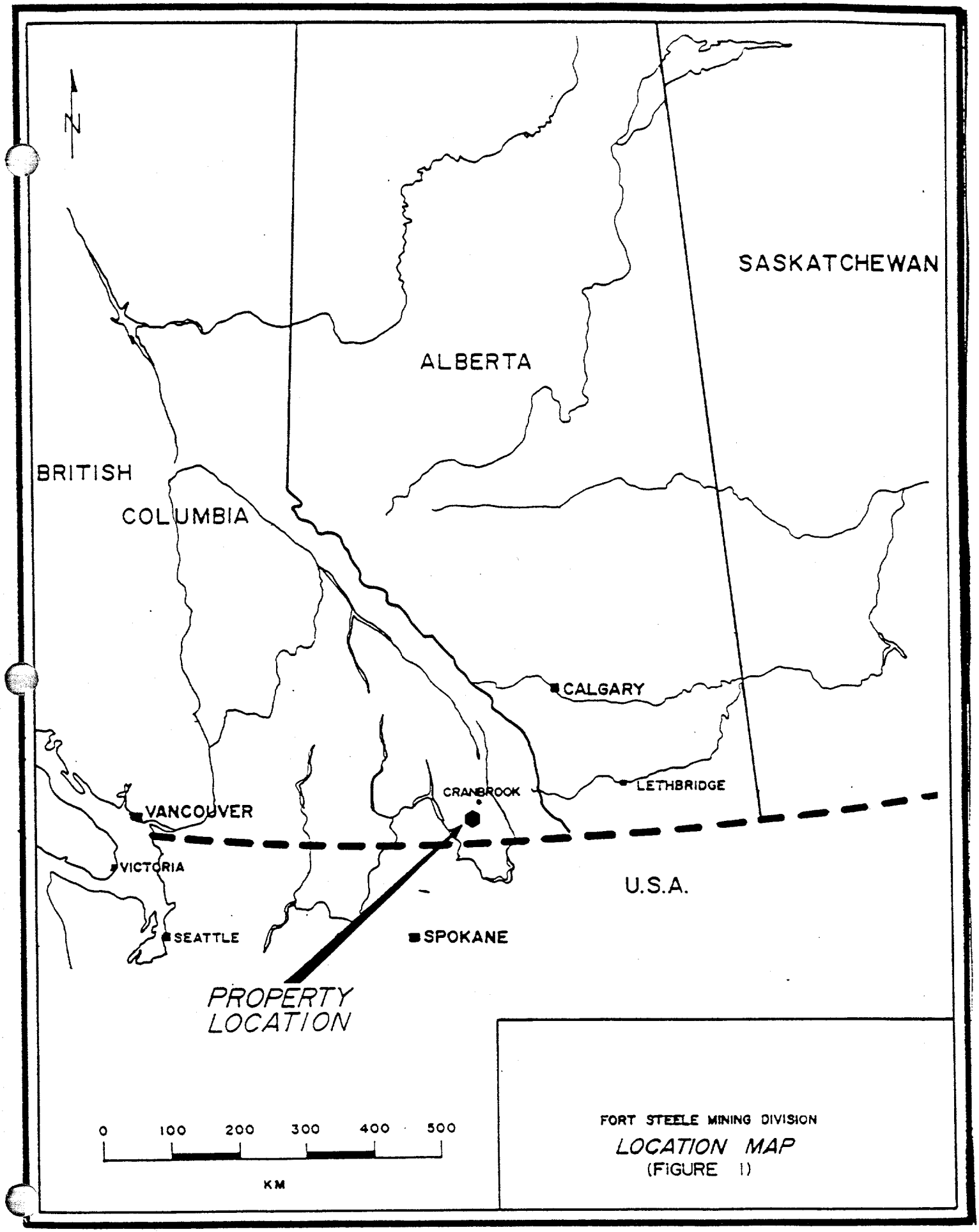
During 1999 magnetometer readings were taken. The objective was to see if any anomalous magnetometer readings might indicate a cross-cutting ("arching") gabbro similar to that at the Sullivan orebody.

1.5 Claim Status

The property consists of 43 units (all two post claims)

CLAIM NAME	RECORD #	EXPIRY
Strata 1	344574	Mar.13,2000
Strata 2	344575	" " "
Strata 3	344576	" " "
Strata 4	344577	Mar.13, 2007
Strata 5	344578	Mar.14,2000
Strata 6	344579	" " "
Strata 7-13	344580-344586	Mar.25,2000
Strata 14-19	344891-344896	Apr.1,2000
Form 1	344587	Mar.15,2000
Form 2	344588	" " "
Form 3	344589	Mar.15,2007

Cont'd.....(2)



FORT STEELE MINING DIVISION

LOCATION MAP

(FIGURE 1)

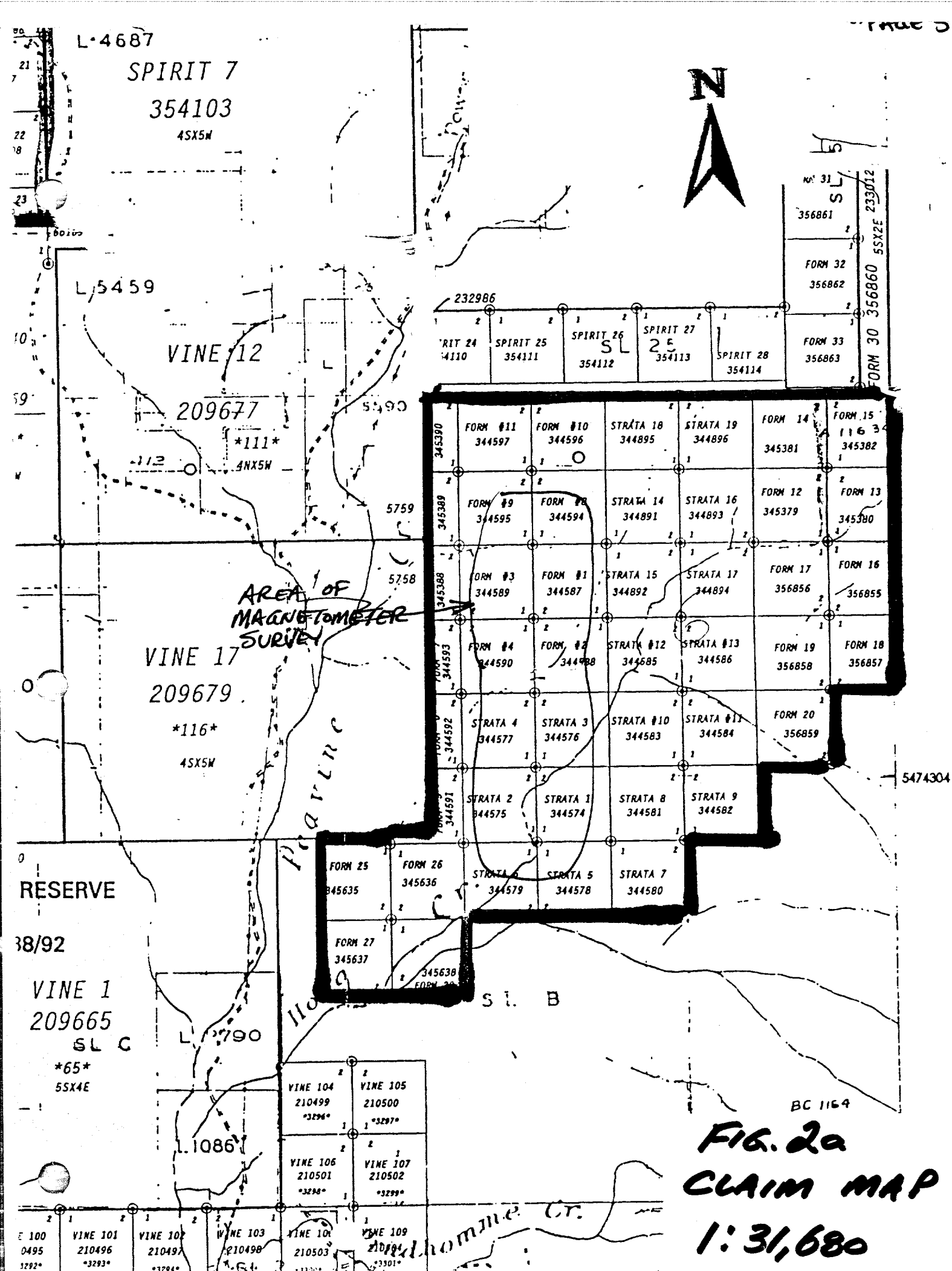


FIG. 2a
CLAIM MAP
1:31,680

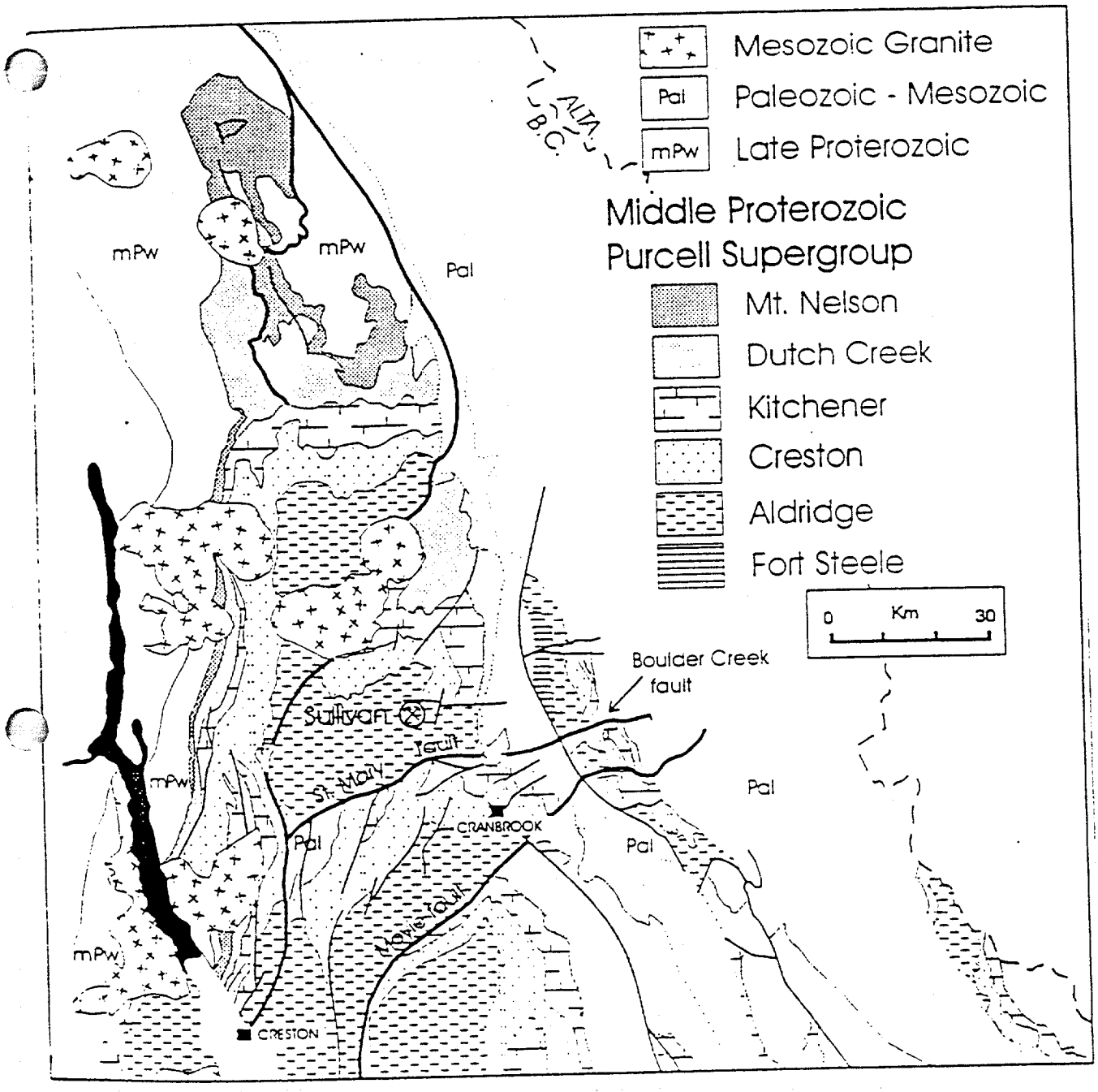


Figure 2b-Regional geology map of the Purcell Supergroup, Southeastern British Columbia.

Form 4	344590	Mar.15,2000
Form 5-7	344591-344593	Mar.19,2000
Form 8-9	344594-344595	Mar.27,2000
Form 10-11	344596-344597	Mar.28, 2000
Form 12-15	344379-344382000	Apr.25,2000
Form 16-20	356855-356859	June 20,2000

2.0 Regional Geology

The area is underlain by rocks of the Purcell Supergroup near the apex of the Purcell Anticlinorium, a broad north plunging arch in Helikian and Hadrynian aged rocks. The anticlinorium is allocthonous, carried eastward and onto the underlying cratonic basement by generally north trending thrust faults throughout the Laramide orogeny during late Mesozoic and early Tertiary time (Price,1981).

The Sullivan deposit is located 20-30m below the upper contact of the Lower Aldridge Formation. Overlying the Lower Aldridge lie the +3,000m thick quartz wackes, subwackes and argillites of the Middle Aldridge Formation. A number of gabbro sills (locally up to 125m thick) are present on the Lower and Middle Aldridge Formations. These sills (and dikes) were intruded into wet, unconsolidated sediments and have been dated to 1445 Ma. The Middle Aldridge is conformably overlain by the 300-400m thick thin, fissile, rusty weathering siltites and argillites of the Upper Aldridge Formation.

Conformably overlying the Upper Aldridge Formation is the Creston Formation comprising over 1,800m of grey, green and maroon, cross-bedded and ripple-marked platformal quartzites and mudstones. The Kitchner-Syeh Formation consists of 1200-1600m of shallow water grey-green-buff dolomitic mudstones and overlies the Creston Formation. Fig.2 shows the regional geology.

4.0 Geophysics (Magnetometer Survey)

An irregular grid was flagged and measured for the magnetometer survey utilizing mostly north-south lines. Only the vertical magnetic component was measured using a Scintrex MP-2 proton precession magnetometer. All values are relative to L0W, 0 +00N using 57,250 nT as datum. Readings were taken over 6 days and the diurnal variation was negligible (at most +1nT over 4 hours and 200 readings) therefore it was deemed that diurnal corrections would be of no practical use and were not done. The area was 95% overburden covered so that no opinion could be made as to the geology underlying each line. Magnetometer grid lines , reading locations and results are plotted as Fig.4.

Cont'd.....(6)

Magnetometer field notes are appended as Appendix II. Profiles for each line were plotted and these are contained in Appendix III.

5.0 Conclusions and Recommendations

A total of approximately 1500 magnetometer readings were taken from lines on an mostly north-south oriented grid. Diurnal variation was insignificant therefore no corrections were applied. Only the vertical magnetic gradient was measured. Profiles are plotted as Appendix II. Each line showed no mag-highs.of distinction other than moderate high values which could be attributed to underlying gabbro sills or dikes.

No further geophysical work is recommended.

6.0 Statement of Costs

Magnetometer	
G. Rodgers & C. Kennedy ($400./km all in cost; grid line prep. , readings, Profiles / Plots, report, etc) incl. Truck, mag,etc	
(11 km @ $400./km)	$ 4, 400.
report (G.Rodgers; 1 days @ $250./day)	$ 250.
TOTAL =	$ 4,650.

Certified as a true accounting of costs occurred ,

(G.M.Rodgers, P.Eng.)

PROFESSIONAL ENGINEER
PROVINCE OF BRITISH COLUMBIA
G. M. RODGERS

Statement of Qualifications

I, Glen M. Rodgers of P.O. Box 63 ,Skookumchuck, B.C.
do certify that:

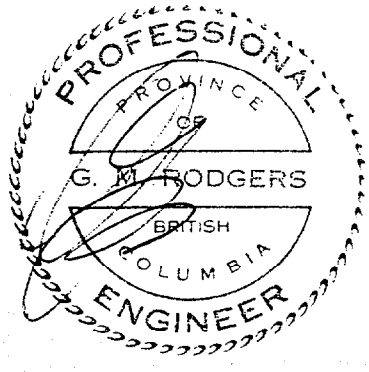
-I am a graduate of the University of Manitoba (1977) with a degree in Geological Engineering.

- I have practiced my profession continuously over the last 22 years working primarily in mineral exploration throughout North and Central America.

-I am registered as a member of the APEGBC as a P.Eng. (#16430).

-I have based this report on time personally spent on the Strata, Form claims.

-I do not expect to receive any share consideration as a result of writing this report for Abitibi Mining Corp..



APPENDIX I

575W	177	400W	217	225W	194
—	201	—	188	—	196
—	188	—	207	—	202
—	209	—	209	—	197
550W	200	375W	161	200W	207
—	199	—	157	—	213
—	173	—	127	—	240
—	196	—	133	—	227
525W	147	350W	145	175W	239
—	190	—	133	—	243
—	187	—	152	—	240
—	194	—	174	—	242
500W	210	325W	167	150W	258
—	203	—	168	—	242
—	200	—	161	—	250
—	209	—	157	—	249
475W	232	300W	171	125W	270
—	223	—	166	—	278
—	296	—	172	—	291
—	292	—	179	—	299
450W	266	275W	204	100W	283
—	214	—	210	—	271
—	180	—	203	75W	284
—	186	—	211 (WITH LED)	—	275
425W	235	250W	198	—	265
—	172	—	194	50W	253
—	201	—	199		202
—	220	—	196		

STRATAFORM

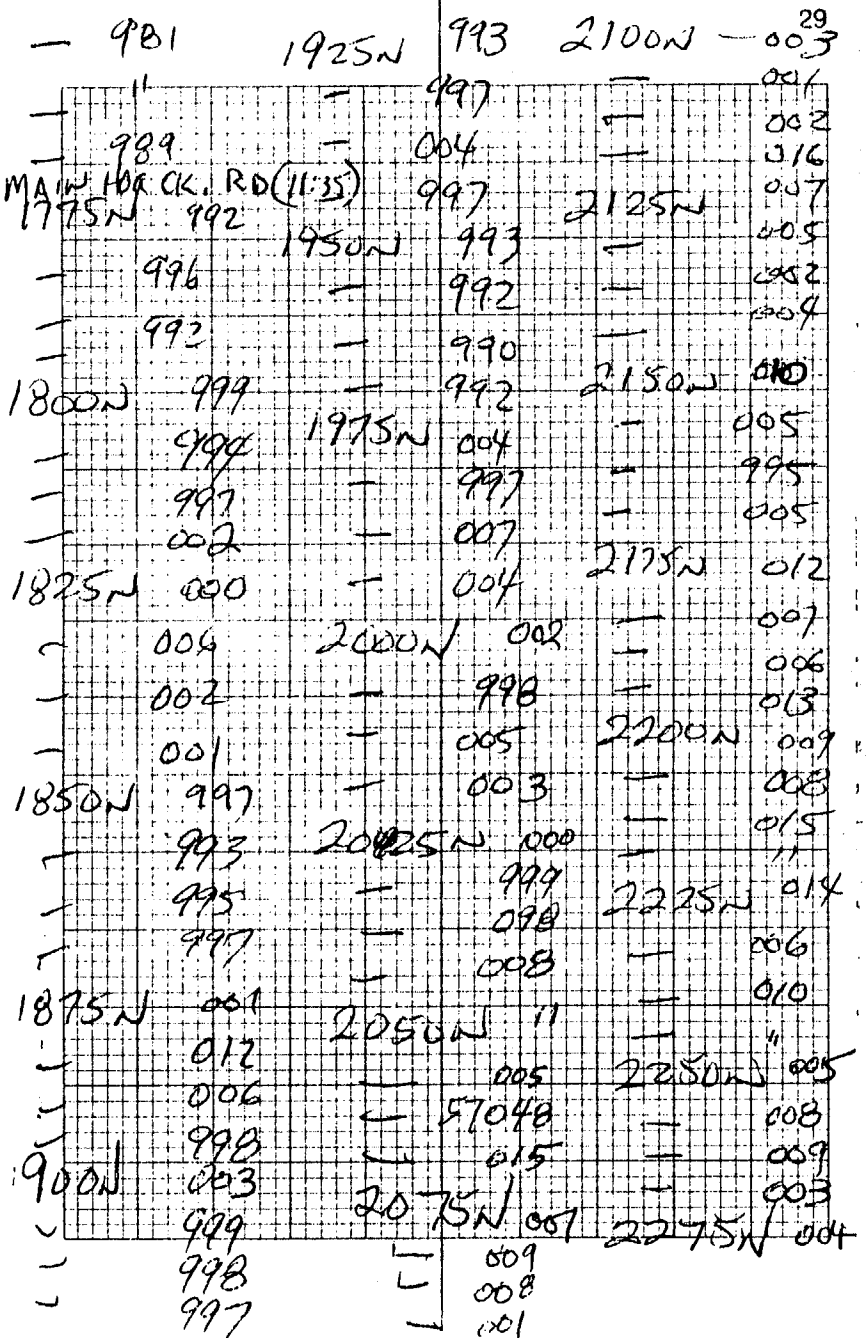
1.00W	(10 HZ)	900N	969		1005
		—	987		991
750N	57002			1075N	996
—	56990	—	982	—	975
—	56982	—	990	—	987
—	56983	925N	993	1100N	988
775N	987	—	992	—	985
—	986	—	992	—	986
—	985	—	57002	—	990
—	984	950N	996	1125N	988
800N	998	—	999	—	997
—	988	—	993	—	996
—	983	—	989	1150N	996
—	983	975N	992	—	995
825N	992	—	990	—	994
—	989	—	994	—	992
—	981	—	989	1175N	993
—	980	1000N	992	—	984
850N	954	VINE 82 (3w.15)	992	—	989
—	979	—	991	—	993
—	985	—	994	1200N	983
—	981	1025N	992	—	993
875N	988	—	990	—	991
—	986	—	986	—	983
—	975	—	986	1225N	971
—	982	1050N	986		

600s	013	800s	991	975s	995		001		995		991				
—	015	—	996	—	996		001	—	993	—	992				
—	017	—	996	—	995		000	—	995	—	991				
—	015	—	995	—	991		000	325w	994	500w	993				
625s	018	825s	993	1000s	997		000	—	994						
—	011	—	993				000	—	995						
—	009	—	994				997	—	997						
—	013	—	995				995	350w	999						
650s	012	850s	995			0w	000	—	002						
—	012	—	996			—	001	—	003						
—	010	—	998			—	000	—	002						
—	007	—	998			25w	995	375w	005						
675s	005	875s	997			—	997	—	003						
—	003	—	995			—	998	—	001						
—	003	—	995			—	995	—	001						
—	005	—	993			50w	999	400w	000						
700s	004	900s	994			—	998	—	998						
—	004	—	994			—	997	—	997						
—	001	—	998			—	997	425w	996						
—	001	—	999			75w	996	—	998						
725s	002	925s	997			—	997	—	999						
—	002	—	996			—	999	—	997						
—	000	—	995			—	998	450w	996						
—	001	—	997			100w	000	—	997						
750s	003	950s	996			—	001	—	995						
—	003	—	995			—	001	—	995						
—	002	—	993			—	003	475w	993						
—	998	—	994			125w	002								

LINE 500w

1000s	995														
—	997														
—	997														
—	996														
975s	997														
—	999														
—	998														
—	001														
950s	007														
—	013														
—	015														
—	018														
925s	019														
—	023														
—	025														
—	023														
900s	022														
—	022														
—	025														
—	023														
875s	022														
—	024														
—	023														
—	023														

—	984	—	996	—	990
—	984	—	994	—	985
—	991	—	992	—	982
1250N	990	1425N	993	1600N	994
—	989	—	987	—	003
—	〃	—	991	—	〃
—	〃	—	994	—	〃
1275N	〃	1450N	990	1625N	010
—	〃	—	990	—	999
—	986	—	000	—	003
—	989	—	000	—	〃
1300N	〃	1475N	003	1650N	004
—	992	—	998	—	990
—	989	—	009	—	997
—	986	—	003	—	998
1325N	988	1500N	〃	1675N	002
—	991	—	〃	—	999
—	990	—	〃	—	003
—	985	—	988	—	002
1350N	981	1525N	993	1700N	994
—	986	—	997	—	996
—	991	—	998	—	002
—	984	—	000	—	003
1375N	989	1550N	000	1725N	006
—	995	—	005	—	998
—	989	—	003	—	983
—	975	—	—	—	990
1400N	999	1575N	001	1750N	987



—	008	—	003	125E	022
—	11	—	012	—	013
—	11	—	011	—	017
2300N	002	2475N	006	—	022
—	010	—	005	150E	016
—	011	—	996	—	007
—	013	—	987	—	019
2325N	015	FENCELINE E-W ORN. 2500N	971	—	018
—	005	L2500N 0E	991	175E	11
—	023	—	011	—	005
—	007	[illegible]	015	—	010
2350N	003	—	009	—	009
—	005	25E	11	200E FEN	008
—	015	—	021	—	011
—	018	[illegible]	015	—	005
2375N	005	—	005	—	008
—	007	50E	009	225E	013
—	014	—	007	—	011
—	010	—	008	—	012
2400N	012	—	008	—	014
—	013	75E	009	250E	015
—	002	—	015	—	012
—	006	—	019	—	014
2425N	003	—	[illegible] LOG ROAD	—	013
—	11	100E	021	275E	010
—	005	—	005	—	013
—	003	—	016	—	007
2450N	007	—	017	300E	018
					007

—	012	2350N	026	—	024
—	014	—	27	—	024
—	004	—	28	—	028
325E	010	—	24 (FORM 22 FOR FORM 23 E/W)	2150N	028
L325E		2325N	024	—	024
2500N	023	—	022	—	11
—	025	—	027	—	027
—	028	2300N	026	2125N	019
—	024	—	028	—	018
2475N	030	(12:20)	027	—	016
—	023	—	019	—	017
—	032	2275N	016	2100N	024
—	025	—	020	—	020
2450N	028	—	026	—	013
—	027	—	11	—	015
—	024	2250N	028	2075N	012
—	030	—	023 MAIN ROAD	—	016
2425N	025	—	026	—	021
—	11	—	026	—	022
—	022	2225N	028	2050N	019
—	022	—	027	—	012
2400N	032	—	022	—	016
—	030	—	023	—	014
—	031	2200N	023	—	11
—	035	—	022	2025N	017
2375N	030	—	021	—	020
—	028	—	023	—	022
—	010	2175N	021	2000N	021
—	025	—		—	039
				—	024
				—	012

39		1800N	994	— —	020
1975N	011	—	008	— —	11
—	024	—	007	— —	
—	022	—	006	1600N	021
—	008	1775N	014	—	(1:25) 020
1950N	02	—	012	—	015
—	015	—	017	—	022
—	026	—	015	1575N	014
—	011	1750N	013	—	024
1925N	019	—	017	—	016
—	019	—	022	—	010
—	012	—	011	1550N	016
—	016	1725N	012	—	016
1900N	018	—	011	—	019
—	006	—	019	—	015
—	011	—	015	1525N	018
—	012	1700N	11	—	023
1875N	017	—	~~018~~ 018	—	019
—	11	—	013	—	010
—	014	—	015	1500N	014
—	016	1675N	019	—	015
1850N	015	—	018	—	014
—	013	—	016	—	008
—	010	—	11	1475N	020
—	014	1650N	024	—	015
1825N	014	—	007	—	023
swamp	009	—	015	—	020
—	011	1625N	024	1450N	11
—	018				

—	018	—	011	—	020
—	014	—	007	—	019
—	017	—	018	—	016
—	022	1250N	11	1075N	019
425N	022	—	014	—	016
—	012	—	019	—	026
—	11	—	015	—	009
—	019	1225N	007	1050N	009
400N	026	—	015	—	014
—	011	—	017	—	003
—	024	—	013	—	013
—	024	1200N	014	1025N	015
375N	022	—	020	—	012
—	019	—	018	—	015
—	11	—	1	—	018
—	018	1175N	016	1000N	022
350N	015	—	013	(L2ac E025	104
—	009	—	11	—	025
—	022	—	014	—	011
—	11	1150N	029	—	011
325N	013	—	013	975N	025
—	012	—	011	—	022
—	013	—	007	—	013
—	009	1125N	013	—	11
300N	008	—	009	950N	014
—	010	—	016	—	11
—	011	—	019	—	008
—	013	1100N	007	—	009
275N	015			925N	012

SAT. START

1200E	012	450N	014	575N	016
—	001	—	016	—	021
—	010	—	015	—	012
—	016	—	009	—	014
900N	016	725N	010	550N	018
—	010	—	013	—	015
—	015	—	018	—	017
—	012	—	011	—	015
875N	002	700N	014	525N	019
Repeat from 5	018	—	016	—	006
—	014	—	019	—	013
—	023	—	020	—	012
850N	015	675N	022	500N	011
—	018	—	019	—	007
—	020	—	013	—	012
—	023	—	016	—	003
825N	021	650N	013	475N	005
—	Repeat 7 to 21	—	014	—	004
—	021	—	016	—	001
—	022	—	017	—	004
800N	019	625N	017	450N	012
—	020	—	013	—	009
—	019	—	010	—	005
—	015	—	012	—	008
775N	013	600N	017	425N	013
—	024	—	016	—	007
—	024	—	016	—	016
—	019	—	017	—	010

400N	198	225N	012	—	[illegible]
—	004	—	014	—	[illegible]
—	015	—	[illegible]	—	[illegible]
—	014	—	013	25N	006
375N	022	200N	001	—	004
—	020	—	013	—	014
—	021	—	015	—	012
—	022	—	010	000N	003
350N	011	175N	008	1200E	992
—	015	—	004	—	995
—	017	—	009	—	001
—	012	—	007	—	998
325N	010	150N	004	175E	992
—	015	—	008	—	997
—	009	—	007	—	998
—	012	—	006	—	992
300N	014	125N	006	150E	998
—	016	—	003	—	993
—	018	—	008	—	997
—	011	—	006	—	005
275N	012	100N	999	125E	004
—	012	—	008	—	994
—	018	—	005	—	990
250N	019	Repeat	995	—	998
—	008	75N	007	100E	005
—	012	—	999	—	999
—	010	—	000	—	11
—	012	—	004	—	000
225N	009	50N	006	75E	005

1200E	992
—	995
—	001
—	998
175E	992
—	997
—	998
—	992
150E	998
—	993
—	997
—	005
125E	004
—	994
—	990
—	998
100E	005
—	999
—	11
—	000
75E	005
—	008
—	001
—	004
50E	001

—	003			125N	999	300N	009
—	004			—	008	—	006
—	998			—	005	—	012
				—	000		013
25E	002			150N	004	325N	010
—	991			—	986	—	016
—	996			—	997	—	008
—	007			—	994	—	004
				—	994	—	011
CE + 0S				175N	995	350N	007
1-45				—	994	—	012
L-OW	994			—	11	—	010
—	995			—	001	—	012
—	001			200N	997	375N	017
—	998			—	004	—	019
25N	11			—	000	—	011
—	11			—	11	—	006
—	995			225N	994	400N	996
—	990			—	006	—	007
50N	988			—	000	—	996
—	004			—	995	—	002
—	998			250N	992	425N	016
—	984			—	995	—	020
75N	992			—	003	—	009
—	984			—	005	—	005
—	992			275N	002	450N	006
—	11			—	003	—	11
100N	999			—	996	—	016
—	995			—	991	—	
—	111						

475N	025	550N	004				
—	026	—	003				
—	027	—	004				
—	018	625N	995				
500N	014	—	996				
	019	—	017				
—	017	—	030				
—	013	700N	023				
		—	018				
525N	018	—	016				
—	013		001				
—	012	725N	001				
—	011	—	012				
550N	014	—	006				
—	004	—	005				
—	010	750N	005				
—	003						
575N	11						
—	995						
—	997						
—	006						
600N	004						
—	001						
—	11						
—	002						
—	003						
625N	004						
—	007						
—	012						
—	008						

TRUCK 50,985 (9:30) 56,999 (10:20)

		175E	[illegible]	350E	011
100N			009		009
0	56,992		012	-	010
-	56,995		013		011
	995		013		010
	992	200E	012	-	010
150W	995		014	-	007
-	997	-	015	-	004
	005		015	400E	005
	002	225E	013		003
50E	998		015	-	003
-	002	-	014	-	005
-	005	250E	012	425E	005
75E	012		009	-	006
-	007	-	011	-	997
-	010	-	011	-	999
-	007	275E	011	450E	997
100E	010		005	-	003
-	005		007	-	003
-	005	-	008	-	000
	002	300E	005	500E	999
125E	008	-	003	-	000
-	012	-	004	-	003
-	010	-	004	-	004
-	010	325E	007	550E	001
150E	012	-	004	-	005
-	015	-	009	-	END
-	012	-	013		

56,991 (8:40 AM)

550E	56,997	850N	998	-	987
1000N	56,997	-	995	-	985
-	56,995	-	993	-	986
-	997	-	990	675N	984
-	995	-	991	-	985
		825N	993	-	987
975N	996	-	991	-	985
-	996	-	992	650N	989
-	996	-			992
-	996	800N	990	-	990
-	995	-	989	-	991
950N	997	-	987	625N	993
-	995	-	991		995
-	996	775N	992	-	996
-	998	-	990	-	995
925N	997	-	991	600N	994
-	997	-	987	-	998
-	995	750N	986	-	998
-	991	-	985	-	001
900N	992	-	995	575N	002
-	991	-	998	-	001
-	993	-		-	000
-	993	725N	989	-	005
875N	995	-	991	550N	003
-	994	-	990	-	001
-	997	-	992	-	998
-	997	700N	989	-	997

525N	998	350N	993	175N	988	LON		—	997	—	998
—	007	—	995	—	984			—	998	—	997
—	009	—	997	—	984	550E	57,999	—	995	—	996
—	005	—	989	—	988	—	999			200E	995
500N	005	325N	989	150N	996	—	003	400E	995	—	996
—	005	—	993	—	990	—	003	—	997	—	995
—	002	—	995	—	992	525E	000	—	999	—	996
—	000	—	996	—	987	—	998	—	998	175E	994
475N	002	300N	998	125N	987	—	998	350E	999	—	993
—	003	—	998	—	985	—	999	—	007	—	994
—	001	—	997	—	986	—	999	—	017	150E	991
—	000	—	999	—	989	500E	997	—	015	—	993
450N	998	275N	987	100N	983	—	995	300E	019	—	993
—	995	—	988	—	987	—	996	—	026	—	990
—	992	—	985	—	990	—	993	125E	991	—	991
—	993	—	986	—	991	475E	991	—	025	—	995
425N	993	250N	985	75N	991	—	992	—	013	—	995
—	994	—	986	—	994	—	995	275E	011	—	995
—	997	—	985	—	994	—	997	—	007	100E	994
—	998	—	986	—	992	450E	998	—	005	—	995
400N	999	225N	983	50N	991	—	997	—	004	—	997
—	998	—	980	—	990	—	995	250E	001	—	995
—	995	—	981	—	992	—	996	—	001	75E	996
—	996	—	984	—	994	425E	996	—	003	—	995
375N	993	200N	987	25N	990			—	000	—	994
—	995	—	998	—	994			225E	999	—	993
—	991	—	989	—	994						
—	992	—	997	ON	993						

50E 993
— 995
— 996
— 991
0E 990

WALK 125mS ✓

L125S

0E 988
— 989
— 987
— 988
25E - 989
— 990
— 993
— 995
50E 994
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— 995
75E 996
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— 996
— 997
100E 997
— 998
— 999
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125E 000
— 001
— 003
— 002
150E 005
— 006
— 007
— 008
175E 009
— 011
— 017
— 019
200E 025
— 028
— 032
— 027
225E 02K
— 027
— 028
— 022
250E-023
— 021
— 019
— 015
275E 0
— 0
— 0
— 0
300E 0
— 0
— 0
— 0
325E 0
— 9
— 9
— 9
350E 9
— 990
— 993
— 991
375E 989
— 987
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— 989
400E 992
— 990
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425E 995
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450E 994
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475E 992
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0E 992

L350E

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— 997
25N 005
— 007
— 012
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50N 016
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— 018
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75N -015
— 014
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— 007
100N 006
— 005
— 004
— 002
125N 001
— 001
— 002
150N 987
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175N 986
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— 983
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200N 987
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225N 991
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250N 990
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275N 989
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300N -995
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325N 006
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425E 997
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450E 994
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— 992
— 993
475E 991
— 990
— 989
— 988
500E 988

BACK TO START
10:50
56,991

TRUCK: 56,990 (11:45)

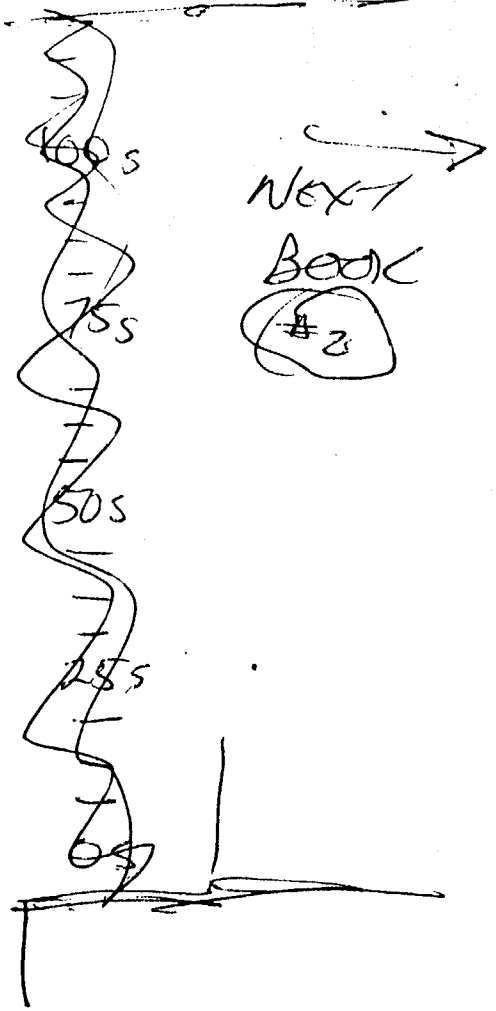
NOE
— 998
— 997
— 996
300S -998
— 999
-57,000
— 001
325S -001
— 998
— 997
— 996
350S -999
— 003
— 001
— 003
375S -005
— 001
— 001
— 002
400S — 003
— 005
— 003
— 001
425S -001

— 004
— 005
— 005
450S -003
— 002
— 003
— 001
475S 000
— 003
— 007
AROUND CARRIED PUMP
— 010
500S -013
— 015
— 017
— 017
525S -016
— 016
— 015
— 014
550S -015
— 017
— 016
— 018
575S -015
— 013
— 012
— 013

STRATAFORM

850S	-022	—	995	525S	-026
—	-022	675S	995	—	025
—	-022	—	997	—	031
—	-023	—	998	—	027
825S	-018	—	996	500S	025
—	017	650S	995	—	019
—	017	—	993	—	019
—	015	—	994	—	017
800S	011	—	992	475S	-015
—	001	625S	993	—	-012
—	009	—	993	—	011
—	009	—	995	—	011
775S	007	—	999	450S	-012
—	003	600S	001	—	009
—	001	—	003	—	008
—	001	—	013	—	-009
750S	002	—	017	425S	-005
—	001	575S	019	—	-005
—	001	—	027	—	-003
—	998	—	025	—	-003
725S	998	—	022	400S	-001
—	999	550S	019	—	-003
—	997	—	021	—	-002
—	997	—	020	—	-003
700S	995	—	020	375S	-00
				—	001
				—	999
				—	001
				350S	-99

- 996	— 995
- 997	— 992
- 995	— 997
	150S - 991
	— 990
	— 993
	— — 995
	125S 993



[illegible] 3000W [illegible] = 5700 [illegible]

LINE [illegible]

L3000W 125S –
–
–
–
150S
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–
–
175S
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200S
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225S
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250S
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–
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300S
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325S 007
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350S 033
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– 027
375S
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400S
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425S
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450S
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475S
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500S
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525S
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575S
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600S

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625S
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650S
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–
–
675S 991
– 998
– 002
–
700S
–
– 019
– 024
725S 027
– 029
– 029
– 028
750S 027
– 028
– 0.22
– 0.17

995 [illegible]
800S 010
011
–
–
825S 002
–
–
–
–
850S
– 004
– 003
– 003
875S 004
– 005
–
–
900S 991
– 997
– 997
– 998
925S 996
– 995
– 994
– 995
950S 997
–

– 995
975S 993
– 992
– 990
– 991
1000S – 986

LINE 150W

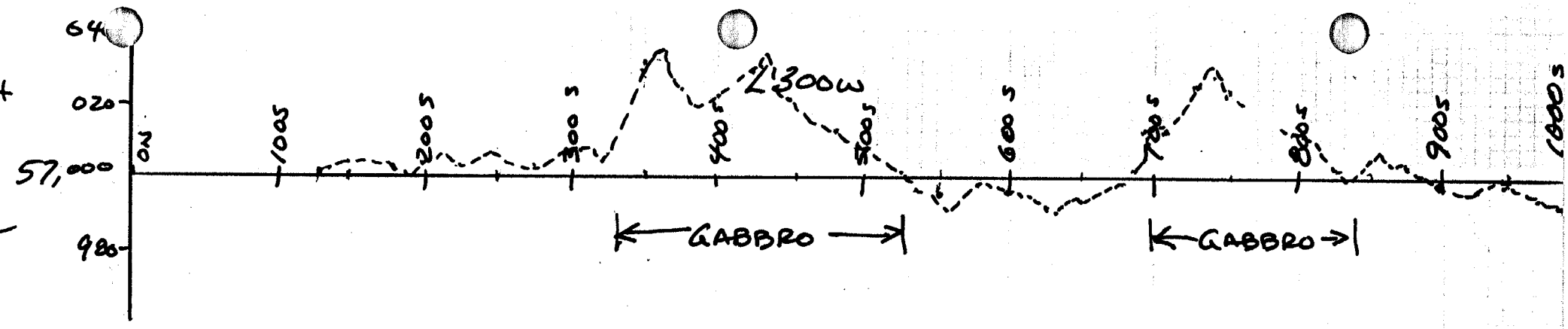
1000S – 985
– 785
– 986
– 987
975S 986
– 989
– 989
– 992
950S 990
– 990
– 989
– 988
925S 985
– 986
– 988
– 987
900S [illegible]

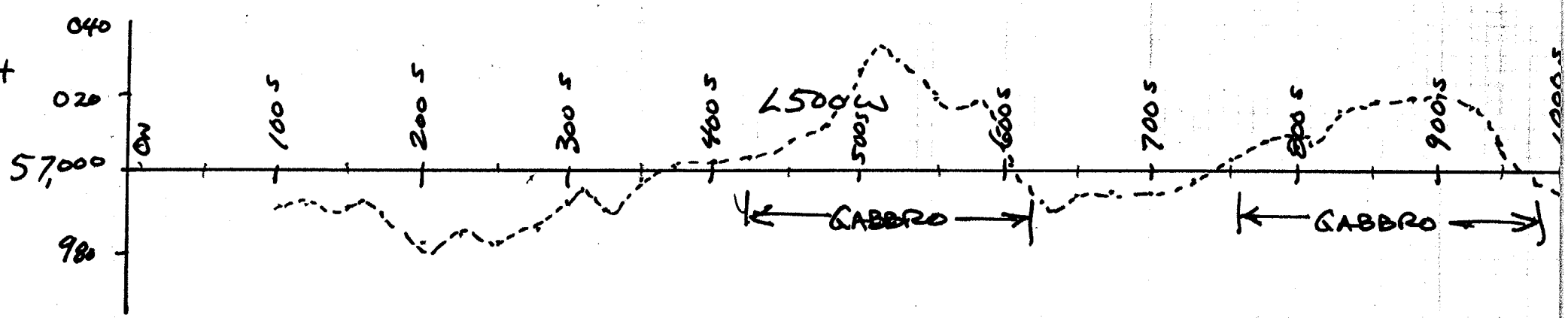
—	985	725s	995	550s	020	375s	003	225s	997	—	007
—	982	—	998	—	018	—	002	—	995	—	006
—	991	—	003	—	016	—	004	—	996	—	005
875s	983	—	007	—	013	—	005	—	999	75w	005
—	985	700s	011	525s	007	350s	014	200s	999	—	006
—	986	—	016	—	004	—	015	—	998	—	007
—	987	—	017	—	003	—	013	—	995	—	007
850s	985	—	019	—	001	—	011	—	996	100w	007
—	986	675s	022	500s	002	325s	010	175s	995	—	006
—	985	—	023	—	997	—	008	—	993	—	004
—	987	—	025	—	995	—	007	—	994	—	003
825s	988	—	027	—	996	—	006	—	993	125w	001
—	990	650s	029	475s	995	325s	005	150s	996	—	001
—	991	—	030	—	993	—	003	—	997	—	003
—	990	—	031	—	994	—	004	—	998	150w	005
800s	988	—	030	—	994	—	006	—	996	—	007
—	992	625s	029	450s	997	300s	007	L125s	995	—	008
—	989	—	030	—	999	—	009	L125-5		—	009
—	992	—	028	—	998	—	005	0w	003	—	010
775s	988	—	026	—	996	—	006	—	000	175w	007
—	987	600s	025	425s	995	275s	004	—	005	—	009
—	996	—	027	—	998	—	004	—	005	—	004
—	989	—	029	—	999	—	004	—	005	—	017
750s	990	—	030	—	000	—	003	25w	001	200w	019
—	993	575s	028	400s	998	250s	001	—	002	—	023
—	992	—	027	—	001	—	001	—	004	—	024
—	993	—	025	—	993	—	998	—	003	225w	025
		—	023	—	002	—	997	50w	005		

10			
—	026	—	005
—	028	400w	004
—	026	—	003
250w	027	—	004
—	029	—	005
—	023	425w	005
—	018	—	004
275w	015	—	007
—	012	—	006
—	008	450w	006
—	007	—	005
300w	006	—	004
—	005	—	005
—	007	475w	003
—	009	—	004
325w	009	—	006
—	010	—	005
—	008	500w	006
—	007		007
—	006	—	006
350w	007	—	005
—	008	525w	005
—	009		
—	010		
375w	009		
—	009		
—	008		

TRUCK: 57,013
TIME: 6:15

APPENDIX II


64
020
57,000
980
0N
100S
200S
300S
400S
500S
600S
700S
800S
900S
1000S
L300W
GABBRO
GABBRO


040
020
57,000
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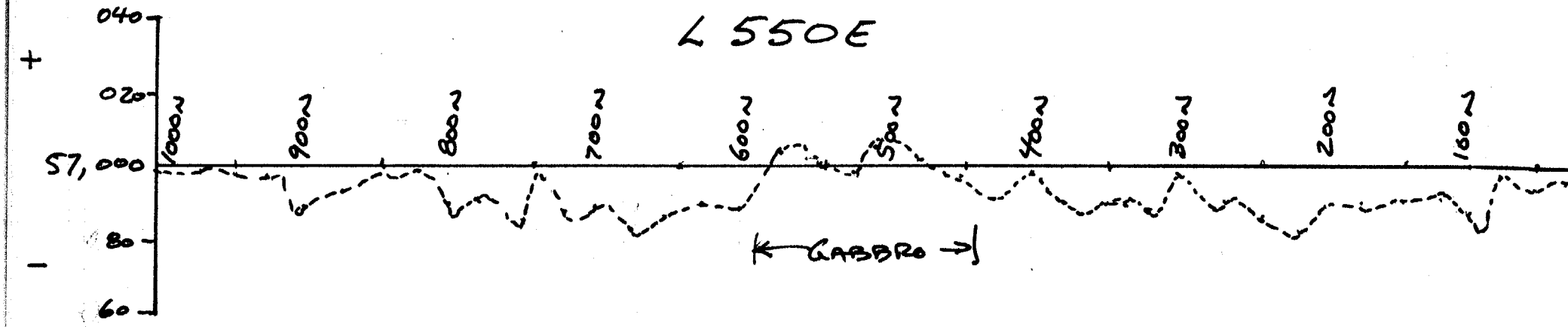
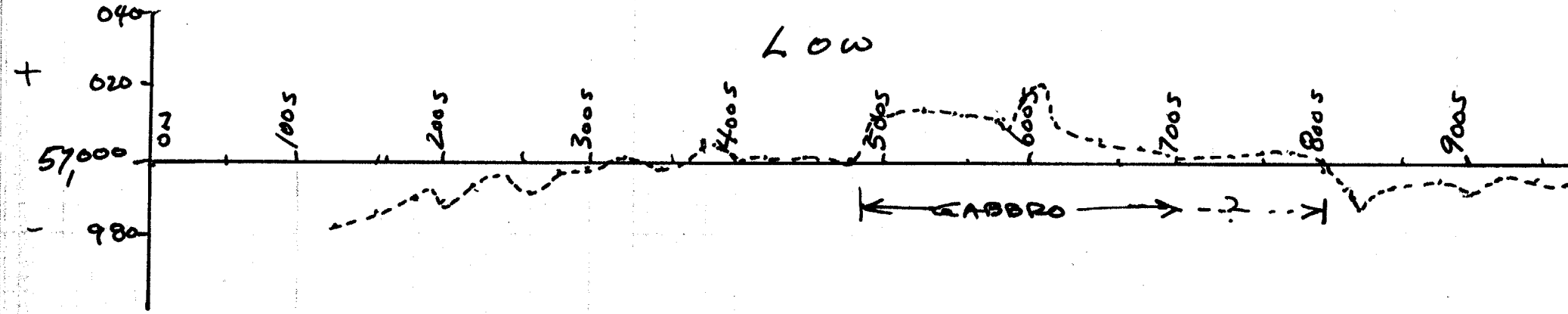
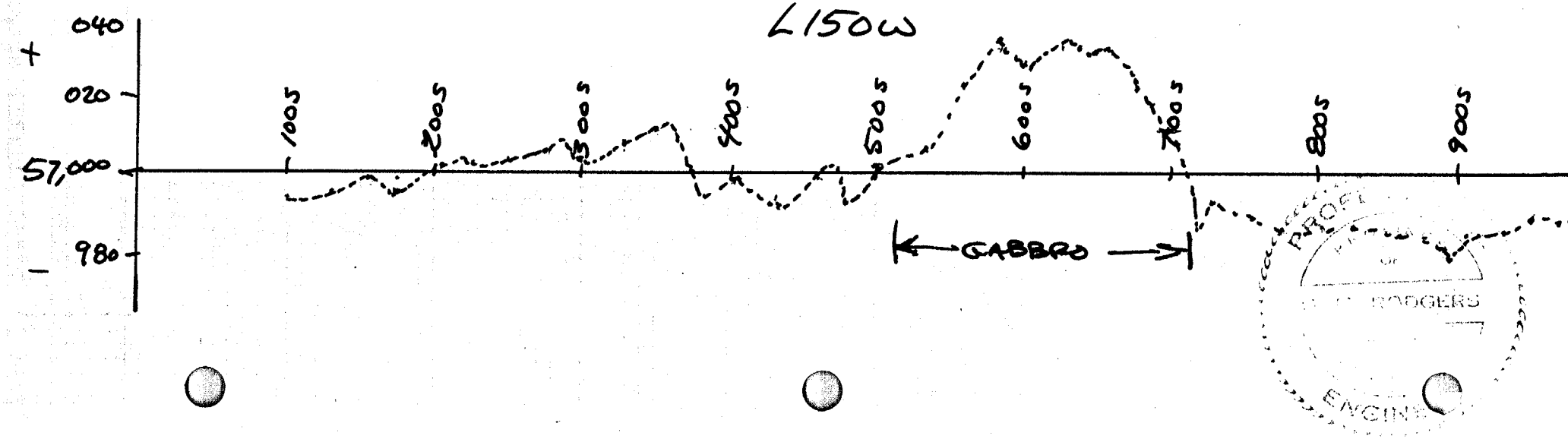
800S
900S
1000S
GABBRO
GABBRO

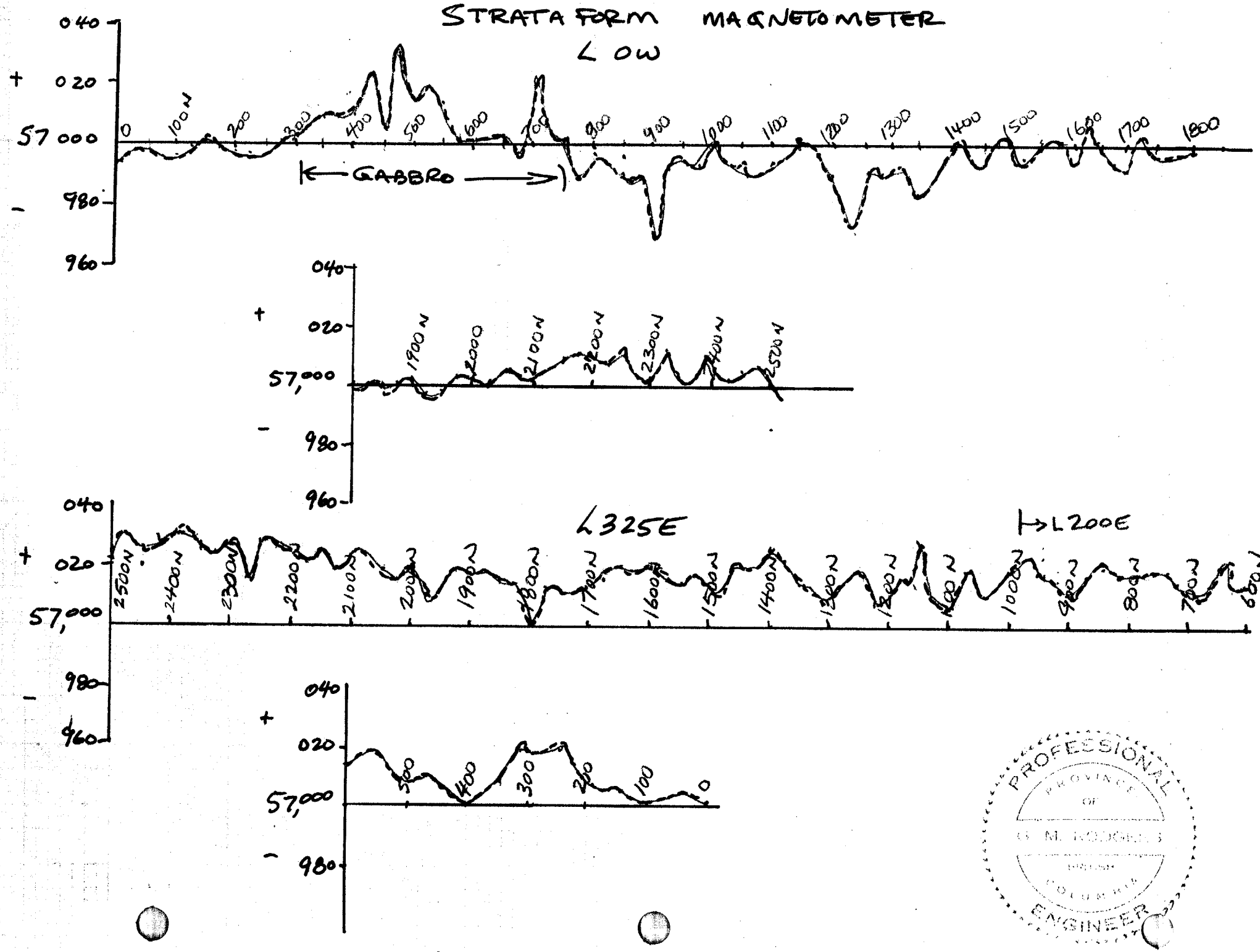

PROFESSIONAL
PROVINCE
OF
G. M. RODGERS
BRITISH
COLUMBIA
ENGINEER







STRATA FORM MAGNETOMETER



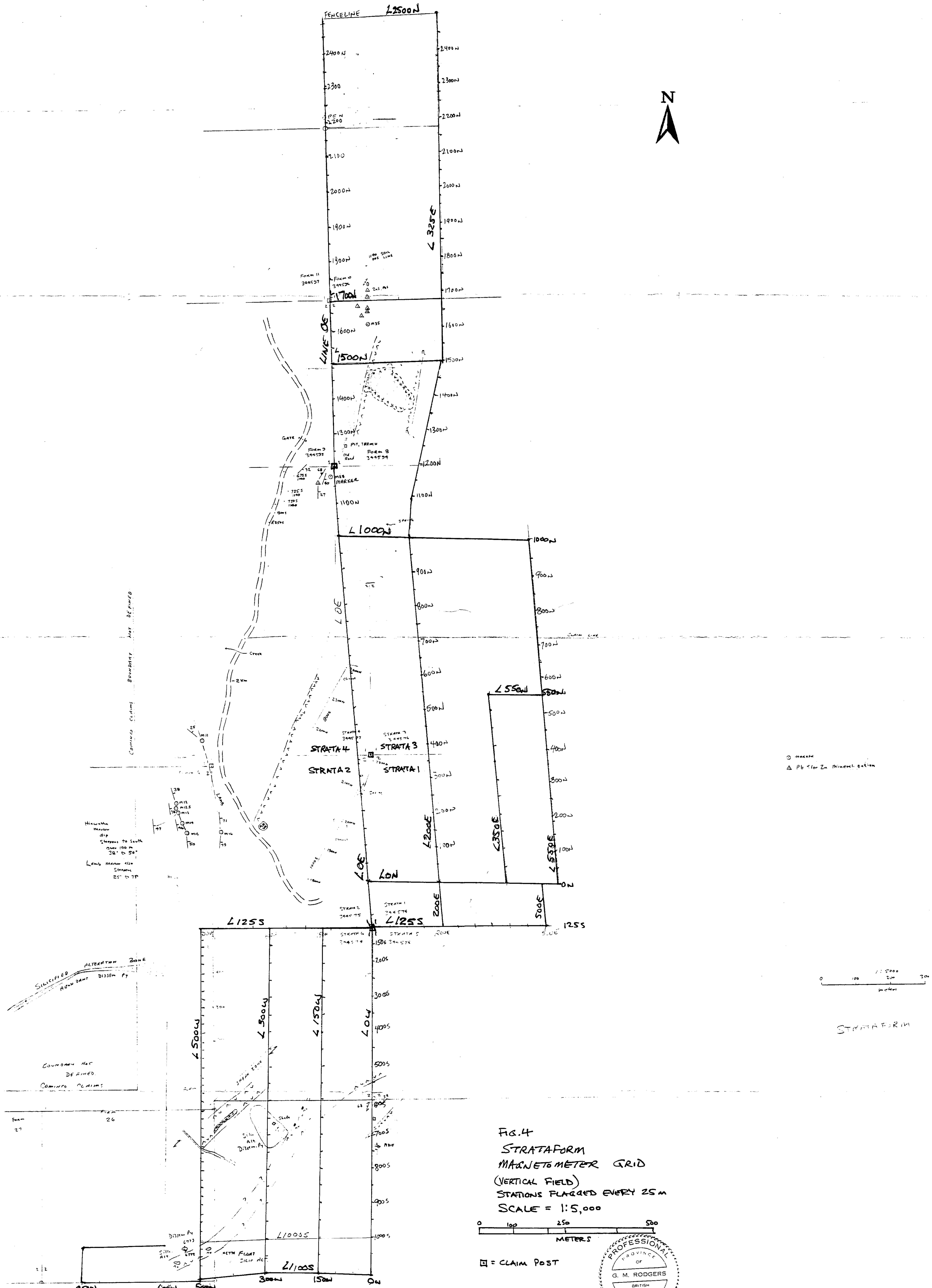


Fig. 4
STRATAFORM
MAGNETOMETER GRID
(VERTICAL FIELD)
STATIONS FLAGGED EVERY 25 m
SCALE = 1:5,000

0 100 250 500
METERS

⊡ = CLAIM POST

PROFESSIONAL ENGINEER
PROVINCE OF BRITISH COLUMBIA
G. M. RODGERS

GEOLOGICAL SURVEY BRANCH
ASSESSMENT REPORT

25,942

STRATAFORM