

012589

R E P O R T

OF

CARL A. LANGLOIS

Snag Project

November 29, 1967.

November 29, 1967

REPORT OF CARL A. LANGLOIS

(SUBJECT:) SNAG PROJECT

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THE PROPERTY

Two groups of mining claims with 16 claims to each group. Numbers run 1-16 in each case. These claims are located on both sides of the Alaskan Highway at Mile Post 1188. Name of these claims are Beaver, Rox-group of 16 claims, and the Port group of claims which now contains one fraction making the Port group 16 full claims and one fraction.

WORK PERFORMED

We arrived in Whitehorse, Yukon Territory, on the afternoon of Friday, November 10th, 1967. This left us very little time to pick up our truck and buy our camp supplies. We, fortunately, were able to accomplish all this on Friday afternoon. This had to be done, as the following day being Armistice Day, a National holiday, meant that all places of business would be closed until the following Tuesday, November 14th, 1967. This would be a costly delay and would not warrant it in any event.

We had bad luck in acquiring the machine we had arranged for, and had to settle for a large Skidoo.

We finally left Whitehorse on Sunday, November 12th, and drove to White River Lodge at White River.

On Monday morning, I drove up the highway to 1188 or the Snag Road turnoff. We put up our camp at a Government Campsite as there were all the necessary facilities such as washrooms and firewood.

On Tuesday, 14th November, we started out with the Skidoo to locate the Rox-group of claims. This was a very unlucky day as our Skidoo broke down a mile and a half back in the Muskeg from the road. I did not find any of the Rox-claim posts. I went to White River Lodge to phone Mr. Jack Boily to let him know about his Skidoo breaking down. He informed me that he would leave Whitehorse immediately with a new Skidoo. Jack Boily arrived at White River Lodge at 1 a.m. In the morning, we proceeded back to camp and retired for the night.

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- 3 -

The morning of 15th November, I sent my man, Phil Grant, with Jack Boily to get the brokendown Skidoo out of the bush. I went out by myself to try and locate the Rox-claim posts. I covered approximately 3 square miles of country without any luck. The boys got the broken machine out of the bush and had the new machine ready to go for the following morning. My helper and I managed to drive almost to the centre of the Rox-group of claims. I then proceeded to chain in all the posts, and affix the tags onto the posts. I finally finished all of the Rox-group of claims.

This day, Mr. Ross Kidd was supposed to arrive in camp, but he did not show up.

I drove down to White River Lodge this evening to try and contact Mr. Tully. I was successful in reaching him. I let him know of all our bad luck to date with our supposed machines for transportation in the bush.

I noticed an unusual amount of mining people at the lodge. I notified Mr. Tully of this. The reason for this influx of mining people was because of the activity on the old Canyon City copper workings and the old Canalask workings. There is a small size staking bonanza going on as a result of all this.

I notified Don Tully about the helicopter being here at White River. We decided to use the helicopter if available to work at the Port group of claims.

...../4

Phil and I walked over to the Port claims and we managed to finish off the one line of claims at a very extreme stretching of time. At this time, I knew we could never walk over to the far line of Port claims and get back to camp all in the same day, so decided to wait until we got the chopper for this work.

We rested up on Saturday, November 18th, as we almost taxed ourselves to the limit the day before.

I drove into Beaver Creek to get some groceries, also to get another length of pipe and an elbow so as to install the other airtight heater in the other tent.

Ross Kidd turned up on Sunday, 19th November. I discussed the pros and cons of the ground and general topography with him and told him I was going to drive to Whitehorse in the morning.

Today, 20th November, I left for Whitehorse to meet Don Tully. The weather has been fantastic so far, the road is in good driving condition. I encountered no problems till I arrived at the south end of Kluane Lake and found I had dust problems. This has to be seen to be appreciated. This fine dust blows through here causing absolute zero visibility across these flats. I arrived in Whitehorse to see Jack Bolly, delivered his Skidoo back to him. I did my shopping and decided to relax until Don Tully arrived around midnight. I left Whitehorse today to drive back to White River Lodge. Arrived back at the lodge around 7 p.m. This is a long dreary drive. It started to snow bad here.

I made arrangements with the chopper pilot to fly us in tomorrow, Wednesday, 22nd November. The chopper came early this morning so we were able to get into the far line of Port claims and get the job done. Ross Kidd also got in and finished his job.

I sent Ross Kidd back to White River Lodge with the chopper as he had fallen and hurt himself.

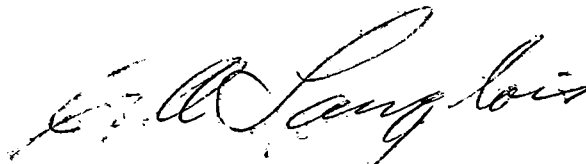
Phil and I flew back to camp and proceeded to break camp. We accomplished all this and were on our way to White River Lodge by 7 p.m. Today I was to go into Canyon City with the chopper to sample Silver City's trench. However, there seems to be a "keep out" sort of feeling set up around the lodge. I decided not to chance it. However, my fears were groundless, as Don Tully had already acquired the necessary authority to visit the property.

Phil and I left for Whitehorse, arrived there and arranged to ship our camp gear. Had a good rest and clean up, and waited for our Vancouver flight.

CONCLUSIONS

- (1) Thoughts about the ground we have been on are to the effect that as Mr. Kidd did the E M over the ground (and got no response), I was convinced before Mr. Kidd that there was no chance of coming up with any significant mineral find.
- (2) In my work along the location lines of these claim groups, my observations did not warrant any chance of mineral being found.
- (3) I am partially convinced that most of this ground is rock of the granite species, as there did seem to be predominantly granite boulders laying all over the countryside. Also the soil or overburden in the area around the lake shores on the claims and surrounding hillocks or ridges was of a granite content. I did see granite in places over on the Port group of claims, only confirming this theory.
- (4) I recommend wholly dropping any further expenses on this property as it does not warrant it. This is my belief.

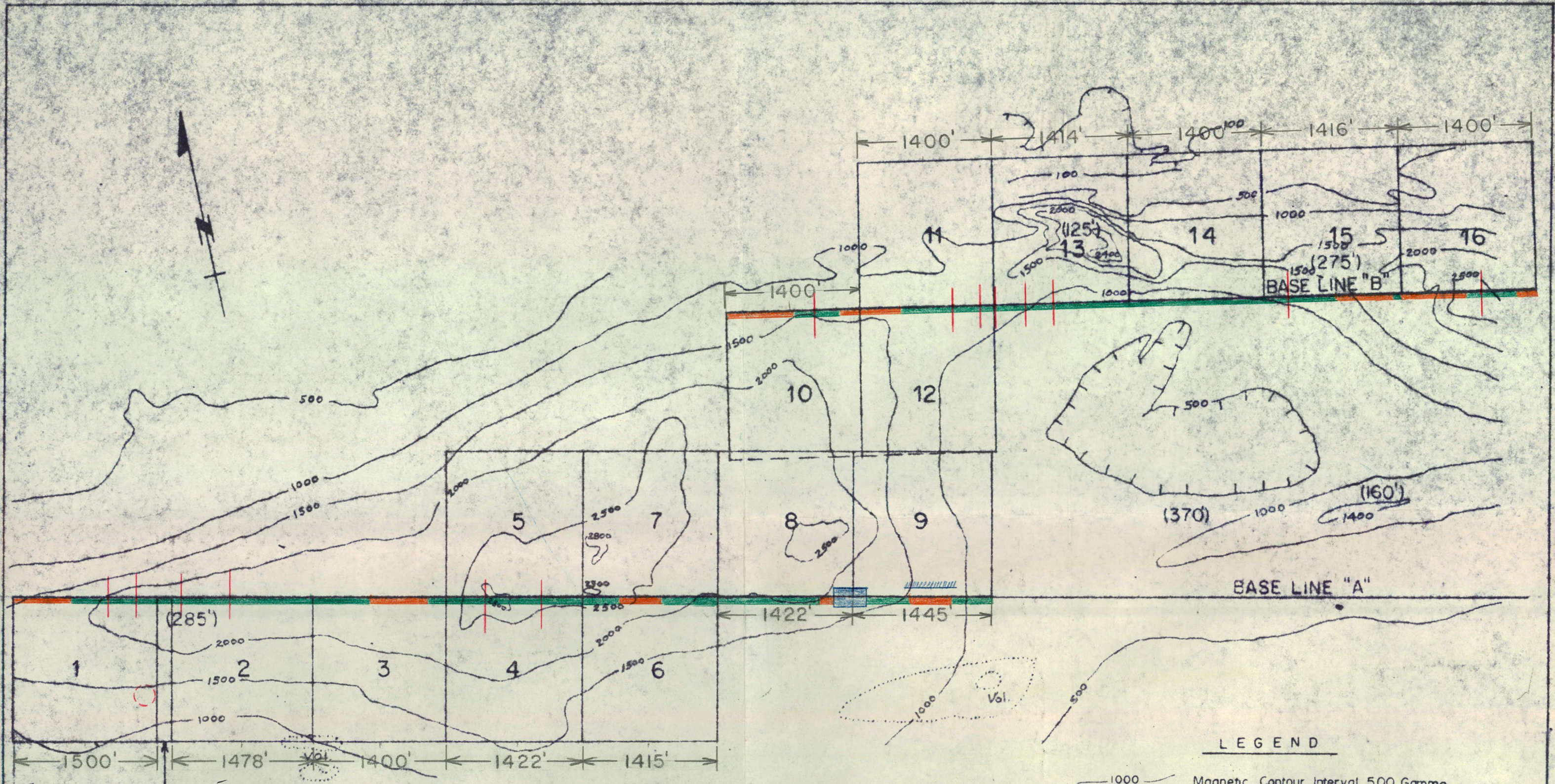
Respectfully submitted,



Carl A. Langlois,
Company Prospector

November 29, 1967

CAL/hh



FRACTION
PORT "A"
156'
C. A. LANGLOIS
NOV. 17, 1967

- RIDGE
- MUSKEG
- TREES
- WATER
- OUTCROP

LEGEND

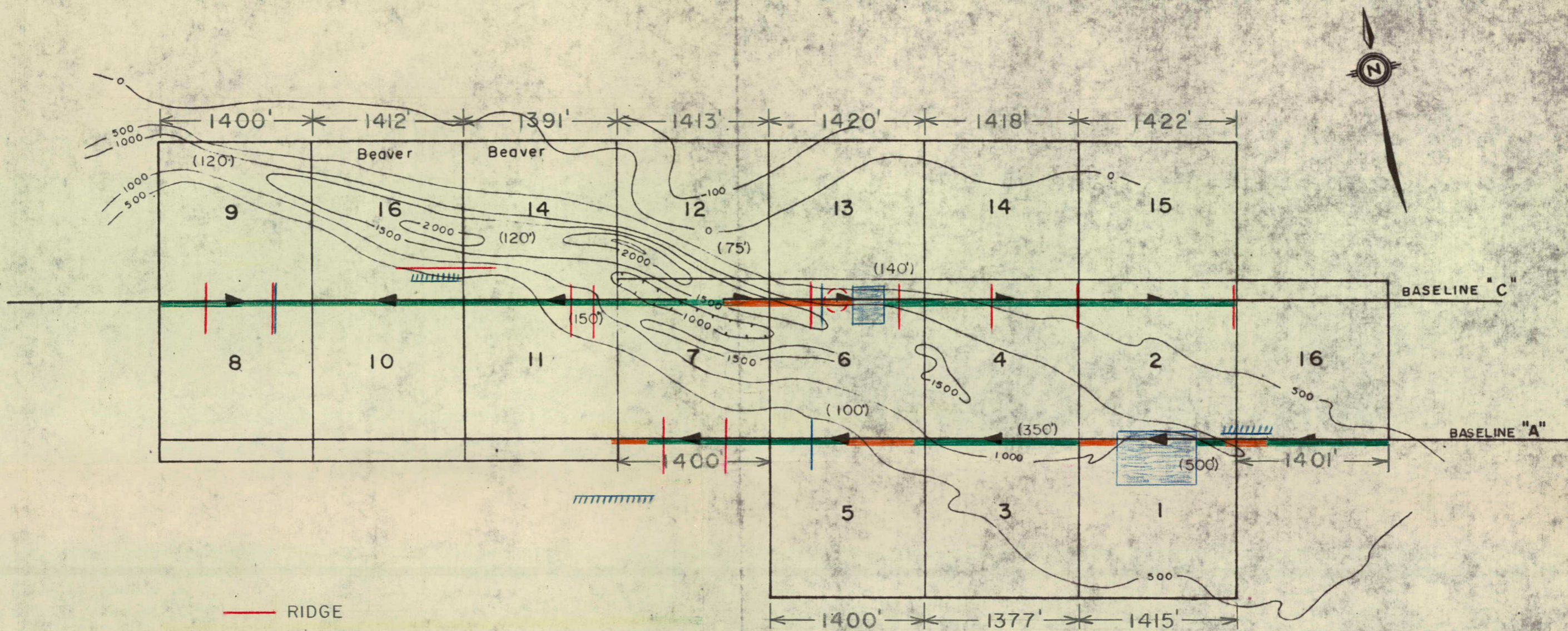
- 1000 — Magnetic Contour Interval 500 Gamma.
- 500 — Instrument: Sharp MF-1
- (150') Estimated Overburden Depth

PORT GROUP
GROUND MAGNETICS, SHARP MF-1 WHITEHORSE M.D. 115-K-2
P.H. SEVENSMA CONSULTANTS LTD.

FIG 4

VANCOUVER, B.C.
APRIL, 1967 Revised Oct 1967





- RIDGE
- MUSKEG
- TREES
- WATER
- POSSIBLE OUTCROP

Magnetic Contour Interval 500 Gamma

(150') Estimated Overburden Depth

BEAVER ROX GROUP
 GROUND MAGNETICS, SHARP MF-1
 WHITEHORSE M.D.

P. H. SEVENSMA CONSULTANTS LTD—VANCOUVER BC.

Revised Oct 1967
 MAY 1967 115-K-2

SCALE
 1000 2000

All "ROX" claims except as noted.

FIG 3

Nov. 15, 1967

ROX CLAIMS

BASE LINE "A" APPROX. 288°

CLAIMS #	LENGTH	1401 FT.
" 142	"	1415 FT.
" 344	"	1377 FT.
" 546	"	1400 FT.
" 7	"	1400 FT.
" 849	"	1400 FT.
" 10	"	1412 FT.
" 11	"	1391 FT.
" 1247	"	1413 FT.
" 1346	"	1420 FT.
" 1444	"	1418 FT.
" 1542	"	1422 FT.

PORT CLAIMS

BASE LINE "A" EXTENDS THROUGH CLAIMS (288°)

CLAIMS #	LENGTH	1656 FT.
" 1	"	FRACTION OF 156' (STAKED)
" 2	"	1478 FT.
" 3	"	1400 FT.
" 445	"	1422 FT.
" 647	"	1415 FT.
" 8	"	1422 FT.
" 9	"	1445 FT.

Armed



YUKON QUARTZ MINING ACT

FORM "A-1" - APPLICATION FOR FRACTIONAL CLAIM

(This form to be submitted in duplicate to the Mining Recorder for the District in which the claim is located.)

Mining District <u>WHITE HORSE</u>	
I, (name) <u>C. ARL. A. LANGLOIS.</u>	Occupation <u>PROSPECTOR.</u>
(Residence) <u>6105, S.E. MARINE DR.</u>	(postal address) <u>BURNABY, 3, B.C.</u>

OFFICE DATE STAMP

MAKE OATH AND SAY THAT: -

- At the hour* 11 AM on the 17 day of NOVEMBER, 1967, I located the PORT "A" fractional mineral claim situated ON A PLATEAU ABOVE THE VALLEY OF DRY CREEK APPROX. 3 MILES UP THE SNAG ROAD, THAT IS ON THE RIGHT HAND SIDE.
- This is a fractional claim bounded on the North by OPEN. on the South by OPEN. on the East by M.C. PORT # 2. on the West by PORT # 1. and is more particularly described on the sketch plan on the back of (or attached to) this declaration.
- I have placed posts of legal dimensions with the prescribed inscription on each post.
- I have inscribed on location post No. 1 the following words: M.C. FR. PORT "A" CA. LANGLOIS. NOV. 17, 1967. 11 AM. COMPASS BEARING 288° TO #2 POST. DIST. TO #2 POST. 156'
- I have inscribed on location post No. 2 the following words: M.C. PORT "A" FR. CA. LANGLOIS. NOV. 17, 1967.
- The length of the location line is approximately 156 feet.
- I have marked the line between post No. 1 and post No. 2 in the manner perscribed by Section 28 of the *Yukon Quartz Mining Act*.
- To the best of my knowledge and belief the ground comprised within the boundaries of the said fractional claim is unoccupied and unrecorded by any person as a mineral claim, that it is not occupied by any building or any land falling within the curtilage of any dwelling house, or any land under cultivation, or any Indian reserve, or other reservation made in the *Yukon Quartz Mining Act*.
- The said claim has not heretofore been staked out by anyone in my interest.

Sworn before me at _____
this _____ day of _____ 19 _____

A Commissioner for Oaths
for Yukon Territory.

DEPARTMENT

OF

~~NORTHERN AFFAIRS AND NATIONAL RESOURCES~~
Indian Affairs and Northern Development

REGISTERED MAIL

Box 1767,
Whitehorse, Yukon.
28 November 1967

Mr. C. A. Langlois
Cyprus Exploration Corporation
822 - 510 W. Hastings Street
Vancouver 1, British Columbia

File: Y21356 FR

Dear Sir:

I enclose Records and metal tags for the following mineral claims:

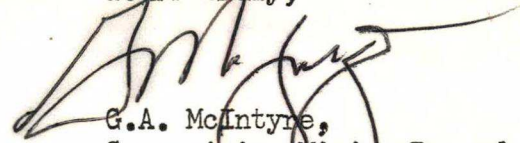
GRANT NUMBER

Y21356 FR

CLAIM NAME

PORT "A" FR

Yours truly,



G.A. McIntyre,
Supervising Mining Recorder,
Whitehorse Mining District.

Encl:

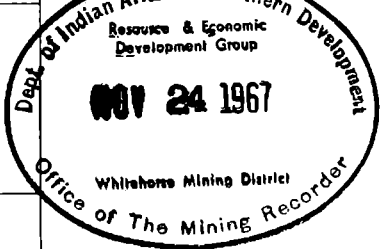


DEPARTMENT OF INDIAN AFFAIRS AND NORTHERN DEVELOPMENT

GRANT NO.: Y 21356

YUKON QUARTZ MINING ACT

FORM "B" — RECORD OF A MINERAL CLAIM

MINERAL CLAIM PORT "A" FR	SITUATED IN Dry Creek Area	MINING DISTRICT WHITEHORSE 115-K-2	 OFFICE DATE STAMP
LOCATED BY Carl A. Langlois	OF Burnaby, B. C.		

DIRECTION OF LINE FROM POST 1 TO POST 2

E^T

DISTANCE, IN FEET, OF THE LOCATION LINE (IF A WITNESS POST HAS BEEN USED THE PARTICULARS AS TO SUCH POST MUST BE FULLY SET OUT)


156 E^T - 1500 R

DATE CLAIM LOCATED 17 November 1967	DATE CLAIM RECORDED 24 November 1967
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I HAVE RECEIVED THE FEE PRESCRIBED BY THE YUKON QUARTZ MINING ACT FOR RECORDING A MINERAL CLAIM

GR285286

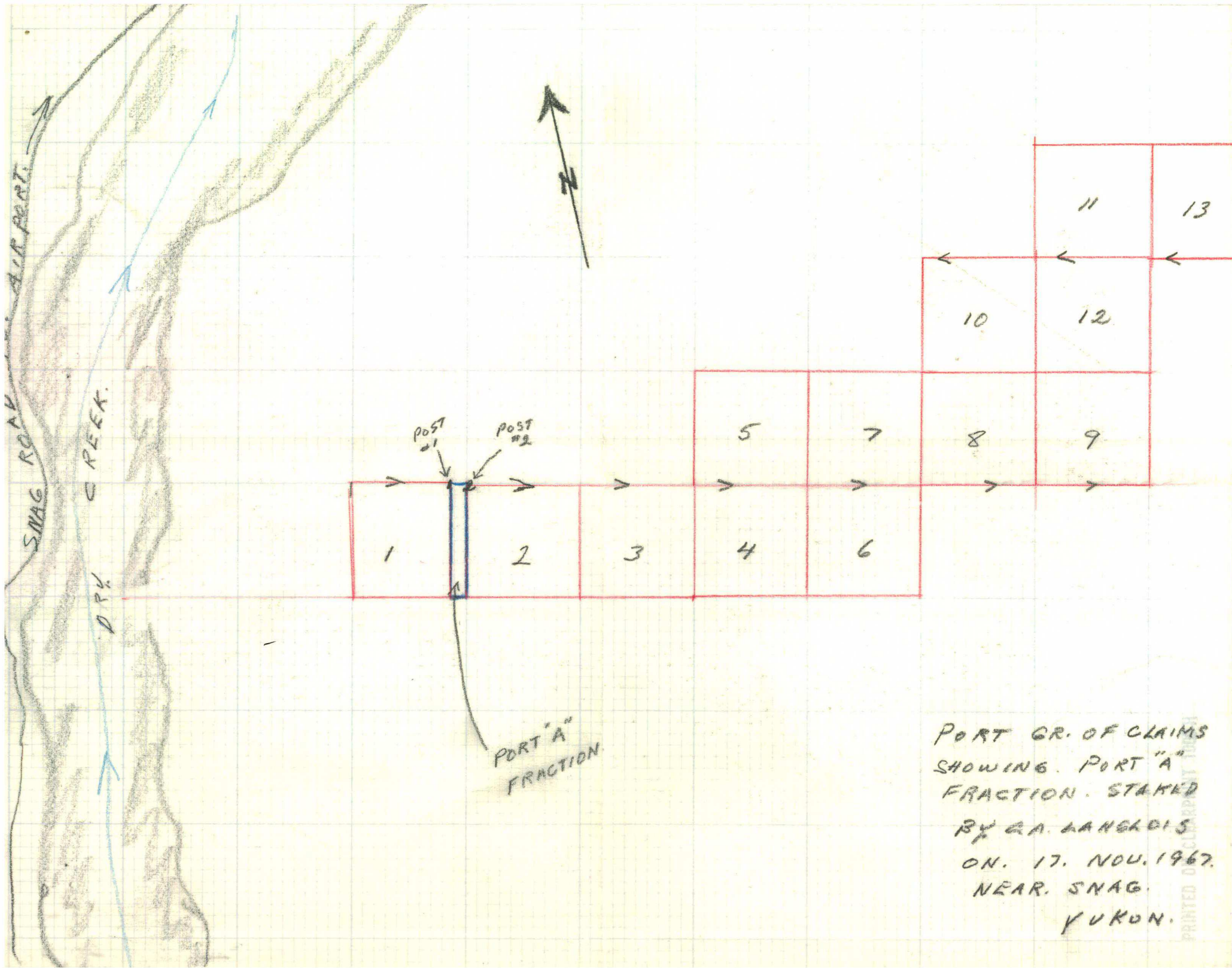
28 November 1967



MINING RECORDER

IAND-52-37 (8-66)

WHITE COPY - APPLICANT; PINK COPY - MINING RECORDER; YELLOW COPY - CENTRAL MINING RECORDS



PORT GR. OF CLAIMS
 SHOWING PORT "A"
 FRACTION. STAKED
 BY G.A. LANGLOIS
 ON. 17. NOV. 1967.
 NEAR. SNAG.
 YUKON.

PRINTED ON CLARIPRINT PAPER

CARL A LANGLOIS

Nov 29/67.

Report of C.A. Langlois

(SNAG PROJECT)

Subject ①. 2 groups of M.C. claims with 16 claims to each group. Numbers run 1-16 in each case.

②. These claims are located on both sides of the Alaskan Highway at mile Post 1188.

③. Name of these claims are Beaver, Roy, group of 16 claims, and the Port group of claims which now contains one fraction making the Port group 16 full claims and one fraction.

④. We arrived in Whitehorse Yukon Territory on the afternoon of Friday Nov 10 1967.

⑤. This left us very little time to pick up our trucks and buy our camp supplies.

⑥. We fortunately was able to accomplish all this on Friday afternoon.

⑦. This had to be done as the following day being Armistice Day a National Holiday meant that all places of business would be closed until the following Tuesday, Nov 14/67.

⑧. This would be a costly delay, and would not warrant it at any event.

⑨. We had bad luck in acquiring the machine we had arranged for, and had to settle for a large Skidoo.

⑩. We finally left Whitehorse on Sunday Nov 12, and drove to White River Lodge on White River.

⑪. On Monday morning I drove up the highway to 1188 on the Snag Road turnoff.

⑫. We put up our camp at a Government Campsite as there were all the necessary facilities such as wash rooms and firewood.

②

⑩. On Tuesday the 14. of Nov. We started out with the Skiddoo, to locate the Rox group of claims.

⑪. This was a very unlucky day as our Skiddoo broke down a mile and a half back in the Muskeg from the road. I did not find any of the Rox claim Posts.

⑫. Went to White River Lodge to Phone Mr Jack Boily to let him know about his Skiddoo breaking down.

⑬. He informed me, that he would leave Whitehorse immediately with a new Skiddoo.

⑭. Jack Boily arrived at Whiteriver lodge at 1. A.M. in the morning we proceeded back to camp and retired for the night.

⑮. The morning of the 15th of Nov. I sent my man Phil Grant with Jack Boily to get the broken down Skiddoo out of the bush.

⑯. I went out by myself to try and locate the Rox claim Posts I covered approx 5 square miles of country without any luck.

⑰. The boys got the broken machine out of the bush and had the ^{machine} new ^{ready} to go for the following morning.

⑱. I and my helper managed to drive almost to the centre of the Rox group of claims I then proceeded to chain in all the posts and affix the tags (Metal) onto the Posts.

⑲. I finally finished all of the Rox group of Claims.

⑳. This day Mr. Rush. Kidd was supposed to arrive in camp, which he did not show up.

㉑. I drove down to White River Lodge this evening to try and contact Mr. Tully. I was successful in

(3)

(21) Reaching him, I ~~once~~ let him know of all our bad luck to date with our supposed machines for transportation in the bush.

(22) I noticed an unusual amount of mining people at the Lodge. I notified Mrs Jully of this.

(23) The reason for this influx of mining people, was because of the activity on the old Canyon City Copper workings, and the old Canalash workings.

(24) There is a small size staking bonanza going on as a result of all this.

(25) Notified Don Jully about the helicopter being here at White River we decided to use the Helicopter if available to work at the Port group of claims.

(26) I and Phil walked over to the Port claims and we managed to finish off the one line of claims at a very extreme stretching of time.

(28) At this time I knew we could never walk over to the far line of Port claims and get back to camp all in the same day. So decided to wait until we got the chopper for this work.

(29) We rested up on Saturday Nov the 18th as we almost taxed ourselves to the limit the day before.

(30) Drove into Beaver Creek to get some groceries also to get another length of Pipe and an Elbow so as to install the other airtight heater in the other tent.

(31) Russ Kidd turned up on Sunday today the 19 of November. I discussed the pros and cons of the ground and General topography with him and told him I was going to drive to Whitehouse in the morning.

31. Today the 20 of Nov - I left for Whitehorse to meet Don Tully. The weather has been fantastic so far. the roads are in good driving condition. I encountered no problems till I arrived at the south end of Klavane Lake and found I had dust problems, the

32. This has to be seen to be appreciated this fine dust blows through here causing absolute zero visibility across these flats.

33. Arrived in Whitehorse seen Jack Brody delivered his Skiddoo back to him. and done my shopping and decided to relax until Don Tully arrived around midnight.

34. Left Whitehorse today to drive back to White River Lodge. arrived back at the lodge around 7 p.m. the evening this is a long dreamy drive. started to snow bad here.

35. Made arrangements with the chopper Pilot to fly us in tomorrow - Wednesday the 22 of Nov.

36. The chopper came early this morning so we were able to get into the far line of Port claims and get the job done. Russ Kidd also got in and finished his job.

37. I sent Russ Kidd back to White River Lodge with the chopper as he had fell and hurt himself.

38. I and Phil flew back to camp and proceeded to break camp. we accomplished all this and was on our way to White River Lodge by 7 p.m.

39. Today I was to go into Canyon City with the chopper to sample Silver City's trench, however there seemed to be a "keep out" sort of feeling set up around the lodge. I decided not to

⑧

⑥9 chance it, however my fears were groundless, as Don Terly had already acquired the necessary authority to visit the property.

⑦0. I and Phil left for Whitehorse. arrived there and arranged to ship our camp gear. and had a good rest and clean up. and waited for our Vancouver flight.

Summary ⑦ thoughts about the ground we had been ~~on~~ is to the effect, that, as the "EEM" which Mr Kidd did over this ground and got no responses, I was convinced before this that there was ^{no} ~~no~~ chance of coming up with any significant mineral find.

②. In my work along the location lines of these claim groups. my observations ~~was~~ did not warrant any chance of Mineral being found.

③. I am partially convinced that most of this ground is Rock of the Granite species as there did seem to be predominately Granite Boulders laying all over the country side.

④. I did see Granite in place over on the Port Group of claims, only confirming this theory.

⑤. Recommend wholly dropping any further expenses on this property as it does not warrant it. This is my believe.

~~Am~~ Respectfully submitted,
C. A. Taylor

GLENLYON MINES LTD. N.P.L.

POLARIS BLDG. BOX 3012, WHITEHORSE, YUKON.

INVOICECYPRUS MINES CORPORATION,
VANCOUVER, B.C.

November 11, 1967.

Re: Rental of Bombardier Ski-doo at a rate of \$35.00 per day beginning November 12, 1967, from Glenlyon Mines Ltd. This vehicle to be returned in reasonable condition other than normal wear and tear. Approximate date returning the vehicle is November 25, 1967.

Karl Langlois,