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TGS → Bluebell
Greenwood

Schroeter, Tom EMPR:EX

From: Bruce Laird [blaird@meritminingcorp.com]
Sent: Thu, April 13, 2006 3:34 PM
To: Grieve, Dave A EMPR:EX
Cc: Schroeter, Tom EMPR:EX; XT:EM Hallauer, Merry; Caron, Linda J; Turner, Jason J EM:IN; XT:EM Kettle River Resources Ltd - Ellen C Clements EM:IN; 'Paul'; djepsen@amebc.ca
Subject: Rails to Trails
Attachments: RDKB_Map.jpg; Dave Grieve.doc; Figure 12 - Bluebell Claims.pdf

Dave,

As we discussed in Kamloops, attached is the background information on the "heritage" status granted by the Regional district over some of the rail grades in the Phoenix area, including the map that the Regional District provide me and a claim map of the area.

I also briefly discussed the matter with Tom Schroeter and I have been trying to reach the Land Use Committee of AME BC to also inform them of the issue.

The contact info for Ms. Donna Dean at the regional district is:

202-843 Rossland Ave
Trail BC V1R 4S8
Ph. 250-368-9148
Fax 250-368-3990
Email ddean@rdkb.com

Your assistance with this matter is greatly appreciated.

Cheers

Bruce Laird
For the Boundary Mining Association

Boundary Mining Association
PO Box 2443, Grand Forks BC, V0H 1H0

Dave Grieve
District Geologist
2nd Floor, 42 - 8th Avenue South
Cranbrook, B.C., V1C 3P9

April 13, 2006

Dear Dave,

Further to our discussions in Kamloops about the Rails to Trails programme in the Phoenix area I will pass along the background information I have found.

I noticed an article in the Grand Forks Gazette (February 22, 2006, pg 10).

***Heritage Status for Phoenix Rail Beds** – Jim Sinclair, Gazette Staff*
Historic rail grades in the Phoenix Mountain area will now enjoy the same sort of protection from the Regional District of Kootenay Boundary (RDKB) as afforded the Hardy Mountain Doukobor Village. The rail grades that were used early in the last century during the mining heyday have since become well appreciated for the access they provide for hikers and nature lovers of all kinds.

The designation as outlined on Jan 26 will ensure that no part of the old rail beds may be altered without approval by the board. In cases where the beds are damaged through use, the designation stipulates that the beds be restored.

Here is a link to the news on the RDKB website.
<http://www.rdkb.com/siteengine/activepage.asp?NewsID=52>

As no map accompanied the article, I made enquiries with the RDKB office in Grand Forks and after getting no response to emails sent to Elaine Kumar in Trail, I visited the Trail RDKB office. In Trail I spoke with Donna Dean, a Planner, who provided me with a map of the designated Trails (attached, also attached is a claim map of the area).

Note that these rail grades provide access to the showings and past producers on the Emma, and Oro Denoro Crown Grants.

Ms. Dean indicated that there had been a public meeting on the issue and one of the few issues raised was as to access for logging. At the meeting it was agreed that a, per cubic metre charge would be paid by the loggers to the holder of the Woodlot (Darryll Hunt – Woodlot 1766) to maintain the rail grades. Mr. Hunt appears to have spearheaded the issue with the RDKB.

I reviewed the map with Ms. Dean and mentioned that there are old rail grades that are pass through and access the proposed mill and tailings site of Merit Mining Corp. Ms Dean recalled reviewing the application two years ago. The rail grades in the proposed mill and tailings area are listed as Crown Lots on the ILRR web site.

The main issues and comments that were raised when the matter was discussed at the last Boundary Mining Association meeting:

- What jurisdiction does the RDKB have on the lands in the Phoenix area to grant Heritage status and how does this work in conjunction with the Mines Act, the Mineral Tenure Act and the Mining Right of Way Act?
- Why was Kettle River Resources, holder of the mineral claims and mineral rights to the crown grants that these rail lines cross were originally designed to access, not directly informed of the matter prior to the designation?

I also discussed the matter with Tom Schroeter while in Kamloops and his comment was that these type land use issues will have a great influence on the decisions of major mining companies entering into the Phoenix camp in particular and the Province as a whole.

As you mentioned in Kamloops, the Heritage Act is Provincial legislation, however if the RDKB is also designating Heritage sites there is a public perception that these are offered similar protection. Obviously there needs to be a coordination of the two levels of government on this issue.

While the Boundary Mining Association recognizes that we share the land with a multiple of industrial and recreational users, we do not want our access to these lands limited. Especially, we do not want to see our access limited on transportation corridors that our industry originally developed.

Your assistance with discussing this matter within your government and with the Regional District is greatly appreciated.

Regards

Bruce Laird

Bruce Laird P.Geol.
For the Boundary Mining Association.

REGIONAL DISTRICT OF KOOTENY BOUNDARY SCHEDULE 2

1:20,000

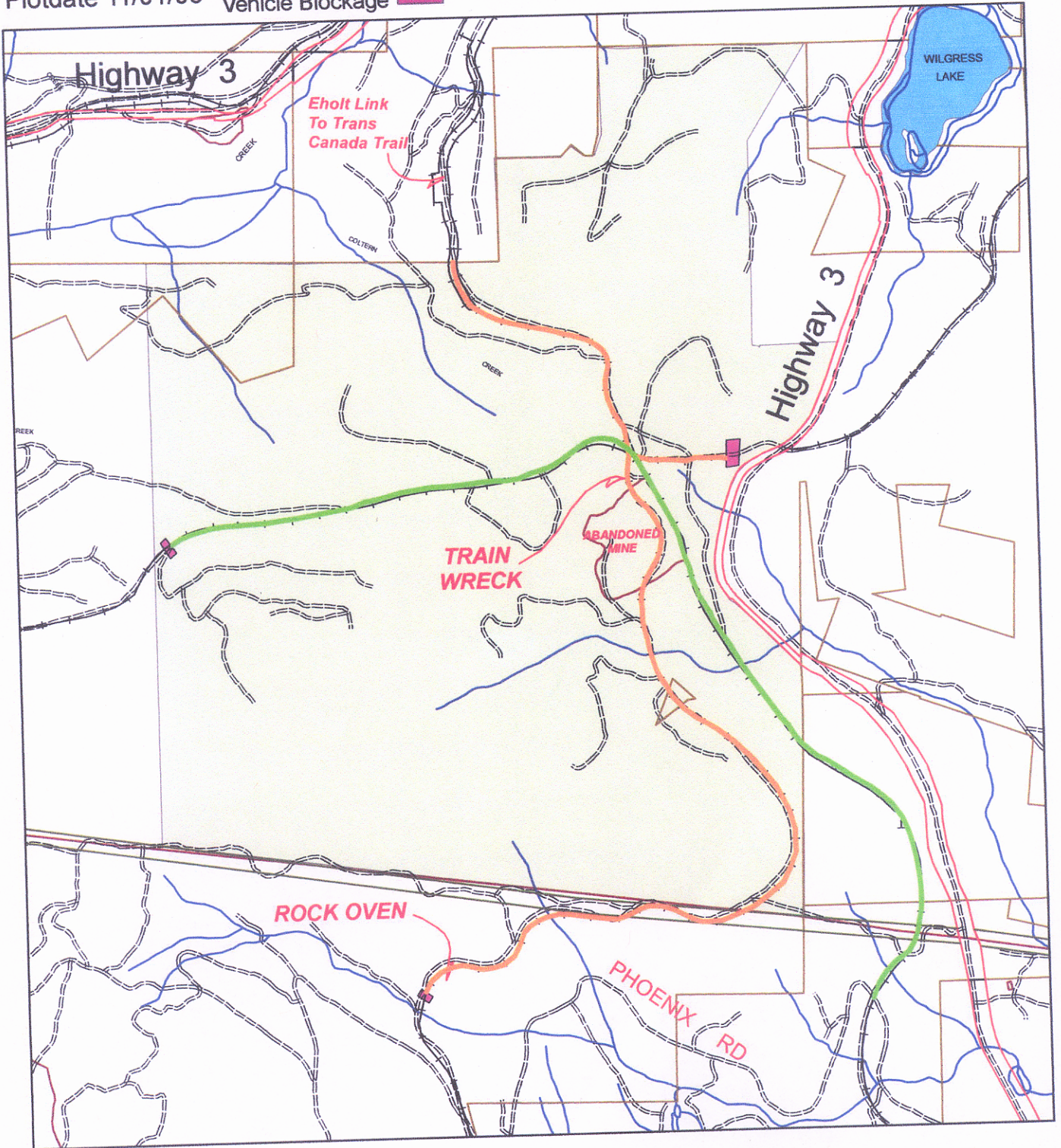
Plotdate 11/01/06

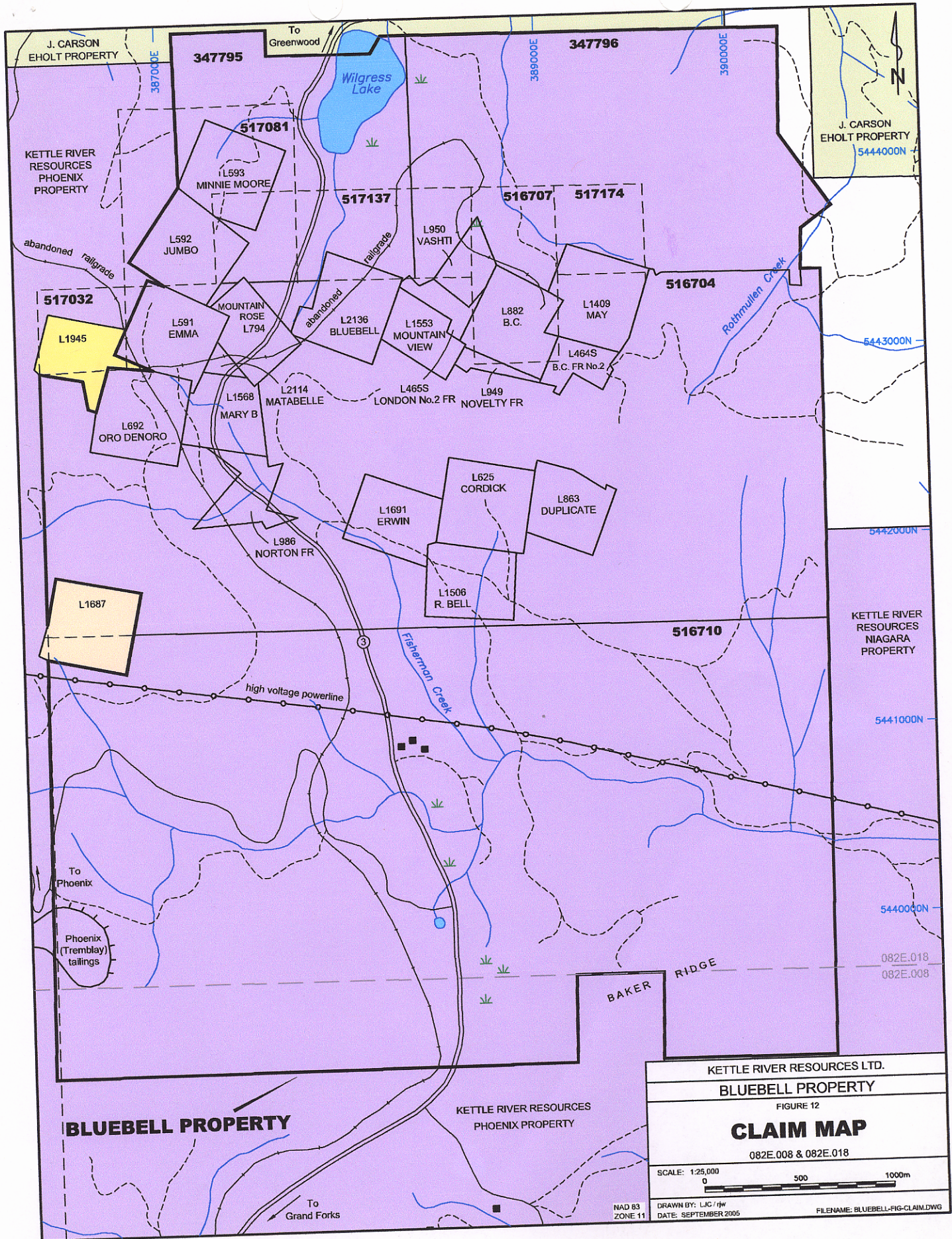
Wood Lot Lic. 1766

Abandoned (GN) Rail Grade to be Heritage

Abandoned (CPR) Rail Grade to be Heritage

Vehicle Blockage





KETTLE RIVER RESOURCES LTD.
BLUEBELL PROPERTY
 FIGURE 12
CLAIM MAP
 082E.008 & 082E.018

SCALE: 1:25,000
 0 500 1000m

NAD 83 ZONE 11
 DRAWN BY: LJC/rjw
 DATE: SEPTEMBER 2005
 FILENAME: BLUEBELL-FIG-CLAIM.DWG