



Province of
British Columbia

Ministry of
Energy, Mines and
Petroleum Resources

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888176

August 3, 1988

SULPHURETS

Mr. F. Hewitt
Northair Group
860-625 Howe Street
Vancouver, B.C.
V6C 2T6

Dear ^{Fred} ~~Mr. Hewitt~~:

Thank you for approval to visit your Bruce Jack property. The hospitality of your crews on the property was excellent, and useful discussions were held.

The underground tour led by Tom Drown was the highlight of the visit and is much appreciated.

We wish you every success in your venture.

Yours sincerely,

Bill McMillan

W.J. McMillan
A. Panteleyev
T. Schroeter
D. Lefebure
Geological Survey Branch
Mineral Resources Division

WJM/hjg



Province of
British Columbia

Ministry of
Energy, Mines and
Petroleum Resources

Robson Square
159, 800 Hornby Street
Vancouver
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V6Z 2C5

Sulphurets

Telephone: (604) 660-2708 Fax: (604) 660-2653

June 14, 1988.

Mr. Fred G. Hewett, P.Eng.
Vice President and
Exploration Manager
The Northair Group
1450 - 625 Howe Street
Vancouver, B.C.
V6C 2T6

Re: Visit to SULPHURETS

Dear Fred:

Bill McMillan, Andre Panteleyev and myself will be in the Iskut River - Sulphurets area from July 15th to 20th. Our itinerary is as follows:

Fri.	July 15th.	Fly Smithers to Bronson strip
Sat.	16th.	Tour SNI P deposit
Sun.	17th am	Tour REG deposit
		Tour McLYMONT
	17th pm	Tour TROPHY property
Mon.	18th	Tour GALORE property
	18th .	Meet with BCGS mapping crew, Trophy
	18th pm	Fly Trophy camp to <u>SULPHURETS</u>
Tues.	19th	Tour SULPHURETS
	19th	Tour GOLDWEDGE
	19th pm	Fly Sulphurets to Bronson strip to Smithers

Assuming that your 'open invitation to visit still exists, please advise the Sulphurets camp of our planned visit on the evening of July 18th. We will bring our own tent and sleeping bags.

What is the best way of communicating with the camp once we're in the field. Is the telephone number still, Brucejack 2, (N693857) on the Bell Irving Channel (Prince George) - or have you gone higher tech?

Continued good success with the project!

Yours sincerely,

Tom Schroeter, P.Eng.
Senior District Geologist

TS/pc



May 6, 1988

Mr. Donald A. McLeod
President
Newhawk Gold Mines Ltd.
#860 - 625 Howe Street
Vancouver, British Columbia
V6C 2T6

LOG NO: MAY 11 1988	VAN
ACTION:	
YOS	
FILE NO: SULPHURETS	

Dear Mr. McLeod:

Re: Sulphurets Gold/Silver Project - Road Access - Thurber Report (1988-04-05)

Selected participants in the Mine Development Review Process have now completed their review of the report: "Sulphurets Project Access Road - Bowser Lake to Knipple Glacier", prepared for your company by Thurber Consultants Ltd. Based on the review of this report, the Mine Development Steering Committee wishes to advise you of the following:

1. Approval-in-Principle - Upper Bowser Valley

Approval-in-principle is granted for road access development between the Knipple Glacier and the proposed barge-loading site at the western end of Bowser Lake, subject to the general condition that the Thurber recommendations for detailed design plus related advice contained in both this letter and the attached correspondence are followed. On that basis, the upper Bowser section of access road is consigned to Stage III of the Mine Development Review Process.

2. Decision on Remainder of Wildfire Corridor

For the present, the Steering Committee will not make an approval-in-principle decision on road development in the Wildfire Corridor to the east of the barge-loading site for two reasons:

- (i) Firstly, as noted in my letter of 1988-03-28, there are various identifiable routing options available towards the eastern end of that corridor, and a firmer routing needs to be established.

- (ii) Secondly, a report focussed on the same sorts of issues as those addressed in the 1988-04-05 Thurber report for the upper Bowser section of route is needed for the remainder of the road access corridor out to Highway #37. The report should propose an approach to road location and design which addresses the concerns of review agencies, as documented in the compendium of review comments which was attached to my 1988-03-28 letter. The report should also present a development schedule which allows adequate time for: report review and decision making; the collection of the detailed design information necessary for permit applications for road construction; and the adjudication of applications and issuance of approvals. If development of the Wildfire Corridor route is planned for 1988, such a report should be filed with review agencies as soon as possible to avoid the difficult timing problems which have been experienced by all sides in connection with the upper Bowser section of route.

3. Rock Work

The three sections of proposed rock work, totalling 3 kilometres in length, can proceed on an expedited schedule, as requested, subject to the following conditions:

(i) Barge Landing, km 0

Prior to rock work, Fisheries and Oceans Canada should receive a site plan of the barge-loading facility (see attached 1988-04-29 letter from Shawn Hamilton).

(ii) Km 18 to 19.35

Fisheries and Oceans Canada would prefer to await further detailed road design information before approving this section. The basis of caution is the potential for siltation of the Bowser River and any side channels or back channels in the area. However, an attempt will be made to resolve concerns through this section during the scheduled

Mr. Donald A. McLeod

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1988-05-10 field tour. The Ministry of Environment and Parks has no concerns other than to urge that fordings of Knipple Creek by construction equipment be minimized. Fording activities require the approval of the Regional Water Manager.

(iii) Km 19.55 to 21.1

No agency has any objection to the immediate commencement of rock work in this section.

In addition to meeting any special conditions imposed above, all rock work must be preceded by the issuance of a Forest Act approval. If it has not already done so, your company should obtain this approval from Mr. Don Varner, Resource Officer, Engineering, Kalum Forest District, Terrace. Posting of a bond will be a precondition to this approval, but the bond will be rolled into the larger bond required for eventual Forest Act approval (the Special Use Permit) for the entire road section.

I should also note that Fisheries and Oceans Canada has been under the impression that your company was seeking approval for rock work between km 8.5 and 11.35. As noted in the attached 1988-04-29 letter from Shawn Hamilton, his Department feels that this section of construction should await detailed design, and the Steering Committee understands that Newhawk was not seeking early approval to construct this section in any event.

4. Main Road Construction Program

Before the major portion of road construction can proceed in the upper Bowser Valley (i.e. other than the rock work), government permitting staff will require provision of the location/design information proposed in the Thurber report, subject to any additions or modifications to the Thurber recommendations, as outlined in this letter or the attached correspondence. In general terms, the proposed route alignment appears acceptable, subject to confirmation through detailed design.

.../4

5. Permitting of Main Road Construction Program

The following approvals are required for the major road construction program:

- o MOEP Water Act (Section 7) approvals for all stipulated stream crossings, based on MOEP/DFO stream crossing and construction guidelines/requirements;
- o Forest Act Special Use Permit (SUP) for tenure and construction regulation for right-of-way and road-related quarries and sand/gravel borrow pits, plus related Forest Act timber-clearing approvals (re: slash disposal, fire prevention, etc.);
- o Mines Act approvals for mining system (Section 6) and reclamation (Sections 9, 10) for all road-related quarries and sand/gravel borrow pits (application to be filed on Notice of Work/Reclamation Form);
- o Health Act approvals for road construction camps (if any), related to water sources (Sections 21, 22), Food Premise Regulations, Industrial Camp Regulations, and Sewage Disposal Regulations (latter applicable if design sewage flow for camps less than 5,000 gallons per day; otherwise, MOEP Waste Management Act approvals required); and/or
- o Waste Management Act approvals needed for construction camp sewage disposal in excess of 5,000 gallons per day (Effluent Disposal Permit); also Refuse Disposal Permits.

The Steering Committee considers that the Forest Act Special Use Permit and the Water Act stream crossing approvals are of particular importance in ensuring that the proposed road is located, designed, constructed, operated and maintained in an acceptable manner. It will be the responsibility of the Water Management Branch and DFO to ensure adequate collaboration on Water Act approvals, while Don Varner will be responsible for coordinating

SUP application reviews. The latter will involve several agencies, and it may well be that, once the detailed design information is available, your company and its consultants should consider meeting with key regulatory staff, either separately or in a joint session, to discuss SUP conditions. Key actors in the SUP review will include:

- o Newhawk/consultants
- o Don Varner/John Perras
- o Bela Hirczy/Dave Francis
- o Doug Flynn
- o John Brenner
- o Jim Mattison
- o Allan Edie
- o Shawn Hamilton/Dennis Burnip

In any event, the onus will be on Newhawk and its consultants to ensure that all necessary approvals are obtained. In the meantime, for Newhawk's information, I am attaching a sample SUP from the Golden Bear road. This SUP will itself be remodelled in the near future to improve clarity, the ordering of its sections, etc.

6. List of Key Government Contacts

- o Ministry of Energy, Mines and Petroleum Resources:
 - District - Doug Flynn (Smithers 847-7383 faxline, 847-7232)
 - Reclamation - John Errington (Victoria 356-2214 faxline, 387-3594)
 - Mining roads - John Brenner (Victoria 356-2204 faxline, 387-3594).

Mr. Donald A. McLeod

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- o Ministry of Environment and Parks:
 - Headquarters - John Dick (Victoria 387-9658
faxline, 387-5669)
 - Regional Director - Earl Warnock
(Prince George 565-6400
faxline, 564-6619)
 - Regional Water - Jim Mattison (Smithers 847-7278
faxline, 847-7591)
 - Regional Waste - Jim Hofweber (Smithers 847-7551
faxline, 847-7591)
 - Regional F/W - Allan Edie (Smithers 847-7288
faxline, 847-7591)
- o Fisheries and Oceans Canada:
 - District - Shawn Hamilton
(Prince Rupert 624-0451
faxline, 624-6479)
 - Region - Steve Macfarlane
(New Westminster 666-2409
faxline, 666-7112)
- o Forestry Division:
 - District - Don Varner or John Perras
(Terrace 638-3290
faxline, 638-3437)
 - Region - Dave Francis or Bela Hirczy
(Smithers 847-7505/7453
faxline, 847-7217)

.../7

- Headquarters - Jim Crover (Victoria 387-8386
faxline, 387-5999)
- o Skeena Health Unit:
 - Unit - Ron Craig (Terrace 638-3474
faxline, 638-3492)

7. Road Design Standards

The SUP will be issued on the basis that the proposed access road will be constructed to the equivalent of a Class 5 forest road standard. For such mining roads, the design standards are as follows:

- o road width - 5 metres, with at least 4 intervisible passing zones per kilometre.
- o bends - 10 metre width on blind bends; where not blind, adequate additional width for vehicle side-tracking; widenings may count as passing zones.
- o grades - maximum 8%, but short pitches (e.g. up to 100 metres) up to 10%.
- o switchbacks - maximum grade 5%, minimum turning radius, 20 metres.
- o design speed - average of 50 km/hour.
- o bridge design - 45-tonne loading, capability to safely pass the 200-year flood.
- o cut and fill slopes - 2:1 preferred, but steeper slopes acceptable for cuts in competent materials (discuss with regulatory staff).
- o roadway ditches - minimum depth, 1 metre.

Mr. Donald A. McLeod

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o cross-section - for typical cross-section, see attachment.

8. Proposed Road Development Schedule

The road development schedule proposed in the Thurber report may well be too optimistic. It is important that weather conditions be suitable for the type of field location/design work which is needed, and the snow cover may still be in place in early May.

9. Re-Use of 1987 Tote Road

Temporary re-use of the 1987 tote road is acceptable, subject to the conditions outlined in Shawn Hamilton's 1988-04-27 letter to you.

10. Individual Agency Review Comments

With regard to the Thurber report, the following individual agency review comments and/or documentation are drawn to your attention:

(i) Ministry of Energy, Mines and Petroleum Resources

I attach Engineering and Inspection Branch comments (John Brenner's 1988-04-21 memo) which generally endorse the approach to road design proposed in the Thurber report.

(ii) Ministry of Environment and Parks

The attached 1988-04-21 memo from John Dick indicates general support for the report's findings, but expresses doubt about the viability of the design/construction schedule, and stresses the importance of conservative stream crossing designs, given the paucity of local hydrological data.

(iii) Fisheries and Oceans Canada

The attached 1988-04-27 letter from Shawn Hamilton stipulates his Department's pre-conditions for temporary re-use of the 1987 tote road, while the attached 1988-04-29 letter conveys more general review comments on the Thurber report. Shawn Hamilton's rock work comments are reported earlier in my letter (see above, item #3). Shawn Hamilton's letter also comments on other route segments of concern, indicating data requirements in some instances.

(iv) Ministry of Forests and Lands

Regional and District staff generally support the detailed design approach proposed by Thurber. Since the road is to be located in Provincial Forest, the Forestry Division accepts that the SUP is the Province's key legal instrument for regulating design, construction, operation, maintenance and eventual abandonment of this road, and will not issue the overall SUP until:

- o all key agencies (MFL, MEMPR, MOEP and DFO) are satisfied with Newhawk's detailed design information; and
- o these same agencies are also satisfied with the various provisions within the SUP (a draft SUP will be circulated to those agencies for review prior to finalization and issuance).

(v) Ministry of Transportation and Highways

The Traffic and Design Branch has no comments or concerns with respect to road development in the upper Bowser valley. Its interest relates primarily to the junction between the new road and Highway #37 at the eastern end of the Wildfire Corridor.

The Native Affairs Secretariat has no specific concerns on the upper Bowser section of route, but wishes to reiterate comments relayed on the Corridor Options Assessment (January, 1988), namely that the Nisga'a Tribal Council should be offered an opportunity to provide comments on this road/mine development. Newhawk is also urged to consider recruitment of qualified local Native people for road construction or related mine employment opportunities, where possible.

(vi) Ministry of Tourism, Recreation and Culture

The Heritage Conservation Branch has no heritage resource concerns with respect to the upper Bowser section of road development, and requires no further involvement in the review of that section of road.

(vii) Indian and Northern Affairs Canada

Comments are as for the Corridor Options Assessment (January, 1988 - see compendium of review comments).

11. Concluding Comments

In light of the foregoing, then, Newhawk is now authorized to approach government agencies in order to obtain the various licences, permits, etc. required for road construction in the upper Bowser valley west of Bowser Lake. The required permits were listed earlier in this letter. By copy of this letter, the MDSC wishes to advise permitting agencies that there is no longer any objection to the issuance of road construction approvals between Knippel Glacier and Bowser Lake, once satisfactory applications have been filed. The central role of the Forestry Division in drafting a Special Use Permit which meets the needs of various agencies has already been noted. All relevant government agencies, including those not directly involved in reviewing the Thurber report, are urged to cooperate fully with Newhawk in order to achieve an expeditious resolution of outstanding permitting matters.

Mr. Donald A. McLeod

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In closing, on behalf of the MDSC and all MDRP participants, I wish to thank Newhawk for its good cooperation with the MDRP to date. Please telephone either Norm Ringstad (Victoria 356-2229) or myself (356-2230) if you have questions or comments relating to either the foregoing or the attached correspondence.

Yours truly,



Raymond L. Crook
Chairman
Mine Development Steering Committee
c/o Mineral Policy & Evaluation Branch
Mineral Resources Division

Attachments: memo, Brenner to Crook, 1988-04-21.
 memo, Dick to Crook, 1988-04-21.
 letter, Hamilton to McLeod, 1988-04-27.
 letter, Hamilton to Crook, 1988-04-29.
 sample SUP from Golden Bear road.

ccs: See attached page.

Mr. Donald A. McLeod
Page 12

ccs (without attachments):

Bruce McRae
Ron Smyth
✓ Tom Schroeter

Norm Ringstad
Ralph McGinn
Daryl Brown

ccs (with attachments):

John Brenner
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Vic Preto
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John Phillon
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Jim Mattison - hand delivery
Jim Crover
Rabi Alam
Bob Gerath (Thurber) -
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Don Varner/John Perras - courier
Wayne Knapp
Shawn Hamilton - courier
Dennis Burnip
Peri Mehling - hand delivery
Mike Kent
Cynthia Lukaitis
Cynthia Hawksworth
Bob Powell
Eric Denhoff
John Brodie (Rescan) -
hand-delivery



To: Selected Participants
Mine Development
Review Process

FEB

1989 Date: February 2, 1989

TCS

Re: Sulphurets Gold/Silver Project - Stage I Submission (January, 1989)

The Mine Development Steering Committee has accepted the above one-volume submission for formal detailed review without a screening. The screening was waived because of tight development timetable constraints to the proponent. The submission is being sent directly to MDRP review agencies by the proponent. We should do whatever we reasonably can to expedite report review.

The Stage I submission is based on your information requirements, as stated at the conclusion of the May, 1987 Prospectus review. You are referred to the compendium of Prospectus review comments (conveyed under cover of the 1987-08-28 letter to Mr. D.A. McLeod from Ray Crook).

Your Stage I review should be geared toward the following:

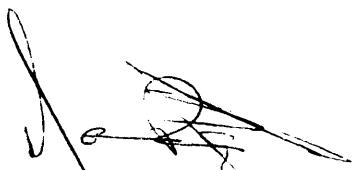
- o a decision on approval-in-principle at the end of Stage I; and
- o a decision on whether or not outstanding concerns can be handled at Stage III, thereby permitting a waiver of Stage II.

In conducting your review, you should focus as necessary from your agency's perspective, on any key issues which have been previously noted. In this respect, the proponents, subsequent to the prospectus review, submitted separate prospectus level letter reports for the Brucejack Lake Hydro proposal and Bowser Lake ferry proposal. Please refer to your agency's review comments on these proposals in finalizing your Stage I review (see MDRP review responses conveyed in letters from R. Crook to J. Shillabeer, 1988-09-15 and N. Ringstad to J Shillabeer, 1989-02-02). With respect to your agency's review comments on the Bowser Lake ferry proposal, the company did not receive the formal detailed review comments in time to conduct several of the Stage I studies identified, and incorporate the results into the Stage I submission. In this regard, I have advised the company that it should identify any outstanding Stage I information requirements and advise the review agencies directly on a proposed study program and time frame to address these concerns.

In order to expedite the review of this project, the company has proposed to meet with key review agencies in early March to obtain preliminary feed back on any outstanding Stage I concerns which need to be addressed prior to approval-in-principle. Early identification of major issues would allow the company to make use of the MDRP review time to assemble and provide additional information, if required. In this regard I wish to urge key review agencies to provide any assistance, within reason, to meet the company's request.

In the meantime, by no later than 1989-04-14, you are asked to respond to the following questions from the standpoint of your agency's interests:

1. Do you support the granting of approval-in-principle at the end of Stage I? Alternatively, should a decision on approval-in-principle be deferred to the end of Stage II?
2. Do you have concerns, comments or information requirements which should be addressed in a Stage II submission? Alternatively, could outstanding issues be resolved through routine permitting processes at Stage III?
3. If you require information at Stage II, please indicate the topics and level of information required.
4. If you do not require Stage II involvement, what (if any) information, permitting requirements, etc. must be satisfied at Stage III?



Norm Ringstad
Secretary
Mine Development Steering Committee
c/o Engineering and Inspection Branch
Mineral Resources Division

NR:sf

cc: Ray Crook
Ron Smyth

Attachment: Distribution List

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COPY

August 16, 1993

FILE: SULPHURETS

Don McLeod/Fred Hewett
Northair Group
860-625 Howe Street
Vancouver, B.C.
V6C 2T6

Dear Don/Fred:

RE: SULPHURETS

Just a short note to sincerely thank Newhawk (Bruceside project) personnel for your kind and hospitable reception during a visit by Paul Wojdak and myself to the property August 3 to 5. We particularly appreciate the openness of your staff, engineered by Dave Visagie, and the willingness to spend time with us. We were very impressed by the dedication and enthusiasm shown by everyone involved.

We wish you continued good luck with the project and hopefully a mining scenario is not too far away.

Yours sincerely,

Tom Schroeter, P. Eng
Senor Regional Geologist

TS:mch

CC: Paul Wojdak



Province of
British Columbia

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→ Sulphurets

July 5, 1993

Dave Visagie
Northair Group
860 - 625 Howe Street
Vancouver, B.C.
V6C 2T6

Dear Dave:

Re: **SULPHURETS VISIT**

I am inquiring about the possibility of me visiting the Sulphurets property sometime between **Aug. 4th and Aug. 7th**. I plan to arrive in Stewart in the late afternoon of Wednesday, August, 4th and would like to arrange to fly into the property either then or first thing next morning.

What do you suggest:

- 1) charter chopper
- 2) Possibility of hooking up with 'site' machine.

Is there a way of checking when I arrive in Stewart?

B-5 incl.

I am prepared to pay for room and board charges. If James MacDonald is in camp at the time, I would appreciate it if you could alert him of my short visit. I would like to touch base with him, especially with regard to flow dome(s).

Hopefully, I'll see you then. Bob will be tending to new family addition.

Yours sincerely,

Tom Schroeter, P. Eng.
Senior Regional Geologist