

INAE-Dec 16/08

Indian and  
Northern Affairs

Indiennes  
du Nord

P.O. Box 1500  
YELLOWKNIFE, N.W.T.  
X1A 2R3

5 March 1980

REF 40-1

R.M.O.  
Fort Simpson

Your file: 18676692706

Our file: 18676692706 N80F249

Enclosed is a new Land Use application, number N80F249.

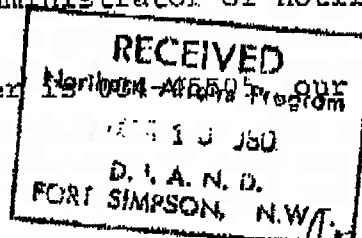
All future correspondence on this application should be addressed to the Land Use Administrator, A.G. Carmien, at P.O. Box 1500, Yellowknife, N.W.T., and should refer to the above file number.

You are requested to indicate to the above Land Use Administrator by March 12, 1980, one of the following procedures.

- (1) Application for a class A permit to be rejected as it is not made in accordance with the Territorial Land Use Regulations (incomplete or inaccurate - section 25(1)(d)). Application will be returned to the company to be properly prepared.
- (2) Permit to be issued after receipt of your comments, within the 10 day time limit. (section 25(1)(a)).
- (3) Application for class A permit to be given further time for issuance - section 25(1)(b). Section 25(1)(b) indicates that the maximum allowable time is 42 days and you are required to advise the Land Use Administrator of your anticipated date for issuance of the permit along with a brief explanation for invoking the delay.
- (4) Application for class A permit to be held until studies or investigations are carried out -- section 25(1)(c). In this case, point (3) above would normally be declared allowing time for substantiation of this section.

Where community consultation is to be carried out, please advise the Land Use Administrator of notification to communities, etc., as above.

Our telex number is 18676692706, our telephone number is 920-8171.



A. Whitehead

A.E. Ganske  
Regional Manager,  
Land Resources

Encl.

SEARLE, RICHARD & KINGSMILL

*Barristers and Solicitors*

DAVID H. SEARLE, Q.C.  
JOHN F. KINGSMILL  
KATHERINE R. PETERSON  
DAVID G. MARRIOTT

J. EDWARD RICHARD  
JOHN Z. VERTES  
R. CLARK REHN  
GABRIELLA I. LANG

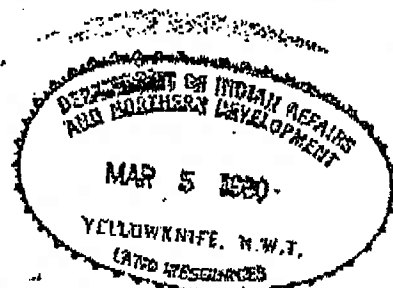
5102 FRANKLIN AVENUE  
P.O. BOX 939  
YELLOWKNIFE  
NORTHWEST TERRITORIES  
CANADA  
XOF 1H0

March 4, 1980

Mr. Joe Ganske  
Regional Manager, Land Resources  
Northern Affairs Program  
Department of Indian Affairs and  
Northern Development  
Box 1500  
Yellowknife, N.W.T.  
X1A 2R3

RE: Cadillac Explorations Ltd. (N.P.L.)  
Application for Land Use Permits  
Our file: 80-348-S

N80F249



Dear Sir:

As a result of discussions with Mr. Art Redshaw and then later with Mr. Deric Cormier, we are pleased now to enclose herewith the following:

1. Application for Land Use Permit in duplicate, with respect to the proposed mine site.
2. Application for Land Use Permit in duplicate, with map appended, for the proposed winter road. The map, appended to the original only, is of a very small scale and is appended for convenience purposes. You do, however, have another map which our clients provided to you, which is referred to as Plan No. # 100-10-F02, which is of larger scale, and should be referred to.
3. Our client's cheque, made payable to the Receiver General of Canada, in the amount of \$3480.00, calculated in the sum of \$220.00 for 1. above and \$3260.00 for the road.

In addition to the foregoing, we are ~~applying for the~~ necessary authorization to use water without having a water license. This we will do through Mr. Hale, Regional Manager, ~~Water Resources~~ Northern Affairs (Water Resources).

We have also been instructed to make application ~~for~~ for a Surface Lease to cover the mineral claims held by our client company, and will get that application for Surface Lease ~~to~~ to your office shortly.

FORT SIMPSON, N.W.T.

March 6, 1980

Mr. Joe Ganske

Pg. Two of Two

3

When we met with Mr. Cormier, we covered certain points with him, on which he wished further information.

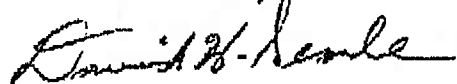
With respect to 1. above, Mr. Cormier asked us for a detailed map showing the camp layout, the proposed fuel storage, the airstrip, the garbage dump, and, if possible, the proposed tailings disposal area. We have contacted our client and such a detailed map of the camp will be provided, but will not show the proposed tailings disposal area, because the decision as to its location has not been made. We have also requested of our client a time frame schedule which would indicate when underground development would take place, when the fuel would be brought into the property, and when the testing for the tailings disposal area would begin. Mr. Cormier raised the question as to whether any surface diamond drilling would be done, and the answer to that is that none is planned. He also requested a detailed contour map of the camp area. We will provide this if such can be located.

With respect to the proposed Land Use Permit for the winter road, Mr. Cormier has asked us for the schedule of construction, particularly when the first fifteen miles will be constructed, and then when the remainder will be completed. He particularly wished to know the starting date of construction, whether any camps will be established along the road, and if so, where. Again, a contour map of the road was asked for, particularly the first fifteen miles, where substantial hillside cuts will be made. If such contour map exists, it will be provided. Mr. Cormier also expressed concern about the soil type, again particularly in the first fifteen miles. We will provide that information in due course.

A copy of this letter is being forwarded to our client, so that the information which is required can be provided. If, in the course of examining this application, there are other matters which occur to you, please do not hesitate to contact the writer by telephone so that we can work expeditiously in this regard.

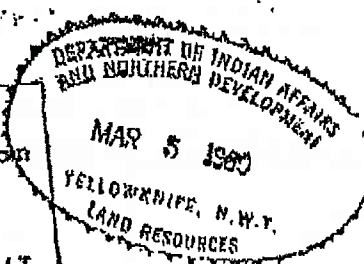
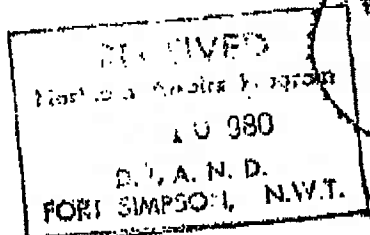
Finally, may we ask your department to do whatever is possible to expedite this matter.

Yours sincerely,



David H. Scarle

sjm



Indian and  
Northern AffairsAffaires  
Indiennes  
et du NordAPPLICATION FOR LAND USE PERMIT  
DEMANDE DE PERMIS D'UTILISATION DE TERRES

4

Fees - Droit	Amount - Montant	Receipt No. - Reçu N°	Date	Class - Catégorie A _____ B _____	No. - N° <b>N80F249</b>
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Note: If insufficient space, attach a sheet.

Note: Au besoin, utiliser un feuillet supplémentaire.

1 Name & Mailing Address - Nom et adresse postale du requérant <b>Cadillac Explorations Limited</b>	2 Address of Head Office in Canada if incorporated. Dans le cas d'une société, adresse du siège social au Canada. <b>Suite 920, Lancaster Building 304 - 8th Avenue, S.W. Calgary, Alberta T2P 1C2</b>
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3 QUALIFICATIONS - TITRES See sec. 21 Voir sec. 21	(I) <input checked="" type="checkbox"/> (II) <input type="checkbox"/> (III) <input type="checkbox"/> (b) <input type="checkbox"/> (c) <input type="checkbox"/>	No(s) exploration permit mineral claims if applicable. N°(s) des permis d'exploration minière, s'il en est.
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4 LAND USE OPERATIONS - Describe the purpose, nature, location & extent of the operation. UTILISATION DE TERRES - Annexer un exposé du but de la nature de l'endroit et de la portée de l'opération projetée. <b>Purpose is construction of winter road from Cadillac camp at 61°-33'-09" N, 124°-47'-52" W. to a point approximately at confluence of Blackfoot and Liard Rivers as per map attached. Road to have 15-foot top or total width 30 ft. x 110 miles.</b>	5 Total No. of personnel - N° total du personnel <b>5</b>	6 Hectares <b>162</b>
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EQUIPMENT, VEHICLES AND FACILITIES - ÉQUIPEMENT VÉHICULES ET INSTALLATIONS			
7 Type - Genre	8 No. - Quantité	9 Size - Dimension	10 Purpose - Usage
Tractor-bulldozers	2	Caterpillar D-8	Road Construction
Grader	1	Caterpillar E-4	
Kenworth Truck	1	20 ton	
4x4 Pick-Up Trucks	3	1/2+3/4 ton	

CONTRACTORS & SUB-CONTRACTORS - ENTREPRENEUR ET SOUS-TRAITANT	
11 Names and Addresses - Noms et adresses <b>None</b>	12 Functions - Fonctions

FUELS - COMBUSTIBLES			
13 Type - Genre <b>None</b>	14 Type & Nos. of Containers Genre et N° de réservoirs	15 Capacity - Capacité (Litres)	16 Method to contain fuel in case of leakage Mode de retenue du combustible en cas de fuite <b>(Fuel will be trucked from storage at main Cadillac camp.)</b>

17 METHOD OF EMPTYING AND FILLING CONTAINERS - MODE DE VIDANGE ET DE REMPLISSAGE DES RÉSERVOIRS	<div style="border: 2px solid black; padding: 5px; text-align: center;"> <b>RECEIVED</b>  <b>1980</b>  <b>F. A. N. D.</b>  <b>FORT NELSON, N.W.T.</b> </div>
18 WASTE DISPOSAL - arrangements planned for disposal of garbage, sanitary wastes and debris. ENLEVEMENTS DES ORDURES - mesures prévues pour l'enlèvement des ordures des effluents sanitaires et des déchets <b>N/A</b>	

19 CONTACT: Name and address of field supervisor - Nom et adresse du chef du chantier <b>Ruben Fast Box 386, Fort Nelson, B.C.</b>
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20 TIME SCHEDULE PROPOSED DURÉE ESTIMATIVE DES TRAVAUX Start - Début Completion - Fin	21 APPLICATION FEES - DROITS DEMANDE DE PERMIS \$ 10.00 Class * \$ 20.00 Catégorie Catégorie 'A'	22 LAND USE FEES (See Schedule) DROITS D'UTILISATION DE TERRES (voir annexe) 162 Hectares \$ 20.00 XXXXXX	TOTAL <b>\$3260.00</b>
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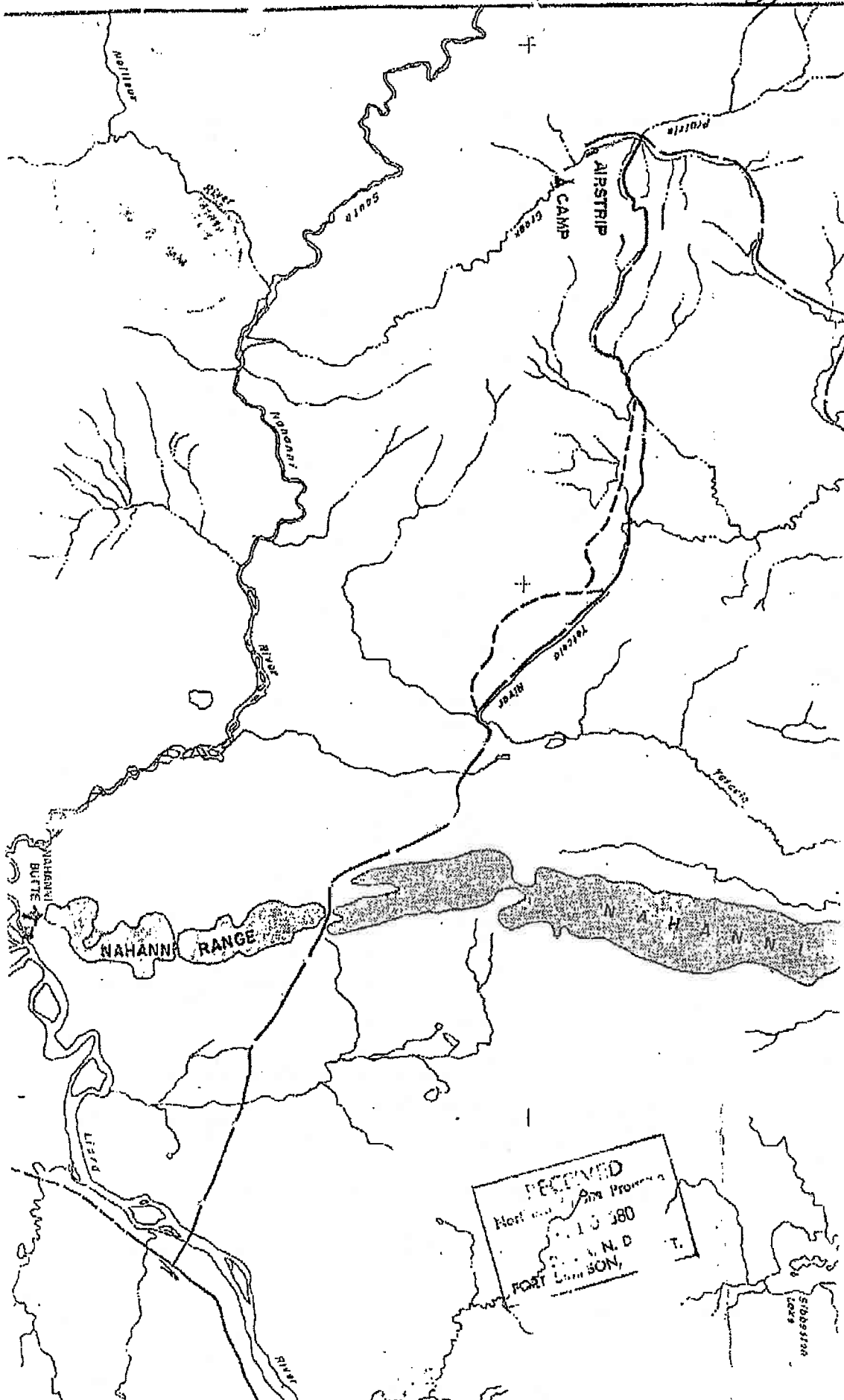
Cadillac Explorations Ltd.

Signature

(Print) Name - (écrire en lettres moulées) Nom

Title - Titre

Date



Cadillac Explorations Inc.  
 COMPANY: Suite 4203, 1000, 1000, 1000  
 ADDRESS: 301 - 8th Avenue, S.W.  
 Calgary, Alberta T2P 1K7

APPLICATION/PERMIT: N80F249

PHONE NUMBER: \_\_\_\_\_

## I. LOCATION:

N.T.S.: 45-F-4-G

Co-ordinates: 61°33'09"N - 124°47'53"W

District: Fort Simpson

U.T.M.: \_\_\_\_\_

## TYPE OF OPERATION:

Acres Dead - Prairie Creek to Laid River

Area: Fort Simpson - Fort Laid

Photos: \_\_\_\_\_

## II. APPLICATION:

Date Received: 5 March 1980☒ Entered in Ledger☒ Entered in Card Index

Land Use Fees: (Application Fee: Class A - \$20.00; Class B - \$10.00)

Usage Fees: S. of 65° - \$20.00/ha; N. of 65° - \$12.00/ha.)

## AMOUNT

Date Received	Receipt Number	Application	Land Use	Total
<u>5 March 1980</u>	<u>03503e</u>	<u>\$20.00</u>	<u>\$3200.00</u>	<u>\$3260.00</u>
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

III. DRAFTED: K.R. (One copy to be given to draftsman for reproduction at this stage. In case of only one copy, xerox copy for draftsman.)

## IV. AREAS OF MULTIPLE LAND USE RESEARCH:

## (1) Running Series - interaction of other programs:

No concerns(2) Interaction Series: (A) Ungulates (D) Polar Bear (C) Bird Populations  
(B) Other Areas of Concern - community, etc. and  
Special Areas (E) Other (specify)No concerns - 45 FUse map 45 F(3) Interference Series: (A) Archaeological Sites (B) Reservations (C) Leases  
(D) Land Claims - moratoriums, freezes (E) Other (specify)45 F - 008 Preserve for Stream gauging station45 F - Parks & other Area of Interest45 F - Reservations(4) Terrain Sensitivity: (A) Land Forms (B) Vegetation (C) Drainage  
(D) Other (specify)No maps

_____	_____
_____	_____
_____	_____

## (5) Land Use Information Series: General information attached on one map for reference - general, but can add

45 F - A few sheep inhabit the area along with woodland caribou in summer45 F - Important areas for beaver, moose, woodland caribou, deer, sheep45 F - Nahanni River valley is heavily trapped and hunted by the NahanniRoute residentsV. CONCLUSION: Results of research and considerations for permit. TYPE: A (A or B)

Indian and  
Northern Affairs

Affaires  
indiennes  
et du Nord

P.O. Box 500  
YELLOWKNIFE, N.W.T.  
X1A 2R3

July 2, 1980

3  
RFR 40-2  
INAC-16/10

Cadillac Explorations Ltd.  
Suite 290, Lancaster Building  
304 - 8th Avenue, S.W.  
CALGARY, Alberta  
T2P 1C2

Your file Votre référence

Our file Notre référence

N80F249

ATTENTION: L.C. Morrisroe  
President

Dear Sir:

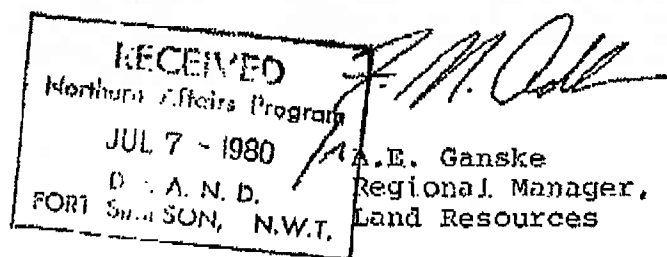
Attached is your Land Use Permit for winter road construction from Prairie Creek to the Liard Highway in the N.W.T.

Please note that the issuance of this permit does not imply that approval in principle has been given for any plans you may have in regard to the extraction or milling of ore from the mine site.

You will note condition 5 and 32 through 41. Once the requirement of condition number 33 has been fulfilled we would like to arrange a joint inspection of the route by our officers and your personnel so that final approvals regarding route alignment and stream crossings can be given. With this in mind we would appreciate notification so that such an inspection can be arranged.

If you have any questions please contact this office.

Yours truly,



cc: Distribution List

ADJRM/aa



Indian and Northern Affairs Affaires indiennes et du Nord

LAND USE PERMIT

PERMIS D'UTILISATION  
DES TERRESNORTHERN AFFAIRS  
PROGRAMPROGRAMME DES AFFAIRES  
DU NORD

PERMIT CLASS - PERMIS CATEGORIE

A

PERMIT NUMBER - PERMIS NO

N80F249

Subject to the Territorial Land use regulations and the terms and conditions  
in this permit, authority is hereby granted to:Sous réserve du règlement sur l'utilisation des terres territoriales et des  
conditions de ce permis:

## CADILLAC EXPLORATIONS LTD.

Permittee - Détenteur du permis

To proceed with the land use operation described in the application  
of:Est autorisé à entreprendre les travaux d'exploitation des terres décrites dans la  
demande de permis du:

DATE March 4, 1980	SIGNED BY - SIGNATURE David H. Searle
TYPE OF LAND USE OPERATION NATURE DE TRAVAUX D'EXPLOITATION DES TERRES Winter Access Route	LOCATION - EMPLACEMENT Prairie Creek to Liard Highway, N.W.T.

This permit may be assigned, extended, discontinued, suspended or cancelled  
pursuant to the territorial land use regulations.Ce permis peut être l'objet d'une cession, d'une prolongation, d'une cessation  
d'une suspension ou d'une annulation, en vertu du règlement sur l'utilisation  
des terres territoriales.Dated at  
Date à YELLOWKNIFE, N.W.T.

Engineer - Ingénieur

This  
Ce 2 Day of July 80  
jour de

July 2, 1980

Commencement Date - Date du début des travaux

July 1, 1981

Expiry Date - Date d'achèvement

## NOTE

IT IS A CONDITION OF THIS PERMIT THAT THE PERMITTEE COMPLY  
WITH ANY OTHER APPLICABLE ACT, REGULATION, ORDINANCE,  
BY-LAW OR ORDER. DEFAULT THEREOF MAY RESULT IN SUSPENSION  
OR CANCELLATION OF THIS PERMIT.

## REMARQUE

LE DÉTENEUR DU PRÉSENT PERMIS DOIT SE CONFORMER À TOUT  
AUTRE RÉGLEMENT, LOI, DÉCRET, RÉGLEMENT MUNICIPAL OU  
ARRÊTÉ APPLICABLE. LE MANQUEMENT À CETTE OBLIGATION  
POURRAIT DONNER LIEU À LA SUSPENSION OU À L'ANNULATION  
DU PERMIS.



9

CONDITIONS ANNEXED TO AND FORMING PART  
OF LAND USE PERMIT NUMBER N80F249

31(1)(a) - Location and Area

- |    |   |  |
|----|---|--|
| 1. | The Permittee shall not conduct any part of the land use operation within 300 metres of any privately owned land or structure unless otherwise authorized in writing by the Engineer.   | PRIVATE<br>PROPERTY                          |
| 2. | The Permittee shall remove from Territorial Lands, all scrap metal, discarded machinery and parts, barrels and kegs, buildings and building material.   | REMOVE<br>WASTE<br>MATERIAL                  |
| 3. | The Permittee shall locate all lines, trails and rights-of-way to be constructed parallel to streams a minimum of 30 metres from any stream except at crossings unless otherwise authorized in writing by a Land Use Inspector. | PARALLELING<br>STREAMS<br><i>check on 11</i> |

31(1)(b) - Time

- |    |  |  |
|----|--|--|
| 4. | The Permittee's Field Supervisor shall contact or meet with a Land Use Inspector at the Fort Simpson office of the Department of Indian Affairs and Northern Development, Phone Number (695-2231), at least 48 hours prior to the commencement of this land use operation. | CONTACT<br>INSPECTOR   |
| 5. | The Permittee shall not conduct any overland movement of equipment and vehicles from Mile 23.4 to the Tiard Highway between March 31 and December 20, unless otherwise authorized by a Land Use Inspector in writing.  | SHUT-DOWN<br>PERIOD<br><i>This could be with change to road side</i> |
| 6. | The Permittee shall remove all ice bridges prior to spring break-up or completion of the land use operation unless otherwise approved in writing by a Land Use Inspector.  | REMOVE<br>ICE<br>BRIDGE  |
| 7. | The Engineer reserves the right to impose closure of any area to the Permittee in periods when dangers to natural resources are severe.  | CLOSURE  |

- 2 -

/0

31(1)(c) - Equipment

8. The Permittee shall not use any equipment except of the type, size, and number that is listed in the accepted application, unless otherwise authorized in writing by the Land Use Inspector.

ONLY  
APPROVED  
EQUIPMENT

9. The Permittee shall burn all combustible garbage and debris in a container acceptable to a Land Use Inspector.

INCINERATION ✓

31(1)(e) - Type, Location, Capacity and Operation of Facilities

10. The Permittee shall ensure that the land use area is kept clean and tidy at all times.

CLEAN  
WORK  
AREA

31(1)(f) - Control or Prevention of Flooding, Erosion and Subsidence of Land

11. The Permittee shall remove any obstruction to natural drainage caused by any part of this land use operation.

NATURAL  
DRAINAGE ✓

12. The Permittee shall not use any material other than water in the construction of ice bridges.

ICE  
BRIDGE  
MATERIAL ✓

13. The Permittee shall not allow any ice bridge to hinder the flow of water in any stream.

ICE  
BRIDGE ✓

14. The Permittee shall install erosion control structures as the land use operation progresses unless otherwise authorized by a Land Use Inspector.

EROSION  
CONTROL ✓  
WHEN

15. The Permittee shall not move any equipment or vehicles unless the ground surface is in a state capable of fully supporting the equipment or vehicles without rutting or gouging.

VEHICLES  
MOVEMENT ✓  
FREEZE-UP

.....3

- 3 -

31(1)(g) - Use, Storage, Handling and Disposal of  
Chemical or Toxic Material

16. The Permittee shall burn all garbage and debris at least daily. GARBAGE DISPOSAL ✓
17. The Permittee shall remove all noncombustible garbage and debris from the land use area to a disposal site approved in writing by a Land Use Inspector. REMOVE GARBAGE ✓
18. The Permittee shall dispose of all combustible waste petroleum products by incineration or removal. WASTE PETROLEUM DISPOSAL ✓
19. The Permittee shall report all spills of petroleum over five hundred (500) litres within eight (8) hours of the spill to a Land Use Inspector. REPORT PETROLEUM SPILLS ✓

31(1)(h) - Wildlife and Fisheries Habitat

20. The Permittee shall construct and maintain all structures placed in streams frequented by fish, in such a manner that will not obstruct passage of fish. FREE FISH MOVEMENT ✓

31(1)(k) - Petroleum Fuel Storage

21. The Permittee shall report in writing to a Land Use Inspector the location and quantity of all petroleum fuel caches within ten (10) days after the establishment. REPORT FUEL LOCATION ✓
22. The Permittee shall not place any petroleum fuel storage containers within twelve (12) metres of the normal high water mark of any stream. FUEL BY STREAM ✓
23. The Permittee shall not allow petroleum products to spread to surrounding lands or into water bodies. FUEL CONTAINMENT ✓

.....4

- 4 -

1231(1)(L) - Debris and Brush Disposal

24. The Permittee shall dispose of all debris and brush by:

BRUSH  
DISPOSAL

- (a) windrowing the debris and brush to the side of the line, and
- (b) making breaks in the windrow of at least seven (7) metres wide at intervals of not less than three hundred and thirty (330) metres.

25. The Permittee shall make the windrow of brush and debris lie flat and compact by:

BRUSH  
DISPOSAL

- (a) bucking the material into suitable lengths and lopping the branches from the stem, and/or
- (b) crushing with heavy machinery in order to compact the material.

26. The Permittee shall ensure that windrows are separated from standing timber.

WINDROWS  
LOCATION31(1)(M) - Matters Not Inconsistent with the Regulations

27. The Permittee shall not construct earth approaches abutted to the roadbed on any public highway or road, without prior written approval of the Engineer.

HIGHWAY  
APPROACHES

28. The Permittee shall display a copy of this permit in a conspicuous place in each campsite established to carry out this land use operation.

DISPLAY  
PERMIT

29. The Permittee shall provide in writing to the Engineer, at least forty-eight (48) hours prior to commencement of this land use operation, the following information:

IDENTIFY  
AGENT

- (a) Person, or persons, in charge of the field operation to whom notices, orders, and reports may be served;
- (b) alternates;
- (c) all the indirect methods for contacting the above person(s).

.....5

- 5 -

13

30. The Permittee shall, while preparing the access road, make every effort to avoid covering or destroying traps or snares that may be found along these routes.

TRAPS  
PROTECTION

31. The Permittee shall restore any trails used by trappers or hunters along access routes by slashing any and all trees that may fall across these paths or trails and by removing any other obstructions such as snow piles or debris that may be pushed across the trails.

TRAILS  
RESTORATION

#### Special Conditions

32. The Permittee shall ensure that all activities associated with this land use operation are carried out within a fifty foot (50') right-of-way along the approved center line.
33. The Permittee shall, stake and survey the final alignment of the proposed route to the satisfaction of the Land Use Inspector.
34. The Permittee shall provide the Land Use Inspector with detailed survey plans of the proposed center line at a scale which clearly depicts its location.
35. No construction shall take place prior to the approval of the center line location by the Land Use Inspector.
36. The Permittee shall provide the Land Use Inspector with detailed plans for removal and restoration of any borrow sources.
37. The Permittee shall obtain the approval in writing of the Land Use Inspector prior to the excavation of any borrow material outside of the approved right-of-way.

*Suggested  
1" = 50' 000*

.....6

- 6 -

14

38. The Permittee shall, prior to commencement of construction, provide the Engineer with proposed plans for all stream crossings and obtain his written approval. →
39. The Permittee shall employ the services of a professional Geotechnical Engineer for the purpose of detailed route selection and construction supervision during the entire construction period.
40. The Permittee shall supply the Engineer with before and after colour photographs of representative sections of the road alignment as well as unique features such as rock cuts, all stream crossings, muskeg areas etc., a minimum of one set every half (1/2) mile and a descriptive paragraph with each set, making particular reference to problems encountered.
41. The Permittee shall avoid any areas which appear to support significant concentrations of large mammals.

change the condition  
critical areas only



**Golder Associates**  
CONSULTING GEOTECHNICAL ENGINEERS

E/80/1144

August 13, 1980

Department of Indian & Northern Affairs  
Box 1500  
Yellowknife, N.W.T.  
X1A 2R3

ATTENTION: Mr. A.E. Ganske  
Regional Manager, Land Resources

Re: Cadillac Explorations Ltd.  
Winter Access Road - Land Use Permit N80F249

Dear Sir:

Further to my telephone conversation of August 12th, 1980 with Mr. Floyd Adlem of your office, we herewith request an Amendment to Item 5 of the above land use permit to allow construction of the Cadillac Explorations Ltd. Winter Access Road to Mile 55.0, approximately, during the summer and fall of 1980.

The proposed extension to the route is currently being surveyed and flagged. It is estimated that this task will be completed to Mile 55.0, approximately, by mid-September 1980. It should be noted that the alignment on the ground may not coincide exactly with that given on the plan included with the "Preliminary Environmental Evaluation for Winter Access Road, Cadillac Explorations Ltd., Prairie Creek Project, N.W.T.", submitted to DIAND by Ker Priestman Associates and dated May 1980. However, the actual route will be laid out in accordance with the constraints given in the original land use permit. Where possible, flagging will be carried out so as to be visible from the air. Clearly, in heavily treed areas, this will not be possible.

Specific problem areas, including muskeg deposits, will be identified, and methods of road construction in these areas developed during the survey phase of the program and will be discussed, together with the overall route alignment and the proposed construction equipment and procedures, with the appropriate government officers before construction begins.


C. I. A. N. D.  
FORT SIMPSON, N.W.T.

It is our understanding that "before and after" photographs of the route are being taken in accordance with the decision reached during our meeting in Yellowknife on July 22nd, 1980. This procedure will continue to Mile 55.0.

We trust that the above information is sufficient for the purpose of the requested amendment. If you should have any queries or require further information, please call me at (604) 879-9266.

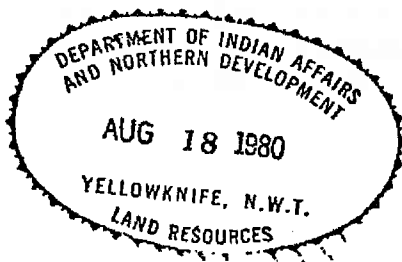
Yours very truly,

GOLDER ASSOCIATES

  
E.B. Fletcher, P. Eng.

EBF/ba  
802-1073

cc: Mr. H. Brodie Hicks, P. Eng.





2932  
19/11/1980  
Inspection

Inspection Report  
Cadillac Mine Winter Road

410-4

On Monday September 8th an inspection was carried out of Cadillac Mines winter road alignment. At the time of the inspection approximately 15 miles of road construction had been completed. A further 40 miles of the alignment had been flagged and surveyed. Taking part in the inspection were Mr. B. Gauthier Fort Simpson District Manager, A. Cronk, Land Resources Division and A. Cullen, Water Resources Division.

Background:

- July 2, 1980 - A Land Use Permit was issued to Cadillac Exploration Ltd. for winter road construction from Prairie Creek to the Liard Highway. Conditions within the Permit however restricted overland movement of equipment and vehicles to the first 23.4 miles of alignment. From mile 23.4 to the Liard Highway, equipment and vehicle movement was restricted to the period December 20th to March 31st, unless otherwise authorized in writing by a land use operator.
- July 3, 1980 - Construction work was begun on the first 23.4 miles of the alignment commencing at the mine site.
- July 13, 1980 - Cadillac requested approval to reroute the road alignment between mile 3.6 and mile 10.0.
- July 18, 1980 - Approval in writing for the above alignment change was given by Mr. B. Gauthier Fort Simpson District Manager.
- July 19, 1980 - An inspection tour of the site was made including:  
(a) the alignment change between mile 3.6 to mile 10 (b) the completed road work mile 0 to mile 7.0.  
(c) the road alignment to mile 23.4 (d) the proposed general alignment mile 23.4 to mile 55.0. Representatives of the Land Resources Division, Water Resources Division, and Environmental Protection Service, Department of the Environment took part in this inspection.

Summary of comments and recommendations arising from the site inspection of July 19, 1980

A consolidation of the comments and recommendations from the July 19th inspection visit was prepared and submitted to the Assist Director Renewable Resources by A. E. Ganske Regional Manager Land Resources. A summary of the submission follows:

Realignment Mile 3.6 to Mile 10.0 Observations

- (a) The new alignment presented no new or additional environmental problems.
- (b) The new alignment while approximately 1 mile shorter than the route originally selected and somewhat easier to construct; nevertheless, involved slightly more cutting of north facing slopes (permafrost). Mitigative measures could be required to solve localized erosion and slope stability problems should they emerge from this additional surface disturbance of north facing slopes.

Completed construction mile 0 to mile 7.0 Observations

- (a) No serious environmental problems were identified in respect to the segment of completed road (Mile 0 to mile 7.0)

Alignment Mile 10 to Mile 23.4 Observations

- (a) No particular alignment or environmental concerns expressed.

Proposed Alignment Mile 23.4 to Mile 55.0 (Tetcela River)  
Observations

- (a) The alignment between mile 23.4 and the Tetcela River while less difficult (in terms of grade selection and cut and fill requirements) nevertheless contained segments with potential problems. These included north facing slopes with dense vegetation cover, sections with organic soils and difficult drainage system crossings.
- (b) Initial impressions that this portion of the alignment passed through relatively flat terrain with few areas requiring (earthwork) were incorrect.

Recommendations

- (a) The route alignment between mile 23.4 and 55.0 should be flagged and surveyed to enable proper assessment and evaluation; particularly if any summer construction work was to be proposed.
- (b) Additional route assessment and flagging should be carried out beyond mile 55.0 prior to any construction being undertaken to avoid changes in routing and to reduce inspection costs.

General Comments Arising from the July 19th  
Inspection

It was observed during the inspection that there appeared to exist a desire on the part of Cadillac to attempt to press forward with summer construction into the alignment sections beyond mile 23.4. General concern was expressed that insufficient information existed on soil conditions, stream crossings, and permafrost occurrence to permit a reasonable evaluation of such a proposal by the Company, should it be made.

- Aug. 6, 1980 - Cadillac requests approval to proceed with construction of the winter road to mile 23.4.
- Aug. 15, 1980 - Approval in writing was given to proceed with construction to mile 23.4. Approval was also given at this time to construct "boulder fill" stream crossings mile 7 and 9.
- Aug. 18, 1980 - A letter was received from Golder and Associates Ltd. (dated August 13th), requesting, on behalf of Cadillac, an ammendment to their Land Use Permit to enable construction work to proceed to mile 55.0 during the remaining summer and fall period of 1980.
- Aug. 26, 1980 - Fort Simpson District Manager advised by telex that while having no basic objections to the route extension proposed by Cadillac, questioned proposed construction methods in (a) heavily timbered areas, (b) those containing permafrost and (c) sections of particularly rough terrain. The possibility of the need for special erosion control and restoration conditions was suggested.
- Aug. 26, 1980 - Letter received from Environmental Protection Service by Regional Manager of Lands advising E.P.S. and C.W.S. considered request for extension of summer construction unacceptable. Reference was made to Cadillac's own Preliminary I.E.E. and its recommendation that the sections of the alignment of the winter road between mile 23.4 and 55.0 not be constructed until after freeze-up.

September 8th site inspection and Observations

The observations and recommendations following are in response to Cadillac's request to ammend their Land Use Permit to allow them to proceed, before freeze-up, with construction of their winter road alignment between mile 23.4 and mile 55.0.

Since the comments are of a general nature and do not include wildlife or socio-economic concerns; it is important that this particular request for permit ammendment be referred to the Environmental Review Committee for consideration. *agrade*

The purpose of the inspection visit of September 8th consisted of the following:

- (a) Provide a general assessment of the road construction work completed to date.
- (b) Inspect and assess the alignment layout work undertaken by Cadillac between mile 23.4 and 55.0.

The inspection party departed from Fort Simpson by helicopter intersecting the proposed winter road alignment at the Grainger Pass. The alignment was then flown north from the Grainger Pass to the mine site itself. Following discussions with the Camp Manager Mr. Rubin Fast the route was again flown from north to south to its termination at the Liard River.

Observations:

Completed Construction Mile 0 to Mile 15.0 (The Falls)

- (a) The work completed to date, while involving considerable cut and fill or earthwork has not resulted in serious erosion or slope stability problems. Sections where difficult soil conditions have been encountered have been stabilized by backfilling with suitable rock or fill material. (Although the area had recently received 3 or 4 inches of snow which obscured ground conditions the alignment appeared satisfactory, with little slumping above or below the constructed roadway).
- (b) An examination of the stream crossings along the constructed route revealed no siltation problems. Minor channel modifications which have occurred at each of the stream crossings points would not appear to be causing adverse impacts on channel regime.
- (c) An examination of the "Boulder fill" creek crossing at mile 7.9 revealed that presently the design is working effectively. Whether the design will accomodate ice buildup, spring runoff or summer flood demands is open to speculation. Channel characteristics at the crossing point suggests failure of the design will not result in environmental problems in the downstream portions of the creek requiring only that the structure itself be rebuilt.

- (d) A general inspection of the construction in the vicinity of mile 15.0 (The falls) suggested somewhat more difficult soil conditions were being encountered in this portion of the alignment. However, since this area had only recently been constructed and was being subjected to melt water from the recent snowfall; it would probably be more appropriate to reinspect the location after it had been given a reasonable period in which to dry or stabilize.

Proposed alignment mile 15.0 to 23.4

- (a) The alignment immediately below or beyond the Falls (approximately mile 15.0) would appear to be a difficult section to construct. Outcroppings of bedrock on steeply sloping valley sides together with deep cross valley drainage courses will demand considerable earthwork be carried out. Beyond approximately mile 17.0 however the valley widens permitting the routing to follow less difficult terrain.

While the alignment between mile 15.0 and 23.4 will require some degree of earthwork throughout its length, serious environmental problems are not anticipated from the terrain disturbance which will occur.

Mitigative measures similar to those utilized in sections already constructed should prove adequate to correct problems areas where difficult soil types or conditions are encountered.

Proposed Alignment mile 23.4 to 55.0 Observations:

- (a) The route alignment between mile 23.4 and the Tetcela River (approximately mile 52.0) has been centerline cut (3 or 4 meters wide) and surveyed. The proposed route is easily visible from the air.
- (b) The proposed alignment, while following in a general sense the route proposed in the preliminary I.E.E., appears to have been changed in certain instances to take advantage of higher ground and possibly better soil conditions. The most notable change has been in the alignment between approximately mile 29.0 and mile 36.0.
- (c) The observations made during the July 19th site visit on the mile 23.4 to mile 55.0 segment of the winter road were confirmed. These include:
  - 1. A significant number of side hill cuts involving earthwork will be required.

2. The route traverses several north facing slopes.
  3. Though not particularly large in aerial extent, areas of organic soils do exist which will need to be bypassed if this section of the route is to be constructed during "summer" conditions.
- (d) Although the route between 23.4 and 55.0 has been clearly flagged and defined, there exists problem areas where alternative alignments should be evaluated carefully. One such problem area occurs in the vicinity of mile 27.0 to mile 30.0. In this general area the alignment appears to make multiple crossings of a small meandering stream. Discussions with the Head of Field Operations for the Mine suggested a number of possible alignments for this section were in fact being considered. The existing alignment (cut and surveyed) may therefore not reflect the route which will eventually be constructed.
- (e) Golder and Associates field crew who together with the Head of Field Operations for the Mine carried out the route alignment work (flagging, cutting and surveying) are in the process of compiling their field work for submission to the Department for review. This information should prove useful in assessing the process utilized in arriving at the present alignment.

#### General Comments

Although the Company, at present, has only filed a request for an amendment to its Land Permit to enable construction to proceed with the alignment between mile 23.4 and 55.0; from discussions with Mine personnel, a request for amendment to permit construction to start at the Liard River end of the proposed route is being considered.

With regards to this possibility, the proposal would be to reconstruct or improve an existing roadway from a point east of the Grainger River on the Liard to an abandoned airstrip site approximately 8 or 10 miles to the north. An inspection of the abandoned access road in question suggested it could be improved under summer conditions without serious environmental impact.

The alignment follows the east bank of the Grainger River where the terrain is high and well drained. Improvements to the old access route would consist mostly of clearing the regrowth of trees and vegetation which has taken place since it was abandoned in the early 70's.

Recommendations:

The following recommendations are addressed to the Regional Manager of Land Resources and concern specifically Cadillac request to proceed with further construction of their winter road alignment beyond mile 23.4 under "summer conditions".

The material outlined previously suggests the recommendations be prioritized as follows:

- (a) Before any decision is made on Cadillac's requests to amend its present Land Use Permit, the matter should be referred to the Environmental Review Committee for assessment and consideration. This referral process should:
  - 1. Determine if the proposed amendment is reasonably consistent with the I.E.E. submitted by the company.
  - 2. Address specific concerns raised by E.P.S., C.W.S. and N.W.T. Wildlife in regards to the alignment between mile 23.4 and 55.0.
- (b) Notwithstanding (a) above; favourable consideration could be given, subject to information being provided by Cadillac on construction techniques and details, to the granting of a permit amendment to allow construction to proceed on a section of alignment between mile 23.4 and 27.0. Performance under "pre-freezeup" conditions on this section would be used to form the basis for decision making on the alignment following.
- (c) Notwithstanding (a) above, should a request be forthcoming from Cadillac to commence construction at the Liard end of the alignment favourable consideration could be given to the granting of a permit amendment to allow reconstruction to proceed under summer/fall conditions of the existing access road between the Liard River and the abandoned airstrip site described. Again approval should be subject to the Company's providing suitable information on proposed construction techniques and details.

In regards to recommendation (a) above it is suggested this matter be brought before the Environmental Review Committee as soon as possible.



Northern Affairs Program  
P.O. Box 150  
Fort Simpson, N.W.T.  
XOE ONO

Cadillac Explorations Ltd.  
Suite 290, Lancaster Building  
304 - 8th Avenue S.W.  
Calgary, Alberta  
T2P 1C2

January 5, 1981

N80F249

Attention: L.C. Morrisroe  
President

Dear Sir,

RE: Land Use Permit N80F249  
Prairie Creek to Liard Highway

As you will note on the Inspection report, there are an increasing number of unsatisfactory items. Now I realize that time is of the essence and that very effort is made to get the road completed as quickly as possible. There are certain items that I know can be done at a later time and quite possibly during the rest of the winter.

I would however require a commitment from your Company as to when the backsloping (Condition 31 (1) (d) number 17) will be carried out. I would appreciate a prompt reply as steps will have to be taken for restoration measures to be in place prior to Spring break-up.

Approval is given to increase your number of D8 caterpillars by three, as per condition 31 (1) (c) Condition 11. Approval is also given to widen access 100' or so on East side of Silent Hill Pass for a 2000' airstrip.

Yours truly,

encl.



B.J.J. Gauthier  
District Manager

c.c. Land Resources - Yellowknife  
c.c. Fort Liard - RMO  
c.c. Fort Nelson - Ruben East





Indian and  
Northern Affairs

Affaires indiennes  
et du Nord

CZN-Dec 17/08  
40-6  
Northern Affairs Program  
P.O. Box 150  
Fort Simpson, N.W.T.  
XOE ONO

Jim Antoine  
Chief, Fort Simpson Band Council  
Fort Simpson, N.W.T.  
XOE ONO

August 25, 1980

Your file    Votre référence

Our file    Notre référence

N80F249

Dear Sir,

RE: Land Use Permit N80F249

Cadillac has requested permission to amend condition 5 of Land Use Permit No. N80F249 to allow for summer construction of the access road to Mile 55.0.

As you know summer construction was only approved to mile 23.4. The company is now requesting permission to continue the summer operation up to mile 55.0.

A zerox copy of Cadillac's letter is enclosed for your information. May I please have your comments by September 5, 1980.

If I have not heard from you by this date, I will presume you have no comments.

Yours truly,

B.J.J. Gauthier  
District Manager

c.c. Land Use - Yellowknife  
c.c. RMO - Fort Liard



Indian and Northern  
Affairs Canada

aires indiennes  
du Nord Canada

LNAC-Dec 16/08

40-67

P.O. Box 1500  
Yellowknife, N.W.T.  
X1A 2R3

June 2, 1981

Your file    Votre référence

Our file    Notre référence    N80F249

Cadillac Explorations Ltd.  
920 Lancaster Building  
304-8th Avenue S.W.  
Calgary, Alberta  
T2P 1C2

Attention: L.C. Morrisroe  
President

Dear Sir:

Re: Land Use Permit Number N80F249  
Access Road - Prairie Creek to Liard River

From the Land Use records of this office, it is noted that the captioned Land Use Permit will expire on July 1, 1981.

At this time we wish to point out that prior to the expiry date of your Land Use Permit restoration, clean-up and removal of equipment, materials, buildings, etc., must be achieved.

Should you see the need to store buildings, equipment, and/or materials at the site you should request from this office an application for storage.

Should you require additional time to complete your Land Use operation, please refer to Section 31(5) of the Territorial Land Use Regulations regarding extensions of duration of a permit. An extension request must be received before the expiry date of the permit.

If no extension of permit is requested, you are required to submit a final plan of your Land Use operation within sixty (60) days of expiry, or August 30, 1981.

...../2

INAC- Dec 16/08  
~~40-8~~

**CADILLAC EXPLORATIONS LIMITED**

~~200 - 500 - 8th Avenue S.W., Calgary, Alberta T2P 1G1 - Telephone 264-5392~~

920 LANCASTER BLDG.  
304 - 8th AVE. S.W.  
CALGARY, ALTA. T2P 1C2

June 9, 1981

Indian & Northern Affairs  
P.O. Box 1500  
Yellowknife, N.W.T.  
X1A 2R3

Attention: Mr. A.E. Ganske.

Dear Sir:

RE: Land Use Permit N80F249  
Access Road - Prairie Creek to Liard River

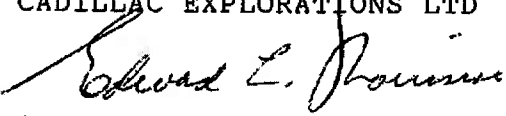
In reply to your letter of June 2 1981, and further to our letter of June 5 1981, asking for an Ammended Permit for the proposed Airstrip, we believe our letters crossed in the mail.

Therefore, at this time we would like to extend the above Permit for another year. We hope this meets with your approval and have enclosed our cheque in the amount of \$3480.00 being the amount we paid in 1980.

If you have any queries or comments please contact myself or L.C. Morrisroe, at the above phone number or Telex 03-821084.

Yours truly,

CADILLAC EXPLORATIONS LTD

  
E.L. Morrisroe  
Vice President

ELM/cr

encl.



*40-97*  
*Forwarded by INAC/DEC*  
*16/1/82*  
P.O. Box 1500  
Yellowknife, N.W.T.  
X1A 2R3

June 30, 1981

Cadillac Explorations Limited  
920 Lancaster Building  
304-8th Avenue S.W.  
CALGARY, Alberta  
T2P 1C2

N80F249

ATTENTION: E. L. Morrisroe  
Vice President

Dear Sir:

Re: Land Use Permit N80F249  
Access Road - Prairie Creek to Liard River

The above noted Land Use Permit is hereby extended from July 1, 1981 to June 30, 1982 as requested in your letter dated June 9, 1981.

Community consultation is being carried out on your request to include the proposed airstrip under Land Use Permit N80F249 and we will notify you of the results as soon as possible.

We would appreciate it if you could forward to this office a map showing the location of the proposed airstrip.

Enclosed is General Receipt E07487 for monies received with your letter of June 9, 1981. Please note that no further payment will be required.

Yours truly,

*A.S. by*  
*A.E. Ganske*  
A. E. Ganske  
Regional Manager  
Land Resources

Enclosure:

cc: Dist. Manager - Fort Simpson  
RMO Fort Liard

SPROULE/n1



Indian and Northern Affairs Canada  
Affaires indiennes et du Nord Canada

~~470-10~~  
INAC-426/68

P.O. Box 1500  
Yellowknife, N.W.T.  
XIA 2R3

May 3, 1982

Cadillac Explorations Ltd.,  
Suite 920, Lancaster Bldg.,  
304-8th Avenue, S.W.,  
Calgary, Alberta  
T2P 1C2

Your file    Votre référence

Our file    Notre référence    **N80F249**

Attention: G.B. Hamilton

Dear Sir:

Re: Land Use Permit Number N80F249  
Access-Prairie Creek to Liard River

From the Land Use records of this office, it is noted that the captioned Land Use Permit expired on June 30 1982.

At this time we wish to point out that prior to the expiry date of your Land Use Permit restoration, clean-up and removal of equipment, materials, buildings, etc., must be achieved.

Should you see the need to store buildings, equipment, and/or materials at the site you should request from this office an application for storage.

Should you require additional time to complete your Land Use operation, please refer to Section 31(5) of the Territorial Land Use Regulations regarding extensions of duration of a permit. An extension request must be received before the expiry date of the permit.

If no extension of permit is requested, you are required to submit a final plan of your Land Use operation within sixty (60) days of expiry, or July 31, 1982.

...../2

According to Section 33 of the Territorial Land Use Regulations, we require a final plan which shows:

- (1) the lands actually used for the Land Use operation, that is, a map or maps drawn to scale which will clearly outline the area used by you, the Permittee, in such a manner that we can distinguish between areas used by you and those areas not used by you.

The procedure normally used is to present two maps of different scales, one being 1:250,000, and the other being on a scale which clearly depicts the operation as it was conducted on the surface, distinguishing the use area vs. the non-use area.

**ALL MAPS MUST HAVE THE NORTH INDICATOR, SCALE, AND COORDINATES CLEARLY MARKED.**

- (2) A submission indicating the acreages utilized in each segment of the land use operation, i.e., campsites, drillsites, seismic lines, access routes etc.
- (3) A submission outlining the calculation of fees for ease of reference.

It would also be appreciated if you would advise us of any wildlife observations made during the course of your operation.

Yours truly,



F.N. Adlem  
A/Regional Manager  
Land Resources





Cadillac Explorations Limited

SUITE 630, SOUTHLAND PLAZA  
10201 SOUTHPORT ROAD S.W.  
CALGARY, ALBERTA T2W 4X9

PHONE: (403) 255-3405  
CALGARY TELEX: 038-21084  
FORT NELSON TELEX: 036-73197

*40-11*  
*INAC Dec 16/08*

May 20, 1982

Mr. F. N. Adlem  
A/ Regional Manager  
Land Resources  
Northern Affairs Program  
P. O. Box 1500  
Yellowknife, N.W.T.  
X1A 2R3

Dear Sirs:

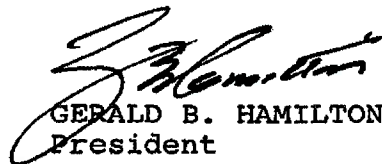
RE: Cadillac Explorations Limited  
Land Use Permit No. N80F249  
Access - Prairie Creek to Liard River

We request an extension of Land Use Permit No. N80F249  
for another year. The present permit expires on June 30,  
1982.

Thanking you, we remain.

Yours very truly,

CADILLAC EXPLORATIONS LIMITED

  
GERALD B. HAMILTON  
President

GBH:gw

c.c. - Mr. B.J.J. Gauthier  
Fort Simpson

*cc: Ft. Simpson  
J. Laid  
27/5/82 JS*



INAC - Dec 16/08  
~~40 12~~

P.O. Box 1500  
Yellowknife, N.W.T.  
X1A 2R3

June 1, 1982

Cadillac Explorations Limited  
Suite 630, Southland Plaza  
10201 Southport Road S.W.  
CALGARY, Alberta  
T2C 1A7

N80F249

MEMORANDUM: Gerald R. Hamilton  
President

Dear Sir:

RE: Land Use Permit N80F249  
Access Road Fortin Creek to Liard River

The above noted Land Use permit is hereby extended from  
June 30, 1982 to June 29, 1983 as requested in your  
letter dated May 20, 1982.

Traced  
over by  
A. Hopkins  
Dec 5/08

Yours truly,

O.S. by  
J.N. Adlem  
F. N. Adlem  
A/Regional Manager  
Land Resources

cc: District Manager  
Fort Simpson

R.M.O.  
Fort Liard

SEROULE/n1





Indian and  
Northern Affairs

Affaires indiennes  
et du Nord

Provided by INAC  
40-8 Dec 16/08

Your file    Votre référence

Our file    Notre référence    N80F249

MEMO TO FILE

October 8, 1982

Received a call early Friday morning from Reuben Fast at Prairie Creek requesting to know if Cadillac has the authority to proceed with the re-alignment of the road.

My response to Reuben was that Cadillac did not have the authority to carry out any re-alignment. Their permit N80F249 gave them the authority to construct an all-weather road and as long as the existing access was used the road for 23.4 miles could be used, maintained as an all-weather road only. If there were any amendments to this, I was unaware of same, but I would confirm with Yellowknife and get back to him as soon as possible.

I then phoned J. Sproule to obtain the latest info on the above.

J. Sproule came back to me advising that yes, a telex was received from Cadillac, requesting an amendment to Land Use permit N80F249, that the map submitted to us on a scale of 1:10,000 could be used as the amended sketch plan of Cadillac's proposal. Apparently someone was meeting or had met re Cadillac and a response was forthcoming shortly. Jean was trying to get ahold of Floyd who was supposed to be back by 14:00 but was not back by 16:30 when Jean called. Floyd was supposed to have up to date info.

I then called Reuben several times and received no answer.

Reuben Fast called me late in the day on the high frequency channel, advising me the phone line was out, and requesting the latest development. I advised him that as far as Yellowknife were concerned Cadillac had not received any authority to proceed with any re-alignment.

October 9, 1982

In the early morning of this date, I received a call from Lawrence Morrisroe, wanting to know why Cadillac could not proceed. Mr. Morrisroe advised me that he had received verbal authority to go ahead. When I asked him who gave him the authority, he said that he had a phone conversation with A. Redshaw, A. Cullen, F. Adlem. He was led to believe that he could proceed with the constructing of the all-weather road right away.

N80F249  
October 8/9

I advised Mr. Morrisroe that I was not advised of the above in writing or verbally, that before any work could commence, I would require it in writing. Mr. Morrisroe then suggested that I phone Yellowknife and advise them to get it to me in writing right away. I told him I would do so to get things straightened out.

The only person I could get ahold of was Will Dunlop,; everyone else were not home. In any case as briefly as possible, I gave Will all the info that I could and Will said he would get back to me.

A couple of hours later, Will called me back and advised me that nothing was changed according to Floyd. Cadillac did not have the authority to proceed with any re-alignments.

I then phoned Lawrence Morrisroe advising him of same and he became quite upset and wanted to know who he could call to get answers. According to him there was a screw-up in Yellowknife and he wanted to know who was who's Boss. I gave him Mr. Beaubier's phone number.

October 12, 1982

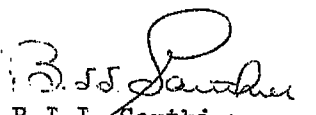
I phoned J. McQueen to bring him into the picture as I could not get ahold of him on Saturday.

I was also quite upset that I was not advised and/or consulted of the going on of changes for a program within my District, that I had to get the information from the Company, rather than from our Department. John said he would get back to me within an hour with the details.

John called within the half hour and he had Will and Floyd with him. The back-ground info was gone into in finer detail, however I think everyone was in agreement with the original understanding that no work could proceed along the lines of re-alignment until both their Land Use Permit and their Water Authorization was mended.

Floyd asked me if I had any problems with the Company's request for the amendment and although I had not read and/or seen the telex requesting this amendment, I had no problems with the granting of same. A. Cullen was the authority who had said earlier he was not approving any requests for amendment on the basis of hand drawn sketches.

Floyd said that apparently Water were going to approve something on the basis of Cadillac's proposals to proceed however it appeared that Lands had no real idea how soon. It is not certain either how soon Lands will give Cadillac the 'OK' to proceed.

  
B.J.J. Gauthier,  
District Manager

cc: J. McQueen

BG/fm