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METALLIC GOLDFIELD INC.

May 18, 2004

**Ms. Robin Sweeney
EIS Document Manager
Office of National Transportation
Office of Civilian Radioactive Waste Management
U.S. Department of Energy
1551 Hillshire Drive, M/S 011
Las Vegas, Nevada 89134
Fax No. 1-800-967-0739**

**Re: Adverse Impacts of the Proposed Yucca Mountain Nuclear Waste Repository
Rail Line East of Goldfield Nevada.**

Dear Ms. Sweeney,

Metallic Goldfield Inc. is a Nevada corporation and wholly owned subsidiary of Metallic Ventures Gold Inc., a publicly traded company listed on the Toronto Stock Exchange. Metallic Goldfield Inc. has offices in Reno and Goldfield, Nevada. Metallic Goldfield Inc. currently owns or controls over 1,200 patented and unpatented mining claims in the Goldfield Project which exceed 20,000 acres in total size. The company and its predecessor have been active in the Goldfield District for the past eight years.

In response to the Federal Register Notice of December 29, 2003 (Volume 68, Number 248, Pages 74965-74968) describing the Department of Energy's (DOE) application for withdrawal and segregation of the potential rail line alternate routes to the Yucca Mountain nuclear waste repository, and the subsequent scoping process the DOE is currently conducting, the following information is provided specific to the alternate route near Goldfield as shown on the attached map designated Exhibit A ("Proposed Route"). The Proposed Route bisects the Company's Goldfield Project that lies within the Goldfield District, the approximate exterior boundary of which is illustrated in blue on the attached Exhibit A.

Metallic Goldfield Inc. and its predecessors have spent multiple millions of dollars in the acquisition of patented and unpatented mining claims as well as detailed exploration programs to develop mineral targets in the Goldfield Project. These programs, which include geophysical and geochemical surveys, geological mapping and drilling, have been conducted to understand the entire mineralized system. Numerous mineralized targets, some of which lie below the Proposed Route, have been identified. Upon follow up, these exploration targets will likely generate greater mineral potential, given the potential magnitude of the district.

The Proposed Route through the Goldfield Project area should be eliminated from further consideration for the following reasons:

- The Goldfield District is an historic high grade gold district with past production of more than 4 million ounces of gold. Such districts frequently are developed into major mining operations utilizing modern exploration, development, mining and processing techniques.

METALLIC GOLDFIELD INC.

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- The Proposed Route bisects areas of known alteration and mineralization with past precious metal production, which have been identified in numerous USGS and other publications.
- The Proposed Route interferes with plans to continue with exploration and advancement of the project in that area. It affects over 5,600 acres of patented and unpatented land that have been located, claimed, maintained and owned by a private party.
- The adverse long term economic impact on local communities of Tonopah (Nye County seat) and Goldfield (Esmeralda County seat) may be immeasurable; it is the future exploration, development and mining of these mineralized lands which create jobs and business development upon which the rural communities rely. Once the line is completed the shorter term positive economic impact of its construction will end, particularly if the line is not available for common use.
- The adverse economic impact on Metallic Goldfield Inc. and its parent company may be immeasurable due to the demonstrated mineral target and size potential of the district.
- There are other identified alternatives available that will result in less adverse impact to all parties.
- Any route within the Nellis Bombing Range has already been withdrawn from entry and is consistent with the intent of the security for a national nuclear repository and will have the least possible impact on the general public.

History of the District: The Goldfield District was one of the richest and highest grade gold mining districts in the history of Nevada and the United States. From 1902-1918 there were reported more than 4.2 million ounces of gold mined, using historic mining and processing techniques, at an average grade of greater than one half ounce per ton of ore along with significant quantities of copper, silver and lead.

Geology: The following unique geologic characteristics have been identified within the Proposed Route. Enclosed is a bibliography prepared in 1986 of the geologic publications available for the Goldfield Mining District. The bibliography contains 30 pages and references 249 articles. It does not necessarily document all publications available at the time and does not include those written in the last 18 years. It does demonstrate the significance of the district and the professional recognition that it has received. You will note there are numerous USGS publications referenced.

Ring Fault System: The Proposed Route crosses the mapped ring fault system. The ring fault is the conduit for over 4 million ounces of historic gold production in what is referred to as the Main district and is a primary target for discovery of new ounces throughout the district. Recent exploration on the ring fault system has discovered economic mineralization at McMahon Ridge.

Host Rocks: Important volcanic formations are crossed by the Proposed Route from the time it enters the Goldfield Project on the north until it leaves on the south. The Sandstorm Rhyolite, Mill Town Andesite, and several different dacite flows and intrusives that are crossed over by the Proposed Route host economic mineralization elsewhere in the district.

Alteration: Propylitic, silicification, and argillic alteration that indicate epithermal mineralization exists along the entire route. There are also high temperature alteration minerals that indicate a deeper porphyry system at depth. The Proposed Route also crosses through the

"Burkett Trend", a major northwest structural fabric that contains strong alteration, ledge formation, and anomalous mineralization over a 15 mile strike length that includes the Tom Keanne area, and is thought to be partly responsible for mineralization in the Main district.

Geochemistry: The Proposed Route is located within areas of anomalous rock and soil samples such as Excelsior area that indicate important mineralization at depth.

Geophysics: Magnetic, conductivity, and resistivity anomalies that indicate alteration, mineralization and intrusive activity at depth are identified within the Proposed Route.

Deep Porphyry Potential: The Proposed Route bisects the eastern portion of a deep mineral target zone that could host a world class copper-gold porphyry system. Important alteration, rock type, and geochemistry have been identified within this zone by previous work that identifies this target.

Land Status: Metallic Goldfield Inc. currently owns or controls more than 1,200 patented and unpatented mining claims within the district. The Proposed Route has the potential to adversely affect over 5,600 acres of patented mining claims and valid existing unpatented mining claims within the Goldfield Project. The Proposed Route bisects the district in areas that would be important as haul road routes, dump sites, leach pad sites and mill sites as well as several existing roads that lead in and out of the area that have been in use since the early 20th century.

Adverse Impacts to Local Economies: Esmeralda and Nye Counties could lose significant economic benefit should the Proposed Route be constructed as identified, by the elimination of potential jobs that would be created through the successful exploration and development of geologic resources. Each mine consistent with the size and nature of the deposit potential could employ up to 300 people. Jobs in the mining industry are exactly the kind of highly paid manufacturing jobs this country needs to retain, which has a positive economic impact throughout the community by the creation of direct and indirect support jobs.

Adverse Impact to State of Nevada: The state of Nevada would lose direct revenue if potential deposits are not developed and the State is not paid the Net Proceeds of Mine Tax as well as Sales/Use tax. This in turn would again affect Esmeralda and Nye Counties who would benefit by payment of these taxes through the proceeds sharing to the counties.

Nellis Air Force Range The existing Environmental Impact Statement dated February 2002 illustrates in Figures S-13 and S-26 of the Summary, the Caliente Corridor route within the Nellis Air Force Range ("NAFR") east of Goldfield. The Proposed Route through the Goldfield Mining District is shown as the "Goldfield Alternate". Any route through the NAFR from Caliente to the repository should be first considered. Any route within the NAFR would have the least impact on the general public and public land rights, including those acquired under the general land laws and mining laws. The NAFR has been withdrawn from entry, is secure and is consistent with the general purpose and safety of the nuclear waste repository for the United States.

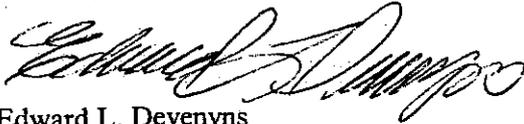
Alternate Route: If the route within the Nellis Air Force Range is not selected, an alternate route should be selected which is located west of state highway 95 A and the town of Goldfield that is not within the center of the historic mining district. The alternate route west of Goldfield minimizes the adverse impact on property rights and the potential economic development of the communities of Goldfield and Tonopah, Nevada.

The enclosed Exhibit A contains a conceptual route alignment west of Goldfield. The conceptual route also contains alternatives from the north and to the south of the Goldfield area which are shown in brown and green. The conceptual route is provided as an illustration of the proposed alternative rather than the existing Proposed Route through the center of the mining district and is subject to further investigation and due diligence, including condemnation drilling.

Any route selected should assure availability for commercial use to benefit the local communities. Any action must assure the preservation of existing rights including those under the public land laws and mining laws.

Please include my contact information for any future correspondence, actions or notices on this matter. If you have any questions or require additional information, please contact me.

Sincerely,



Edward L. Devenyns
VP Corporate Development
Metallic Ventures Gold Inc.

Cc: Congressman Jim Gibbons
Congresswoman Shelley Berkley
Congressman Jon Porter
Senator John Ensign
Senator Harry Reid
Governor Kenny Guinn
Gale Norton, Secretary of Interior
Kathleen Clarke, Director, BLM
Gary Lanthrum, Director Transportation DOE
Nevada Mining Association
National Mining Association
Northwest Mining Association
Nevada Bureau of Mines & Geology
Women's Mining Coalition
Citizens of the Community & Industry
Geologic Society of Nevada