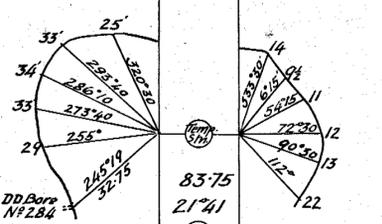
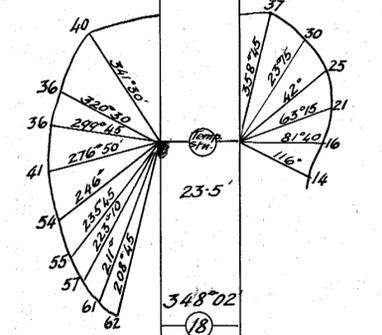
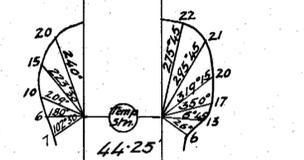
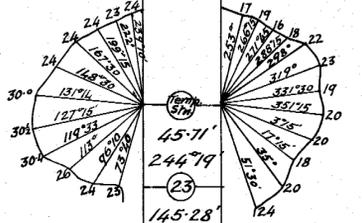
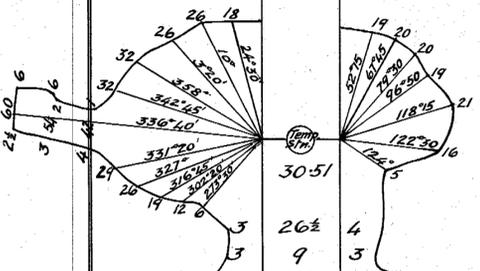
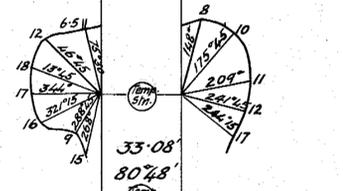


Mount Lyell Mining & Railway Co Ltd.

Mine Department.

SHEET No 2

Field Notes of Underground Workings up to Dec 31st 1916. Local Superintendent B. Sawyer
Instrument used 5" Theodolite. Engineer-in-Charge _____

<p>Continued next column</p>  <p>83-75 21-74 (21) 120-92 338-28 (20) 16-79 62-01 (19) 36-06 55-47 408-39 536-28 See notes 1914 (Station 9)</p> <p>No 40 Slope</p>  <p>23-5' 348-02 (18) 85-43 337-46 (14) Again from No 40 Slope, Section 2</p> <table border="1"> <tr><th>Face</th><th></th><th></th></tr> <tr><td>3½</td><td>137</td><td>2</td></tr> <tr><td>3½</td><td>120</td><td>1½</td></tr> <tr><td>3½</td><td>110</td><td>1½</td></tr> <tr><td>3</td><td>100</td><td>2½</td></tr> <tr><td>3</td><td>70</td><td>2½</td></tr> <tr><td>3½</td><td>40</td><td>2½</td></tr> <tr><td>3</td><td>20</td><td>2</td></tr> <tr><td>2½</td><td>7</td><td>2½</td></tr> <tr><td>230-33</td><td></td><td></td></tr> <tr><td>(17)</td><td></td><td></td></tr> <tr><td>47-39</td><td></td><td></td></tr> <tr><td>3</td><td>40</td><td>3</td></tr> <tr><td>2½</td><td>34</td><td>4</td></tr> <tr><td>234-45</td><td>Crown Drive</td><td></td></tr> <tr><td>(16)</td><td>Old Front Line Peg</td><td></td></tr> <tr><td>52-01</td><td></td><td></td></tr> <tr><td>43</td><td>2</td><td></td></tr> <tr><td>3</td><td>38</td><td>No 12 X-Cut</td></tr> <tr><td>2</td><td>21</td><td>3</td></tr> <tr><td>242-41</td><td></td><td></td></tr> <tr><td>(15)</td><td></td><td></td></tr> <tr><td>21-01</td><td></td><td></td></tr> <tr><td>338-26</td><td></td><td></td></tr> <tr><td>(14)</td><td></td><td></td></tr> <tr><td>23-72</td><td></td><td></td></tr> <tr><td>297-13</td><td>Copper Spot</td><td></td></tr> <tr><td>(13)</td><td>Rivet in Sill with</td><td></td></tr> <tr><td>95-17</td><td></td><td></td></tr> <tr><td>339-03</td><td>Copper Spot</td><td></td></tr> <tr><td>(12)</td><td>Rivet in Sill with</td><td></td></tr> <tr><td>142-82</td><td></td><td></td></tr> <tr><td>308-38</td><td>Copper Spot</td><td></td></tr> <tr><td>(11)</td><td>Rivet in sill with</td><td></td></tr> <tr><td>15-48</td><td></td><td></td></tr> <tr><td>350-46</td><td></td><td></td></tr> <tr><td>(10)</td><td></td><td></td></tr> <tr><td>28-40</td><td></td><td></td></tr> <tr><td>308-88</td><td></td><td></td></tr> <tr><td>(9)</td><td></td><td></td></tr> <tr><td>24-26</td><td></td><td></td></tr> <tr><td>352-42</td><td></td><td></td></tr> <tr><td>(8)</td><td></td><td></td></tr> <tr><td>45-58</td><td></td><td></td></tr> <tr><td>306-44</td><td></td><td></td></tr> <tr><td>(7)</td><td></td><td></td></tr> <tr><td>32-68</td><td></td><td></td></tr> <tr><td>331-24</td><td></td><td></td></tr> <tr><td>(6)</td><td></td><td></td></tr> <tr><td>55-12</td><td></td><td></td></tr> <tr><td>340-79</td><td></td><td></td></tr> <tr><td>(5)</td><td></td><td></td></tr> <tr><td>191-03</td><td></td><td></td></tr> <tr><td>62-26</td><td></td><td></td></tr> <tr><td>(4)</td><td></td><td></td></tr> <p>Continued from Sheet No 1</p> </table>	Face			3½	137	2	3½	120	1½	3½	110	1½	3	100	2½	3	70	2½	3½	40	2½	3	20	2	2½	7	2½	230-33			(17)			47-39			3	40	3	2½	34	4	234-45	Crown Drive		(16)	Old Front Line Peg		52-01			43	2		3	38	No 12 X-Cut	2	21	3	242-41			(15)			21-01			338-26			(14)			23-72			297-13	Copper Spot		(13)	Rivet in Sill with		95-17			339-03	Copper Spot		(12)	Rivet in Sill with		142-82			308-38	Copper Spot		(11)	Rivet in sill with		15-48			350-46			(10)			28-40			308-88			(9)			24-26			352-42			(8)			45-58			306-44			(7)			32-68			331-24			(6)			55-12			340-79			(5)			191-03			62-26			(4)			<p>Continued next column</p> <p>(56) 72-97 351-46 (55) 62-61 305-34 (54) 48-38 260-74 (41) see notes for 1910</p> <p>North Drive</p> <table border="1"> <tr><th>Face</th><th></th><th></th></tr> <tr><td>3</td><td>145</td><td>3</td></tr> <tr><td>3</td><td>131</td><td>2½</td></tr> <tr><td>3</td><td>115</td><td>2½</td></tr> <tr><td>3</td><td>96</td><td>3</td></tr> <tr><td>3</td><td>90</td><td>3</td></tr> <tr><td>3</td><td>50</td><td>3</td></tr> <tr><td>2½</td><td>22</td><td>2½</td></tr> <tr><td>3</td><td>10</td><td>2</td></tr> <tr><td>5</td><td>6</td><td>2</td></tr> </table> <p>29-10 (41) see notes for 1910 32-03 343-30 (40) see notes for 1910 36-40 32-37 (53) 30-89 342-27 (52) 51-54 328-34 (51) 53-98 0-01 (50) 206-62 18-47 (49) 157-47 84-77 (4) See notes for 1909</p> <p>North East Drive</p> <p>1100 ft Level</p>  <p>44-25 268-54 (25) 20-80 229-08 (24) 43-65 261-34 (14) See notes 1909</p> <p>No 23 Slope Prospecting</p>  <p>45-71 244-79 (23) 145-28 308-18 (10) Crown Drive See survey of</p> <p>No 34 Slope, Section 3</p>  <p>26½ 4 9 3 38-00 (22) 85-50 21-46 (21)</p> <p>Again From No 13 X-Cut, No 48 Slope, & Prospect Continued from last column</p>	Face			3	145	3	3	131	2½	3	115	2½	3	96	3	3	90	3	3	50	3	2½	22	2½	3	10	2	5	6	2	<p>Continued next column</p> <p>(8) 24-43 299-35 (7) 64-51 2 55 3½ 44 2½ 15 2½ 8 3½ 5 4½ 327-22 (6) Peg at entrance to</p> <p>No 47 Slope No 2 North Dr.</p> <p>Line of sets 34-00 centre of 1st sill 4-5 34-00 (5)</p> <p>Line of Sets in No 46 Slope</p>  <p>33-08 80-78 (5) 15-67 35-30 (5) 124-13 37-10 centre of cap Nail under 124-13 37-10 305-52 43-05 cap. centre of Nail under</p> <p>46-94 (5) 23-31 124-75 (5) 41-90 34-02 (5) see below</p> <p>No 46 Slope Prospecting</p> <p>to No 2 North Dr. Peg at entrance (6) 91-20 34-02 (5) to No 46 Slope Peg at entrance (5) 83-53 34-43 (5) 145-39 (5) 10-89 2nd Wire 12-83 1st Wire 9-91 145-39 (5) See notes 1915</p> <p>On 1200 ft.</p> <p>On 1100 ft</p> <p>1100 to 1200 ft Level Transferring bearings from 1200 ft Level</p> <table border="1"> <tr><th>Face</th><th></th><th></th></tr> <tr><td>2</td><td>19</td><td>2</td></tr> <tr><td>3</td><td>11</td><td>1</td></tr> <tr><td>3</td><td>290-03</td><td></td></tr> <tr><td>3</td><td>19-79</td><td>2</td></tr> <tr><td>4½</td><td>9</td><td>0</td></tr> <tr><td>3</td><td>311-43</td><td>2</td></tr> <tr><td>3</td><td>62-58</td><td>2</td></tr> <tr><td>43-50</td><td></td><td></td></tr> <tr><td>2</td><td>39</td><td>2½</td></tr> <tr><td>328-39</td><td>of cap</td><td></td></tr> <tr><td>(61)</td><td>Nail under centre</td><td></td></tr> <tr><td>91-41</td><td></td><td></td></tr> <tr><td>305-39</td><td></td><td></td></tr> <tr><td>(60)</td><td>Centre of cap</td><td></td></tr> <tr><td>16-19</td><td></td><td></td></tr> <tr><td>352-75</td><td></td><td></td></tr> <tr><td>(59)</td><td>Centre of cap</td><td></td></tr> <tr><td>109-82</td><td></td><td></td></tr> <tr><td>307-02</td><td></td><td></td></tr> <tr><td>(58)</td><td>Nail in lagging</td><td></td></tr> <tr><td>54-46</td><td></td><td></td></tr> <tr><td>36-59</td><td>cap</td><td></td></tr> <tr><td>(57)</td><td>Nail in side of</td><td></td></tr> <tr><td>20-38</td><td></td><td></td></tr> <tr><td>316-44</td><td></td><td></td></tr> <tr><td>(56)</td><td></td><td></td></tr> <p>Continued from last column</p> </table>	Face			2	19	2	3	11	1	3	290-03		3	19-79	2	4½	9	0	3	311-43	2	3	62-58	2	43-50			2	39	2½	328-39	of cap		(61)	Nail under centre		91-41			305-39			(60)	Centre of cap		16-19			352-75			(59)	Centre of cap		109-82			307-02			(58)	Nail in lagging		54-46			36-59	cap		(57)	Nail in side of		20-38			316-44			(56)			<p>Continued next column</p> <p>Centre of set 42-33 234-23 (63) 67-25 144-05 (64) 95-87 324-04 443-53 370-96 (6) See notes 1911</p> <p>No 1 & 2 Slopes Line of sets in pillar between</p> <p>No 4 Slope Strut in gallery Nail in middle of</p> <p>60-4 3 43 4 4 31 2 4 18 1 15 0 130-48 86-81 143-51 (64) next survey above See notes of</p> <p>No 6 Level</p> <p>5 136½ 3 4½ 125 3 4 81 3½ 157-70 (3) Pass Drive below See notes of Mullock</p> <p>Widening South Lyell Shaft Dr</p> <table border="1"> <tr><th>Face</th><th></th><th></th></tr> <tr><td>2</td><td>264</td><td>4</td></tr> <tr><td>2</td><td>259</td><td>4</td></tr> <tr><td>3</td><td>258</td><td></td></tr> <tr><td>252</td><td></td><td></td></tr> <tr><td>(6)</td><td>Line Peg</td><td></td></tr> <tr><td>3½</td><td>176-84</td><td>3½</td></tr> <tr><td>(5)</td><td>Line Peg</td><td></td></tr> <tr><td>168-55</td><td></td><td></td></tr> <tr><td>(4)</td><td>Line Peg</td><td></td></tr> <tr><td>87-71</td><td></td><td></td></tr> <tr><td>(3)</td><td>Line Peg</td><td></td></tr> <tr><td>3½</td><td>79-04</td><td>3½</td></tr> <tr><td>3½</td><td>23</td><td>3½</td></tr> <tr><td>4</td><td>2½</td><td>4</td></tr> <tr><td>337-70</td><td></td><td></td></tr> <tr><td>(2)</td><td></td><td></td></tr> <tr><td>64-08</td><td></td><td></td></tr> <tr><td>245-36</td><td></td><td></td></tr> <tr><td>(1)</td><td></td><td></td></tr> <tr><td>12-16</td><td></td><td></td></tr> <tr><td>208-55</td><td></td><td></td></tr> <tr><td>(C)</td><td></td><td></td></tr> <tr><td>159-18</td><td>1915</td><td></td></tr> <tr><td>176-39</td><td>See notes</td><td></td></tr> </table> <p>Mullock Pass Drive (South Lyell)</p> <p>No 5 Level Mount Lyell Mine</p> <table border="1"> <tr><th>Face</th><th></th><th></th></tr> <tr><td>2</td><td>103</td><td>3</td></tr> <tr><td>2½</td><td>97</td><td>2½</td></tr> <tr><td>3</td><td>89</td><td>2</td></tr> <tr><td>2</td><td>66</td><td>4</td></tr> <tr><td>34-07</td><td></td><td></td></tr> <tr><td>(5)</td><td>Again From</td><td></td></tr> </table> <p>No 1 X-Cut</p> <table border="1"> <tr><th>Face</th><th></th><th></th></tr> <tr><td>2½</td><td>39</td><td>2½</td></tr> <tr><td>2½</td><td>22</td><td>2½</td></tr> <tr><td>2½</td><td>10</td><td>2½</td></tr> <tr><td>3</td><td>307-00</td><td>3</td></tr> <tr><td>(5)</td><td></td><td></td></tr> <tr><td>66-69</td><td></td><td></td></tr> <tr><td>2</td><td>48</td><td>3</td></tr> <tr><td>4</td><td>26</td><td>1</td></tr> <tr><td>318-76</td><td></td><td></td></tr> <tr><td>(9)</td><td></td><td></td></tr> <tr><td>2½</td><td></td><td>2½</td></tr> <tr><td>57-02</td><td></td><td></td></tr> <tr><td>4</td><td>47</td><td>1</td></tr> <tr><td>3</td><td>16</td><td>2</td></tr> <tr><td>262-59</td><td></td><td></td></tr> <tr><td>(8)</td><td></td><td></td></tr> <p>Continued from last column</p> </table>	Face			2	264	4	2	259	4	3	258		252			(6)	Line Peg		3½	176-84	3½	(5)	Line Peg		168-55			(4)	Line Peg		87-71			(3)	Line Peg		3½	79-04	3½	3½	23	3½	4	2½	4	337-70			(2)			64-08			245-36			(1)			12-16			208-55			(C)			159-18	1915		176-39	See notes		Face			2	103	3	2½	97	2½	3	89	2	2	66	4	34-07			(5)	Again From		Face			2½	39	2½	2½	22	2½	2½	10	2½	3	307-00	3	(5)			66-69			2	48	3	4	26	1	318-76			(9)			2½		2½	57-02			4	47	1	3	16	2	262-59			(8)		
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