

1/2 Mile Cross Line

1 Mile D°

1 1/2 Miles D°

2 Miles D°

2 1/2 Miles D°

3 Miles D°

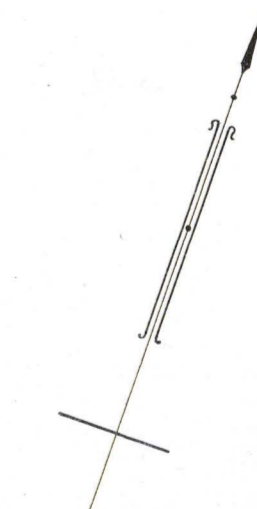
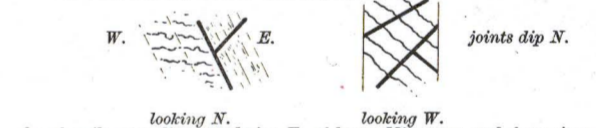


PLAN
SHOWING
OUTCROPS OF REEFS
ON
Supposed Extension South
OF THE
NEW CHUM LINE OF REEF,
FROM THE
EUREKA EXTENDED COMPANY'S GROUND.

SCALE: 8 chains to 1 inch.

NOTES.

- At 7 chains on base line—Outcrop of nearly vertical ferruginous sandstone, intersected with quartz veins; probably a reef cap. Dip Easterly.
- At 40 chains on base line—Reef 1 foot thick in shale. Dip E.
- At 80 chains on base line—Sandstone bar—widens Westward to 10 chains, with a few thin shale beds.
- At 88 chains on base line—Shales, with concretionary sandstone to the West, with quartz veins.
- At 100 chains on base line—Sandstone bar, strike S. 13° W. (to east). At 100° on base line—Reef to the West—line of 23 chains, unworked, largely worked, at 31 chains, 2 to 3 feet thick, narrowing to 1 foot at 1 chain N. and to nothing at 3 chains; a vertical leader of ferruginous quartz comes in at right angles from the E. and has been driven on; to the E. again is a large line of quartz, and still further are numerous shaft leaders, cutting across the bedding at right angles and dipping W. The country is concretionary sandstone and sandy shale, striking N. 10° W. and dipping E. at a high angle.
- At 122 1/2 chains on base line and 2 chains E.—Reef worked from surface in yellow sandstone, on nearly vertical underlie, for 6 or 7 chains; quartz on W. strike S. 15° to 30° W.; dip E. Parallel reef 1 1/2 chains to the E., apparently a lower undulating sandstone bar, 1 foot thick, largely worked, seems to come in nearly East and then dip (probably to the E. dip).
- At 150 chains on base line, 1 chain W.—Large reef dipping W. 5 feet to a foot thick. At 15 and strike S. 25° W., going S. to N. 40° W., and intersected with quartz veins. Reef appears to be a continuation of this out to the N. and turns in depth to an E. dip. 3 yards to the W. is a smaller vertical reef with quartz veins on E., another large reef to the E. dip E. This is probably a saddle.
- At 160 chains on base line, 2 chains W.—Open cutting showing a clay dyke 1 foot thick, not continuous to the S., the space occupied by a granitic dike. The sandstone to the W. is intersected by a network of quartz veins, which seem to have been gold-bearing, and further W. a reef has been quarried out of an open cutting.
- On 1 mile cross line, 6 chains E. of base—Reef 4 feet thick, on vertical pink shale.
- On 1 mile cross line, 20 chains W. of base and 3 1/2 chains S.—Deep shaft on supposed New Chum line. Dense dark grey sandstone, blue shales, and hard basaltic dyke.
- On 1 1/2 mile cross line, 3 chains E. of base—Reef with dense dark grey sandstone on footwall, with horizontal quartz veins.
- Looking N. Looking W.
- On 2 1/2 mile cross line, 10 chains E. of base—Massive and ferruginous sandy sandstone and grit with quartz veins. Sandstone with thin shale bands, concretionary shales to W. and 10 chains S. to W. Open cut. Clay dyke dipping W.; quartz veins dip E.; strike S. 20° W.
- In road outcrop S.E. of Spring Gully line—Concretionary sandstone and thin beds of shale.
- At 31 chains W. of base and 5 chains S. of 1 1/2 mile cross line—Soft quartzous sandy sandstone and ferruginous quartz reef; beds dip W., reef E.
- At quarry at North Golden Fleece (Shaford line)—Beds as seen on surface dip W., but really dip E. Large reef 6 feet thick at junction of the shaft and sandstone. To the W., in the sandstone, are horizontal quartz veins dipping N., and further W. another large reef.
- Golden Fleece headings—Ferruginous and nodular sandy shales.
- On 2 1/2 mile cross line, 4 chains E. of base and 6 chains S.—Large reef S. 13° W., ferruginous quartz; supposed to be the Golden Gully line, but more likely the Shaford line. Shales to be traced.
- At Napoleon Company's mine—Quartz associated with albite and calciferous. Hard sand dyke with perfect joints.
- On 3 mile cross line, 30 chains W. of base—British and Foreign Reef. Beds dip E. and W.; clay dyke dip E.



3 1/2 Miles D°

4 Miles D°

4 1/2 Miles D°

5 Miles D°

5 1/2 Miles D°

6 Miles D°

