

SUBSIDING INTO THE HOLE. EACH LEVEL ABOVE 500 SHOWS EVIDENCE THAT THE MUD ZONE IS SINKING.

ON 430 LEVEL 1000 X-CUT HAS COLLAPSED AND 1020 X-CUT HAS FILL AND MUD RUNNING INTO IT FROM THE SOUTH RIB. 960 X-CUT HAS COLLAPSED, THE OLD CHUTE THERE IS GONE. THE FILL IN THE EAST VEIN NORTH OF THE SAFETY EXIT IS GONE. ON 340 LEVEL 960 X-CUT HAS COLLAPSED AND 1000 X-CUT HAS MUD OOZING OUT OF IT. ON 180 LEVEL THE SETS IN 920 X-CUT ARE DEFORMING. AND TOWARDS 1015 STOPE IT IS COLLAPSING. THE BROW AT THE SOUTH END OF 900 W. STOPE FELL DOWN. ROCK COULD BE HEARD FALLING IN 1015 STOPE. THE SETS IN 820 X-CUT ARE STILL STANDING BUT NOISE COULD BE HEARD. IN ALL THESE AREAS THE ROCK COULD BE HEARD MOVING AND THE MUD COULD BE SEEN MOVING. THERE IS VISIBLE MOVEMENT IN THE OPEN

PIT. THE CAUSEWAY AND DONKEY RUN  
CANT BE USED ANYMORE. BRUCE AND  
DARRYL CAME IN. WE WENT DOWN TO  
600, HOT-WIRED THE SUMP PUMP AND  
GOT IT WORKING. SEEMS TO WORK OK.  
ALL THIS STARTED AT 8:30 AM AND  
NO ONE WAS UNDER GROUND AT THE  
TIME.

30 JUL 91

THE 600 PUMP RAN FOR A FEW  
HOURS LAST NIGHT AND THEN QUIT.

CRACKS ON THE SURFACE GETTING BIGGER.  
WENT DOWN WITH DICK AND BOB. 1015

STOPE ON 180 IS NOW FULL OF MUD  
WHICH RAN IN FROM THE SOUTH RIB.

THE EAST VEIN IN THE LOG CABIN  
SHAFT AREA IS ALL NORMAL. OTHER

LEVELS ALL APPEAR THE SAME AS  
YESTERDAY. STEVE MESIUR FOUND A

GUY (EVERETT) WHO HANDLES PUMPS AND  
HE BROUGHT IN A 400 GPM WELL PUMP.

AFTER LUNCH BOB AND DICK WENT DOWN TO 600 TO GET THE PUMP CONTROL PANEL. THE WATER WAS OVER THEIR HIP BOOTS. I MANNED THE SIGNAL BELL ON 500. BOB, STEVE AND EVERETT WENT TO 600 AT 2:30 AND SET UP THE NEW PUMP. WHEN I CAME BACK AT 7 P.M. IT WAS RUNNING. DARRYL AND STEVE WENT TO 500 AT 8 PM TO START THE 500 PUMP. AT 8:30 IT WAS DISCHARGING MUDDY WATER INTO THE BROOK. WE BROUGHT UP FOUR BUCKETS OF PRIME WOLLASTONITE, TWO BUCKETS OF FRIEDELITE AND A BUCKET OF VEIN RHODONITE AT LUNCH TIME.

31 JUL 91

BOB AND I WENT TO 500 AND 600 TO CHECK THE WATER AND PUMPS. PUMPING ALL NIGHT HAD LOWERED THE WATER ABOUT ONE FOOT. THE 500 PUMP CANNOT

RUN BETWEEN 8 AM AND 8 PM  
AND EVERETT RECOMMENDED  
THAT THE 600 PUMP NOT BE  
TURNED OFF. WHEN THE 500  
SUMP FILLED UP IT WAS ALLOWED  
TO OVERFLOW. THE 600 PUMP QUIT  
ANYWAY DURING THE AFTERNOON AND  
EVERETT CAME IN AND REPLACED A  
BAD CONNECTION IN THE CONTROL  
CIRCUIT. BOB DECIDED NO MORE  
DRILLING ON 500 OR 430 SO WE  
GATHERED UP DRILLS, HOSES AND  
ETC. AND MOVED THEM TO 340 AND  
180. TOOK A BLOWPIPE TO NEW  
935 STOPE AND BLEW OUT HOLES  
IN THE DRIFT ROUND. THE HOLE  
ABOVE 1015 STOPE ON THE SURFACE  
IS WORSENING.

1 AUG 91

THE WATER WENT DOWN ANOTHER FOOT LAST NIGHT AND IS LESS MUDDY. BOB AND I CHECKED OUT 980 STOPE <sup>500 LEV.</sup>. IT LOOKS ABOUT THE SAME. WE RECOVERED THE REST OF THE DRILLING GEAR IN 700 X-CUT AND TOOK IT TO 180 LEVEL. DID SOME FENCE WORK AND MOVED ORE CARS OFF THE CAUSEWAY IN THE OPEN PIT. ON 180 - SET UP AT THE NORTH END OF 800 STOPE AND DRILLED FOUR STRIP HOLES IN THE F/W ZINCITE BAND. MOVED DRILLING GEAR TO THE GRAVITY TRAM ABOVE 935 STOPE. FILL IS NOT VISIBLE IN 1120 STOPE BELOW 430 LEV. FILL WENT DOWN IN AT LEAST FIVE AREAS - RAISING THE WATER LEVEL OVER 30 FEET - AND CAUSING A TIDAL WAVE THAT PUT WATER ON 500 LEVEL IN THE OLD SHAFT.

2 AUG 91

BOB AND I CHECKED ON THE PUMPS. WATER IS 4" DEEP ON 600 STATION. SET UP IN THE GRAVITY TRAM ON 180 AND DRILLED EIGHT 13' TEST HOLES LOOKING FOR OLD WORKINGS IN THE EAST VEIN. NO LUCK. MUD AND ROCK AT THE SOUTH END OF 900 W. SLOPE IS STILL SETTLING.

3 AUG 91

ME, BOB AND JOHN ONDER WENT TO 600 TO ASSESS DAMAGE. THE WATER IS 6" BELOW THE STATION. THE DAMAGE ON THE LEVEL IS ASTONISHING. SO MUCH WATER CAME UP THE SHAFT AND SWEEP OUT THRU THE STATION THAT ~~IT~~ IT FLUSHED THE STATION PRACTICALLY CLEAN. THE EIMCO CARRIER WAS JAMMED AGAINST THE ORE PASS. THE STATION TO SHAFT BRIDGE WAS IN THE

1220 X-CUT BULKHEAD DOOR AND BENT LIKE A PRETZEL. THE MOTOR CHARGER WAS BROKEN IN HALF. HALF OF IT WAS IN 1220 X-CUT BY THE SAFETY EXIT. THE OTHER HALF WAS IN 1100 X-CUT BY 1010 RAISE. THE LID FROM THE FIRST AID BOX WAS IN 1020 X-CUT. STOKES STRETCHERS, LATRINE CAN SEATS, PIPES, STEELS, SCALING BARS, TIMBER AND ETC. WERE DEPOSITED ALL OVER THE LEVEL. THERE WERE PLUNGE POOLS TWO FEET DEEP AND SAND BARS THREE FEET HIGH. MUCK PILES WERE SWEEP AWAY. TRACKS WERE LIFTED UP IN THE AIR AND SNAPPED OFF. THE BIG TUB WE USED TO HOIST MUCK OUT OF 1250 STOPE DISSAPPEARED. THE HEAVY I-BEAMS USED IN 700 X-CUT TO BRIDGE THE WEST VEIN WERE FOUND IN THE WEST VEIN DRIFT. 1200 STOPE AND 1160 STOPE ARE DEVOID OF FILL DOWN TO THE WATER. IN 980 STOPE AREA ~~OF~~ <sup>OF</sup>

THE WEST VEIN THE FILL SOUTH OF 1040 X-CUT DISAPPEARED AND THE HANGING WALL IS LYING ON THE FOOTWALL. THIS IS WHAT CAUSED THE MUD ZONE TO SINK. THE CEMENTED FILL ABOVE AND NORTH OF 1040 X-CUT IS STILL IN PLACE. THERE IS A ONE INCH CRACK IN 1040 X-CUT ABOUT SIX FEET EAST OF THE H/W. THE EIMCO WAS PARKED IN A SIDE DRIFT AND WAS UNTOUCHED. OF COURSE IT WAS UNDER WATER AND WILL HAVE TO BE DE-WATERED. WENT TO 430 AFTER LUNCH AND HELPED BOB DISMANTLE THE JUMBO AND DRAG IT OUT OF 935 STOPE.

5 AUG 91

BOB, DICK AND I WENT TO 600 TO GET THE EIMCO CARRIER. WE PUT IT ON THE CAGE AND SENT IT TO THE ADIT. TURNED OUT ONE AXEL WAS BROKEN AND A WHEEL IS GONE. DUG AROUND IN THE MUD COLLECTING

STEELS, TOOLS, SMALL PARTS, ETC AND TOOK THEM TO 180 LEVEL. LEFT A LOT OF STEELS, PIPES, ETC BEHIND. THE WATER IS ABOUT THREE FEET BELOW THE LEVEL. EVERETT'S PUMP WAS PULLED OUT YESTERDAY. BOB AND DICK HAVE DECIDED TO FORGET ABOUT PUMPING FROM 600. THE STATION TO SHAFT BRIDGE IS DESTROYED AND IT WOULD BE HARD TO GET THE LHD OUT TO THE SHAFT SO IT IS BEING ABANDONED. BOB STRIPPED OFF THE TIRES, STARTER, STEERING BOX AND BATTERY. WENT TO 430 AFTER LUNCH AND COLLECTED TWO BUCKETS OF POSSIBLE ARSENOsiderite. ALSO FOUND A VEIN WILLEMITE XL SPECIMEN IN 1020 X-CUT. A SMALL SURGE (ONE FOOT) ON SUNDAY WHILE 5 PEOPLE WERE ON 600 IS WHAT CONVINCED BOB AND DICK TO GIVE UP ON PUMPING. PAUL ASHLEY WAS ABOUT TO GO UNDERWATER TO UNCHAIN THE BAD PUMP.

6 AUG 91 180 - 340

SEARCHED THE COLLAPSING MASS OF MUD AND ROCK AT THE SOUTH END OF 900W. AND 1015 STOPES. FOUND SOME SPHALERITE, COPPER ALTERATIONS, AND HEMIMORPHITE. WASHED WALLS ON THE STATION AND CHARGER ROOM ON 340. FOUND CORUNDUM IN TWO PLACES.

7 AUG 91 1800 - 340

BROKE UP A CHUNK OF ORE CONTAINING POSSIBLE CUPRITE IN 900 W. STOPE. HAND MUCKED IN THE CORNER OF THE MOTOR SHANTY ON 340 LEVEL. FOUND A NICE EXPOSURE OF CORUNDUM STILL IN PLACE IN THE FLOOR. THE MUCK PRODUCED MANY FRAGMENTS OF RUBY AND A FEW NICE SPECIMENS.

8 AUG 91 340-430

SET UP A DRILL IN THE MOTOR SHANTY ON 340. DRILLED SHORT HOLES AND WEDGED OUT TWO BUCKETS OF CORUNDUM SPECIMENS. CHECKED OUT 1020 X-CUT ON 430. BETWEEN 1010 DROP DOWN AND 1020 DROP DOWN THE WHOLE SOUTH RIB HAS COLLAPSED. THE FILL IN 1000 STOPE CAN BE SEEN.

9 AUG 91 180-430

THE COMPRESSOR HAS BEEN UNABLE TO BRING THE UNDERGROUND AIR SYSTEM UP TO FULL PRESSURE. THE SURGE MUST HAVE CAUSED A LEAK UNDERWATER. BOB AND I TOOK PARTS AND TOOLS TO 430. WE CUT OUT A SECTION OF THE SHAFT AIR MAIN AND CAPPED IT. CHECKED OUT 900 W. STOPE ON 180. BROUGHT UP A PAIL OF GREEN WILLEMITE ORE. IT HAD FALLEN AT THE SOUTH END OF THE STOPE.

12 AUG 91 180 - 340 - 430

REPLACED LEAKING VICTAULIC RUBBER IN AN EIGHT INCH COUPLING ON 430 STATION, WEDGED OUT MORE CORUNDUM ON 340 AND DRILLED FOUR STRIP HOLES. CHECKED OUT 900W. AND 1015 STOPES ON 180. FOUND A POCKET IN 1015 CONTAINING WILLEMITE CRYSTALS.

13 AUG 91 180 - 340

DRILLED FIVE MORE STRIP HOLES IN THE MOTOR SHANTY ON 340. PULLED LADDERS OUT OF THE CHUTE RAISE IN 935 STOPE AND HUNG THEM DOWN THE NORTH MANWAY. HOOKED UP THE AIR AND WATER PIPES FOR 935 IN THE GRAVITY TRAM ON 180. HOOKED UP AN AIR HOSE TO THE SLUSHER IN 935 AND TESTED IT. MOVED THE BUCKET TO THE SOUTH SIDE OF THE CHUTE RAISE. CHECKED OUT THE

ROCK THAT IS FALLING IN THE  
PASSAIC PIT. IT IS ROCK THAT WAS  
ALREADY LOOSE AND IS DROPPING WITH  
THE MUD ZONE. THE NORTH WALL OF  
THE PIT IS STILL SOLID.

14 AUG 91 340 LEVEL

USED A COME-ALONG TO MOVE THE  
SLUSHER IN 935 TO THE NORTH SIDE  
OF THE CHUTE RAISE. CARRIED A DRILL  
AND OIL BOTTLE INTO THE STOPE AND PINNED  
THE SLUSHER IN PLACE.

15 AUG 91 180-340-430

CHECKED ON GROUND MOVEMENT ON 180.  
DID SMALL DETAIL WORK ON SLUSHER  
IN 935 STOPE. HUNG SAFETY SCREEN.  
SCALED LOOSE IN 1020 X-CUT ON 430.

16 AUG 91

340 LEVEL

WORKED ON 935 CHUTE. HAD TO DO A LOT OF POUNDING WITH A SLEDGE TO GET IT TO OPEN. HUNG UP THE AIR PIPE IN THE EAST VEIN DRIFT. IT USED TO LAY ON THE GROUND. ALSO DID PART OF THE WATER. THIS WILL ALLOW THE EIMCO TO GET TO THE WOLLASTONITE.

19 AUG 91

340 LEVEL

FINISHED HANGING THE WATER PIPE IN THE EAST VEIN DRIFT. HAD TO REPLACE ONE PIPE THAT BROKE. BOB WORKED WITH ME AFTER LUNCH. WE CLEANED OLD PIPES AND TIMBER OUT OF THE DRIFT AND WORKED ON THE PLATFORM OVER 935 RAISE. CLEANED OUT TWO CAMEL BACK CARS BY THE PIERCE SHAFT AND PUSHED THEM OUT TO THE OLD SHAFT ORE PASS.

20 AUG 91

340 LEVEL

FINISHED HANGING AIR AND WATER HOSES OUT OF THE WAY NEAR THE WOLLASTONITE LOCATION. SLUSHED OFF THE TOP OF THE MUCK PILE IN 935 STOPE. MOVED THE MUCK CLOSER TO THE CHUTE RAISE. HAD TROUBLE WITH LARGE PIECES.

21 AUG 91

180 - 340

MOVED DRILLING GEAR FROM THE GRAVITY TRAM TO 800 STOPE AND SET UP. CHECKED 900 W. STOPE FOR SPECIMENS. WENT TO 340 AND WASHED DRIFT WALLS NEAR SOUTH BULK HEAD. WENT BACK TO 180 AFTER LUNCH TO DRILL HOLES FOR YELLOW ZINCITE. HAD TO REPLACE THE DRILL. THE WATER GOOSENECK AND WATER NEEDLE WERE SCREWED UP ON THE NEW DRILL AND WHEN I BROKE A WRENCH I GAVE UP IN DISGUST.

22 AUG 91 180 LEVEL

CLEANED OUT THE WATER NEEDLE.  
DRILLED MANY SHORT HOLES AND  
WEDGED OFF PIECES OF ORE. A  
LITTLE MORE AND I'LL FIND OUT IF  
THERE IS ANY YELLOW ZINCITE THERE.

23 AUG 91 180-340-430-500

DRILLED RELIEVERS AND FINISHED  
WEDGING ORE. FOUND ONLY POOR  
ZINCITE. AFTER LUNCH I SHOWED  
BERNIE AND THREE GEOLOGISTS  
FROM THE STATE THE AREAS THAT  
ARE SUBSIDING.

26 AUG 91 180 - 340

CHECKED OUT BAD GROUND AT  
THE SOUTH END OF 900 W. STOPE.  
CARRIED SOME EXTRA  $3/8$  WIRE  
ROPE DOWN INTO 935 STOPE.  
HAULED A DRILL TO THE TOP OF THE  
MUCK PILE AND SET UP TO DRILL  
BLOCK HOLES. WASHED DRIFT WALLS  
IN THREE AREAS ON 340 LEVEL.  
REPAIRED LEAK IN WATER LINE ON 180.

27 AUG 91 340 LEVEL

DRILLED FOUR BLOCK HOLES IN 935  
STOPE AND WEDGED THEM APART.  
PUT IN FIVE ROCK BOLTS. WASHED  
DRIFT WALLS IN TWO AREAS. NOTHING  
GREAT TURNED UP.

28 AUG 91 340-500

WASHED DRIFT WALLS IN THE EAST VEIN SOUTH OF THE MARSHALL SHAFT. SAW SOME INSIGNIFICANT BARITE AND ONE ZIRCON XLS. WENT TO 500 AFTER LUNCH AND REMOVED VICTAULIC CONNECTORS FROM AIR AND WATER PIPES IN THE W/V F/W DRIFT. ALL SUBSIDED AREAS LOOK ABOUT THE SAME. GOT A GRAY CHALCOPHANITE FROM 1020 RAISE.

29 AUG 91 340-500

SCALED AND BOLTED IN NEW 935. FOUR BOLTS. DRILLED FOUR HOLES FOR SLUSHER BLOCKS. ADDED A NEW PIECE OF CABLE TO THE TAIL ROPE AND DID A LITTLE SLUSHING. JOHN O. AND ME CARRIED 400' OF ONE INCH PIPE TO THE STATION ON 500. DID SOME DIGGING AND SCALING IN 1020 RAISE. GOT A FEW SMALL CALCITE/CHALCOPHANITE PIECES.

30 AUG 91

180 - 340

CLIMBED INTO A LARGE CRACK AT THE SOUTH END OF 1015 STOPE. SAW NICE CALCITE XLS. COULDN'T GET ANY. PICKED UP A FEW ODD PIECES. EXPLORED THE OLD OPEN STOPE NORTH OF THE PEARCE SHAFT ABOVE 340.

3 SEP 91

180 - 430

GOT SOME CALCITE XLS AND MANGANESE OXIDES FROM 1015. WENT TO 430 AND USED THE EIMCO TO BRING OUT SOME ROCKS AND TOOLS FROM 1020 PILLAR. MOVED THE EIMCO CARRIER FROM 180 TO 430. FOUND A TWO INCH HOSE FOR THE AIR SLUSHER IN 935 STOPE.

4 SEP 91

340 - 430

PUT THE EIMCO ON THE CARRIER ON 430 LEVEL AND FRED HOISTED IT TO 340 LEVEL. HAD TO TAKE THE BUCKET OFF AND BRING IT UP SEPARATELY. HAD TO SCROUNGE FOR MUCK TO FILL THE HOLE AT THE BULKHEAD DOOR. DUG UP FILL IN 1000 AND 1040 X-CUTS TO FILL THE DITCH ALONG 1140 X-CUT. TOWED TWO SIDE DUMP CARS FROM THE EAST VEIN OUT TO THE STATION. HAD TO CHARGE THE BATTERY AT NOON AS THE ALTERNATOR NO LONGER WORKS.

5 SEP 91

180 - 340

SENT TWO SIDE DOOR CARS FROM 340 UP TO THE ADIT. BROUGHT THE STATION DOORS FROM 500 UP TO 340. THE FUEL SYSTEM ON THE EIMCO DEVELOPED A LEAK AND LOST ITS PRIME. COULD NOT GET IT STARTED. ON 180; PICKED UP A FEW PIECES FROM 1015 STOPE. HELPED

BOB DISMANTLE A STEEL SLUSHER RAMP THAT WAS USED TO LOAD CARS. EXPLORED THE OLD OPEN STOPE NORTH OF THE PEARCE SHAFT ABOVE 340. THERE ARE MANY LARGE SLABS OF LOOSE THAT FELL OFF THE HANGING WALL. THEY ARE ~~CO~~ COATED WITH MUD SO THEY MUST HAVE FALLEN PRIOR TO 1896. THE MINE WAS FLOODED BETWEEN 1896 AND 1915.

6 SEP 91

180 - 340

CHECKED OUT 1015 STOPE ON 180. GOT NOTHING TODAY. COULD HEAR A LOT OF STUFF TRICKLING DOWN. HELPED FRED KIRK GET THE EIMCO PRIMED ON 340. BROUGHT ALL THE PIECES OF THE OLD SLUSHER RAMP OUT AND SENT THEM UP TO THE ADIT. USED THE EIMCO TO FILL IN DITCHES FROM THE STATION BACK TO THE WOLLASTONITE LOCATION.

9 SEP 91 180-340

GET SOME CALCITE XLS AND Mn OXIDES FROM 1015 STOPE ON 180. DID MORE DRIFT WORK ON 340. FILLED DITCHES. GOT OLD PIPES OUT OF THE WAY. BOB HAULED OUT FOUR DRUMS OF WOLLASTONITE AND A LARGE BOULDER.

10 SEP 91 340-500

REPAIRED BROKEN WATER PIPE ON 340. FILLED TWO DRUMS WITH WOLLASTONITE AND SENT THEM UP TO THE ADIT. WASHED WALLS IN EAST VEIN DRIFT SOUTH OF MARSHALL SHAFT. ON 500 - DUG THRU MUCK PILE IN 700 X-CUT AND GOT SOME FLUORESCENT FELDSPAR. SCALED OFF A SLAB OF WOLLASTONITE. CHECKED OUT 1020 PILLAR, 1020 RAISE, 1100 PILLAR AND 1140 PILLAR.

11 SEP 91

180 - 340

GOT A CALCITE XL PIECE FROM  
1015 STOPE ON 180. MOVED A DRILL  
FROM 180 TO 340. STRUNG OUT FOUR  
AIR HOSES AND SET UP THE DRILL IN  
THE EAST VEIN. USED THE EIMCO TO  
MUCK OUT THE WOLLASTONITE AND  
MOVE IT TO THE STATION AREA. WAS  
ALMOST DONE WHEN A TIRE BLEW  
OUT.

12 SEP 91

340 LEVEL

CHANGED THE FLAT AND FINISHED  
MUCKING OUT THE WOLLASTONITE.  
SALVAGED SOME MINING GEAR AND  
MOVED IT TO THE STATION. DRILLED  
TEN 9' HOLES IN THE EAST VEIN  
DRIFT. SLUSHED SOME MUCK OUT OF  
935 STOPE.

13 SEP 91 180 - 340

CHECKED OUT 1015 STOPE ON 180,  
NOTHING TODAY. MOVED THE DRILL  
AND HOSES INTO THE WOLLASTONITE  
DRIFT ON 340. SET UP AND  
DRILLED ELEVEN 9' STRIP HOLES.

16 SEP 91 180 - 340

SLUSHED MUCK INTO THE CHUTE  
RAISE IN 935 STOPE. BOB WILL  
DIG IT UP ON THE LEVEL. MOVED  
THE DRILL TO THE GUERINITE AREA  
AND STARTED DRILLING HOLES TO  
WEDGE OFF PIECES. CHECKED OUT  
1015 STOPE ON 180 AND THE  
LOG CABIN SHAFT AREA. FILL IS  
FLUSHING DOWN FROM ABOVE IN  
THE OLD ADIT UNDER THE MILL.

17 SEP 91

340 LEVEL

RAN THE SLUSHER IN 935 STOPE, SET UP THE DRILL ON THE MUCKPILE AND PUT IN ONE ROCKBOLT IN A BAD PIECE. ALSO DRILLED A PIN HOLE, DID MORE SLUSHING. DRILLED MORE HOLES AT THE GUERINITE LOCATION AND WORKED ON WEDGING OFF PIECES. ATTENDED A TRUSTEES MEETING AFTER LUNCH.

18 SEP 91

180-340

CHECKED OUT 1015 STOPE ON 180. WEDGED OFF PIECES OF GUERINITE ON 340. ALSO GOT MINOR REALGAR. SLUSHED MUCK IN 935 STOPE. DRILLED OUT WEDGE PINS AND DRILLED THREE STRIP HOLES IN GUERINITE AREA.

19 SEP 91 ADIT - 180 - 340 - 430 AM

CHECKED OUT 1015 STOPE AND THE EAST VEIN ON 180 LEVEL. GOT A RICH ZINCITE ORE SAMPLE FROM AN AREA MINED BY PASSAIC ZINC CO. ON 340 LEVEL - HELPED BOB LOAD TUBS UNDER 935 CHUTE, SLUSHED MORE MUCK INTO THE CHUTE. MOVED THE DRILL BACK TO THE WOLLASTONITE AREA AND DRILLED TWO MORE STRIP HOLES. ON 430 - LOOKED FOR AND FOUND A LOLLINGITE SPECIMEN FOR FRED. IT CAME FROM 1020 PILLAR.

20 SEP 91 ADIT - 180 - 340

SCALED LOOSE IN RAINBOW TUNNEL. TOOK DOWN FIVE WHEELBARROW LOADS. GOT SOME HEMIMORPHITE FROM 1015 ST. SLUSHED TWICE IN 935 STOPE AND HELPED BOB LOAD TUBS.

23 SEP 91 180 - 340

RAN THE SLUSHER IN 935. MADE A CABLE SPLICE. SET UP ON 180 AND WASHED WALLS IN THE WEST VEIN AND EAST BRANCH F/W DRIFT. SAW SOME INTERESTING BRIGHT GREEN MICA IN 920 X-CUT. (FUCHSITE #546)

24 SEP 91 180 - 340

WASHED WALLS IN 960 X-CUT, 1000 X-CUT, AND 900 W. STOPE. CHISSELED OFF A PAIL FULL OF GREEN MICA IN 920 X-CUT. RAN THE SLUSHER TWICE IN 935 STOPE AND HELPED BOB FILL TUBS.

25 SEP 91 180 - 340

WASHED WALLS IN THE GRAVITY TRAM. SET UP A DRILL IN 920 X-CUT. SLUSHED IN 935 STOPE AGAIN. AFTER A LONG DROUGHT THERE WAS ENOUGH RAIN TODAY TO GET WATER RUNNING DOWN THRU 180 LEVEL.

26 SEP 91 180 - 340

WASHED WALLS IN THE GRAVITY TRAM. SLUSHED TWICE IN 935 STOPE. SET UP A DRILL ON THE MUCKPILE AND PUT IN FOUR ROOF BOLTS AT THE SOUTH END. ALSO DRILLED TWO HOLES FOR SLUSHER PINS AND A BLOCK HOLE.

27 SEP 91 180 - 340

WASHED WALLS IN THE GRAVITY TRAM. SAW BARITE AND FLUORITE. SLUSHED TWICE IN 935 STOPE. GAVE CHARLIE AND HERSCHEL WARD A TOUR OF 180 AND 340.

30 SEP 91 180 - 340

WASHED WALLS IN GRAVITY TRAM. SAW WIDE PART OF BROWN WILLEMITE ZONE ON NORTH RIB. SLUSHED TWICE IN 935 STOPE.

1 OCT 91 180 - 340

WASHED WALLS IN THE GRAVITY TRAM AND THE EAST VEIN PART OF 180 LEVEL. SAW NICE BLACK AMPHIBOLE XLS IN THE EAST VEIN H/W DRIFT TO THE ORE PASS. SLUSHED MUCK IN 935 STOPE. MADE ONE CABLE REPAIR.

2 OCT 91 180 LEVEL

WASHED WALLS IN GRAVITY TRAM. MOVED TO SHAFT STATION AND WASHED WALLS IN THAT AREA.

3 OCT 91 180 - 340

WASHED WALLS IN WEST VEIN DRIFT AND GRAVITY TRAM ONE HOSE LENGTH EAST AND WEST OF THE WEST VEIN DRIFT. FOUND NICE DIOPSIDE ONE HOSE LENGTH EAST OF THE DRIFT. WEDGED OFF A NICE PIECE. GOT THE WEDGES FROM 340, DRILLED HOLES

IN 920 X-CUT AND WEDGED OFF THE  
REST OF THE FUCHSITE. SLUSHED  
IN 935 STOPE AGAIN. SEEM TO BE  
GETTING TO THE BOTTOM OF THE  
PILE IN THE SOUTH END.

4 OCT 91      180 - 340  
DRILLED ANOTHER HOLE IN 920 X-CUT  
FOR FUTURE USE IN WEDGING OUT  
FUCHSITE. WORKED ON MUCKING OUT  
THE SOUTH END OF 935 STOPE. PULLED  
THE MUCK CLOSE TO THE CRIB. WHEN  
BOB FINISHED MUCKING UNDER THE  
CHUTE I SLUSHED THE STANDARD  
AMOUNT INTO THE CRIB.