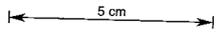


The Mount Lyell Mining & Railway Co., Ltd.

Mine Department.

Field Notes of Underground Workings up to Dec 31st 1907
Instrument used 5' Theodolite

Genl Manager. *Robt. Licht*
Engineer-in-Charge. *Edw. Murray*



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<p>Again at 7</p> <p>44'-4 1/4" 00 107°26'30"</p> <p>55' 52' 48' 45' 37' 19' 11' 00' 80°52' 29'-0 1/2" 25' 00' 109°45'</p> <p>31'-6 1/4" 15' 7' 00' 136°36'</p> <p>45'-9 1/8" 43' 29' 18' 00' 167°54'</p> <p>Start at 2 South Contact Drive. See Notes 1906</p> <p>-700' Level.</p> <p>Face 37' 27' 20' 14' 11' 7' 00' 68°57' 9'-4 1/2" 00' 128°58'</p> <p>Start at 7 Main Shaft to Winze in traverse from N°-6 X-Cut</p> <p>Plan of N° 12 Stopes Extension.</p> <p>leg 2'-10" 2'-10" Centre of Cap 34' 4" 3'-10" on Cap</p> <p>11' 6" 00' 323°12' See Notes for 1906 in N°12 St Extⁿ</p> <p>Start at 8 N° 12 Stopes Extension.</p> <p>Face. 21' 16' 12' 8' 00' 43°35'</p> <p>again at 10</p> <p>Face. 30' 24' 19' 15' 00' 101°40'</p> <p>2 1/2' 2'</p> <p>Continued from last Sheet N° 1</p>	<p>leg 1 1/2"</p> <p>On Cap 26' 00' 345°01' see Notes for 1906 in N°1 N.C. Drive.</p> <p>Start at 3 N° 17 Stope & N° 17 Stope Extⁿ.</p> <p>Plan of N° 15 Stope.</p> <p>Centre 34'-4" of Cap 00 130°24'</p> <p>Centre 26'-8 1/2" of Cap 00 15 Stope. 328°54' Traverse thro' N° in Surround</p> <p>Start at 5 N° 15 Stope</p> <p>Main Traverse. Main X-Cut in 105'-7 1/4" 00 45°46'30"</p> <p>Stn 7 Main Traverse. in N.C. Dr on. 29'-8 1/2" 00 220°45'30"</p> <p>8 36'-2 3/4" 00 335°11'30"</p> <p>7 58'-8" 00 316°40'</p> <p>6 41'-1" 00 234°33'</p> <p>5 64'-10 1/2" 00 217°20'</p> <p>4 44' 00 148°33'30"</p> <p>3 24'-9" 00 172°35'30"</p> <p>2 28'-4 3/4" 00 149°30'</p> <p>1 49'-3 1/4" 00 46°07'30" from Shaft to Winze in Main Traverse thro' N° 2 Substopes & N° 15 Stope. Surround Traverse from Main X Cut.</p> <p>Start at 6</p> <p>Face. 44' 27' 7' 00' 122°37'</p> <p>5' 1 1/2' 3 3/4'</p> <p>Continued from last column</p>	<p>1906. Plat See Notes old str on W</p> <p>42' 0 1/4" 00 35°51'</p> <p>3 41'-5 3/4" 00 211°42'45"</p> <p>14'-10 3/8" 00 242°25'15"</p> <p>at 850' Level 2nd Wire down Shaft. 13'-4 3/8" 1st Wire down Shaft. 10'-2 7/8" 00 62°25'15"</p> <p>at 300' Level. 1 on M. Shaft Plat.</p> <p>levels down Main Shaft Connections between 300' and 850'</p> <p>-850' Level.</p> <p>Face 9' 00' 345°30'</p> <p>2 1/2' 35'-11" 3' 30' 25' 20' 10' 00' 293°09' 42'-00' 00 253°21'</p> <p>2 24'-6 1/4" 00 331°08'</p> <p>1 21'-10" 00 308°38'30" On 15th Strut 18' to left of leg 79'-11 3/4" 00 339°46' On 1st Strut 18' to left of leg 26' 00 345°01' see Notes 1906. in N° 1 N.C. Drive.</p> <p>Start at 3 N° 2 North Contact Drive</p> <p>Plan of N° 17 Stope & N° 17 Extⁿ</p> <p>leg 1 1/2"</p> <p>On Cap 79'-11 3/4" 00 339°46' leg 1 1/2"</p> <p>Continued from last column.</p>	<p>Centre 28' 7" of Strut 00 316°34' of Strut. 38'-3 3/8" 00 137°00' 36'-0 3/4" at start of Stope 00 210°54' in Main X-Cut</p> <p>Start at 5 N° 20 Stope</p> <p>Face 166' 158' 6" 151' 145' 141' 121' 110' 102' 00 136°27' 27'-4" 00 153°21'30" 27'-3" 00 216°31' 42'-0 1/4" 00 215°51' in Main X-Cut.</p> <p>Start at 1 N° 3 South Drive</p> <p>3 in Main X-Cut 42'-0 1/4" 00 215°44' Main Shaft on West Plat 103'-7" 00 36°47'30" New peg outside N° 18. Stope 117'-0 1/2" 00 35°47'45" 14'-5 1/8" 00 288°11' 1st Wire.</p> <p>At 850' Level. 2nd Wire down Winze. 13'-6 3/8" 1st Wire down Winze. 10'-3 3/4" 288°11' 24'-5 1/4" 00 Shaft to Winze from 241°10'30" Main Traverse from in N.C. Dr on</p> <p>At 700' Level levels down N° 1 Engine Winze. Connection between 700' and 850'</p> <p>Continued from last column</p>