

Stevenson's Memo. on Mt. Rex Coal property

Mt. Rex

URMISCC/56-58

Launceston, Dec. 29. 1904. (56)

(3)
According to your wish, I hereby give you a few details with reference to the coal Property.

In the first place I have a reward claim of 160 acres, granted from the Government, for the discovery of a new coal field.

We have also Leased 3680 acres of private property, adjoining the above all Coal land, on these properties are two known seams of coal, extending over the whole area of the above properties, one seam is 12 ft. in thickness, on this seam there is a tunnel driven 160 feet in from the side of the mountain in coal, also half a mile from the tunnel, it is picked up again and a shaft sunk on it the coal recurring only 3 feet from the surface 12 feet in thickness, the other seam is 6 feet in thickness but there has been little work done this seam, but it is of similar quality as the 12 feet seam. (Assay taken from the 12 feet seam enclosed) which you will see is far superior to any other coal discovered previously in Tasmania, good cokeing and gas coal especially suitable for steam shipping purposes, in fact good enough for anything, also in unlimited quantities as I can trace the outcrops of the line of contact, with the granite and sandstone for the distance of 15 miles, the situation of this property is 4 miles from Hanleth station on the Fingal line, on the Ben Lomond side, being 40 miles nearer the ports of Launceston and Hobart than any other coal thereby saving in cost of carriage about 2/6 per ton.

Hewing
Trucking out of mine
(2)

Now what is required to make it a real successful undertaking is a railway from Hanleth station to the coal, a distance of 4 miles using the government gauge, so as the Government trucks can be used and filled from hoppers and screens at the mine, with one handling, and also enabling it to be conveyed away in large quantities, which is essential for coal to be a financial success.

These seams can be worked by driving tunnels from the side of the mountains, all above water level, thereby ~~reducing the~~ requiring no shafts to sink or pumping or winding machinery only requiring hewing and trucking out to hoppers and loading on railway trucks, a few hundred pounds would open up the mine, to enable the output to be 1000 tons per and thereby increasing the quantity as required.

There is no speculation in it as it is a certainty from the commencement with the close proximity to the ports thereby reducing the cost of carriage, and all the natural facilities for working, and the exceptionally good quality, ensures it from the commencement a financial success, in fact no other coal could compete with it. I also note there are no engineering difficulties in connection with the construction of the railway as it is a regular down hill grade all the way to bring the coal. I consider this is giving a fair margin for everything thus enabling you to see what the cost per ton would be delivered on the wharf in Launceston.

(3)

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0 . 0 . 8 .

Hewing

Trucking out of mine.

Carriage on proposed railway
from mine to Hanleth station

From Hanleth station to Launceston
on the Government line.

Loading from screens
Management and Repairs.

Timbering

0 . 0 . 9 .

0 . 2 . 9 .

0 . 0 . 3 .

0 . 0 . 8 .

0 . 0 . 3 .

0 . 7 . 0

You know yourself what the present price of coal is in
Launceston thereby enabling you to see what profits would
be derived therefrom.

MARINA, 7th December 1904

MINING ASSOCIATION

Yours faithfully,

GEORGE WEBB