

CHAMPION MINE.

Report on Track Gauge in Shafts.

April 7, 1915.

No. 1 Shaft, North Side.

|                           |  |
|---------------------------|--|
| Brace to 1st level,       | $\frac{1}{2}$ " to $\frac{3}{4}$ " wide.   |
| 1st to 2nd,               | $\frac{1}{2}$ " to $\frac{3}{4}$ " wide.   |
| 2nd to 3rd                | $\frac{1}{2}$ " to $\frac{7}{8}$ " wide.   |
| 3rd to 4th                | $\frac{1}{2}$ " to $\frac{15}{16}$ " wide.   |
| 4th to 5th                | $\frac{1}{2}$ " to 1" wide (widest around 5th level)   |
| 5th to 60 ft. below 5th,  | 1" to $\frac{1}{2}$ " wide.  |
| 60 ft. to 82 ft.          | $\frac{1}{2}$ " to $\frac{1}{8}$ " wide.   |
| 82 ft. to 95 ft.          | $\frac{1}{4}$ " to $\frac{5}{8}$ " wide.   |
| 95 ft. to 110 ft.         | $\frac{1}{4}$ " to $\frac{1}{2}$ " wide.   |
| 110 ft. to 6th level      | $\frac{5}{8}$ " wide.  |
| 6th level to 70 ft. below | $\frac{3}{8}$ " to $\frac{3}{4}$ " wide.   |
| 70 ft. to 7th level       | $\frac{7}{8}$ " wide.  |
| 7th level to 8th level    | $\frac{1}{2}$ " to 1" wide.  |
| 8th " to 9th "            | $\frac{3}{8}$ " to $\frac{7}{8}$ " wide  |
| 9th to 10th levels        | $\frac{1}{2}$ " to $\frac{7}{8}$ " wide  |
| 10th to 11th "            | $\frac{1}{2}$ " to $\frac{7}{8}$ " wide  |
| 11th to 12th "            | $\frac{3}{8}$ " to $\frac{5}{8}$ " wide, fairly uniform.                                     |
| 12th to 13th "            | $\frac{3}{8}$ " to $\frac{5}{8}$ " wide, " "   |
| 13th to 14th "            | $\frac{1}{4}$ " to $\frac{5}{8}$ " wide  |
| 14th to 15th "            | $\frac{1}{4}$ " to $\frac{5}{8}$ " wide ( $\frac{1}{4}$ " wide 30 ft. below the 14th level.) |
| 15th to 16th "            | $\frac{5}{8}$ " to $\frac{15}{16}$ " wide, fairly uniform                                    |
| 16th to 17th "            | $\frac{3}{8}$ " to $\frac{15}{16}$ " wide  |
| 17th to 18th "            | $\frac{3}{8}$ " to $\frac{3}{4}$ " wide  |
| 18th to 19th "            | $\frac{1}{4}$ " to $\frac{1}{2}$ " wide, uniform   |
| 19th to 20th "            | $\frac{3}{16}$ " to $\frac{1}{2}$ " wide, good.  |
| 20th to 21st "            | $\frac{1}{8}$ " to $\frac{5}{8}$ " wide, fairly good.  |

## CHAMPION MINE.

## Report on Track Gauge in Shafts.

No. 1 Shaft, South Side.

April 7, 1915.

|                           |  |
|---------------------------|--|
| Brace to 10 ft. below     | $3/16"$ to $1/2"$ wide.                                |
| 10 ft. to 78 ft.          | $1/16"$ to $3/16"$ wide, uniform; gauge O.K. at 78 ft. |
| 78 ft. to 88 ft.          | $0"$ to $3/16"$ narrow. O.K. at 88 ft.                 |
| 88 ft. to 117 ft.         | O.K. nearly all way, $3/16"$ wide at 90 ft.            |
| 117 ft. to 1st level      | $1/8"$ to $5/16"$ wide.                                |
| 1st level to 2nd level    | $1/16"$ to $7/16"$ wide, fairly uniform                |
| 2nd level to 48 ft. below | $1/4"$ wide.   |
| 48 ft. to 54 ft.          | O.K.   |
| 54 ft. to 3rd level       | $3/16"$ to $3/8"$ wide, fairly uniform                 |
| 3rd level to 4th level    | $3/8"$ to $3/4"$ wide, uniform.                        |
| 4th level to 71 ft. below | $1/8"$ to $1/2"$ wide ( $3/8"$ average)                |
| 71 ft. to 76 ft.          | O.K.   |
| 76 ft. to 5th level       | $3/8"$ to $1/2"$ wide                                  |
| 5th level to 6th level    | $3/8"$ to $3/4"$ wide, uniform                         |
| 6th level to 7th level    | $3/16"$ to $3/4"$ wide.                                |
| 7th level to 8th level    | $1/4"$ to $1/2"$ wide, uniform                         |
| 8th to 9th levels         | $3/16"$ to $5/8"$ wide                                 |
| 9th level to 10th level   | $5/16"$ to $3/4"$ wide                                 |
| 10th level to 11th level  | $5/8"$ to $7/8"$ wide                                  |
| 11th to 12th levels       | $3/8"$ to $3/4"$ wide                                  |
| 12th level to 13th level  | $3/8"$ to $7/8"$ wide (Mostly $3/4"$ )                 |
| 13th level to 14th level  | $9/16"$ to $7/8"$ wide (Mostly $3/4"$ )                |
| 14th level to 15th level  | $3/8"$ to $3/4"$ wide.                                 |
| 15th level to 16th level  | $1/2"$ to $7/8"$ wide                                  |
| 16th to 17th levels       | $1/2"$ to $7/8"$ wide                                  |

Adams Township, MI

No. 1 Shaft, South Side--Continued.

|                          |  |
|--------------------------|--|
| 17th level to 18th level | $\frac{3}{8}$ " to $\frac{5}{8}$ " wide. |
| 18th level to 19th level | $\frac{1}{4}$ " to $\frac{5}{8}$ " wide  |
| 19th level to 21st level | did not test.                            |

Comparison of track gauge in South Road, No. 1

Shaft, April 6, 1915 and December 29, 1914, Brace to 10th level. \_ \_ \_

|                    |   |
|--------------------|---|
| Brace to 1st level | About the same  |
| 1st to 2nd levels  | Slightly wider than on Dec. 29th.   |
| 2nd to 3rd levels  | " " " " " "   |
| 3rd to 4th levels  | About 5/16" " " " " "   |
| 4th to 5th levels  | 1/4" to 3/8" " " " " "  |
| 5th to 6th levels  | 1/4" to 3/8" " " " " "  |
| 6th to 7th levels  | About 1/4" " " " " "  |
| 7th to 8th levels  | About 1/4" " " " " "  |
| 8th to 9th levels  | Slightly wider in places  |
| 9th to 10th levels | " " " "   |
| 10th to Bottom     | Same as before. Road was repaired only from brace to 10th level on Dec. 29, 1914. |

## INSPECTION OF SKIP ROADS.

April 15, 1915.

## No. 2 Shaft, North Side.

|                           |  |
|---------------------------|--|
| Brace to 26 ft. below     | 3/16" wide   |
| 26 ft. to 95 ft.          | O.K.   |
| 95 ft. to 1st level       | 3/16" to 3/8" wide                                   |
| 1st level to 2nd level    | 1/4" to 3/4" wide                                    |
| 2nd level to 90 ft. below | 1/4" wide (good)                                     |
| 90 ft. to 3rd level       | 3/8" to 3/4" wide                                    |
| 3rd level to 13 ft. below | 1/16" to 7/8" wide, widest at 6 ft. below 3rd level. |
| 13 ft. to 40 ft.          | 1/16" to 5/16" wide                                  |
| 40 ft. to 80 ft.          | 1/2" to 3/4" wide; widest at 45 ft.                  |
| 80 ft. to 4th level       | 1/4" wide, uniform                                   |
| 4th level to 70 ft. below | 5/8" to 7/8" wide                                    |
| 70 ft. to 95 ft.          | 1/4" to 1/2" wide                                    |
| 95 ft. to 5th level       | 7/8" wide  |
| 5th level to 35 ft. below | 1" wide  |
| 35 ft. to 45 ft.          | 5/8" wide  |
| 45 ft. to 65 ft.          | 5/8" to 1-1/16" wide                                 |
| 65 ft. to 70 ft.          | 1/2" wide  |
| 70 ft. to 72 ft.          | 1/2" to 7/8" wide                                    |
| 72 ft. to 90 ft.          | 3/8" wide  |
| 90 ft. to 100 ft.         | 3/4" to 1" wide                                      |
| 100 ft. to 120 ft.        | 1/2" to 7/8" wide                                    |
| 120 ft. to 6th level      | 1/4" to 1/2" wide                                    |
| 6th level to 45 ft. below | 3/8" to 5/8" wide                                    |
| 45 ft. to 75 ft. below    | 5/8" to 1" wide                                      |
| 75 ft. to 7th level       | 3/8" to 5/8" wide                                    |
| 7th level to 30 ft. below | 1/16" to 1/2" wide                                   |

No. 2 Shaft, North Side--Continued.

|                            |   |
|----------------------------|---|
| 30 ft. to 50 ft.           | 0 to 3/16" <u>narrow</u>  |
| 50 ft. to 100 ft.          | O.K. good   |
| 100 ft. to 120 ft.         | 0 to 1/2" wide (1/2" at 120 ft.)  |
| 120 ft. to 8th level       | 1/2" to 1-1/8" wide (1-1/8" at 8th level)                                 |
| 8th level to 15 ft. below  | 1-1/8" to 1/2" wide   |
| 15 ft. to 30 ft.           | 1/2" to 1/16" wide  |
| 30 ft. to 70 ft.           | 1/4" to 5/8" wide   |
| 40 ft. to 55 ft.           | 1/4" wide   |
| 55 ft. to 70 ft.           | 5/8" wide   |
| 70 ft. to 80 ft.           | 1/4" wide   |
| 80 ft. to 110 ft.          | 1-1/8" wide   |
| 110 ft. to 9th level       | 5/8" to 1/8" wide   |
| 9th level to 10th level    | 3/16" to 3/4" wide, widest at 5 ft.,<br>27 ft, and 55 ft. below 9th level |
| 10th level to 76 ft. below | 1/4" to 3/4" wide   |
| 76 ft. to 90 ft.           | 1/4" narrow   |
| 90 ft. to 11th level       | 0" to 1" wide, widest 5 ft. above<br>11th level.                          |
| 11th level to 10 ft. below | 7/8" to 1/2" wide   |
| 10 ft. to 12th level       | 1/8" to 1/2" wide, fairly uniform.  |
| 12th level to 13th level   | 1/2" to 7/8" wide, fairly uniform   |
| 13th level to 70 ft. below | 1/8" to 1/2" wide   |
| 70 ft. to 14th level       | 3/8" to 5/8" wide   |
| 14th level to 5 ft. below  | 3/4" wide   |
| 5 ft. to 15th level        | 1/8" to 3/8" wide, fairly good  |
| 15th level to 16th level   | 1/4" to 1/2" wide, fairly uniform   |
| 16th level to 83 ft. below | 1/8" to 1/2" wide, fairly uniform   |
| 83 ft. to 17th level       | 1/8" to 3/4" wide, widest at 6 ft.<br>above 17th level.                   |
| 17th level to 18th level   | 0" to 1/2" wide, widest at 52 ft.   |

No. 2 Shaft, North Side--Continued.

18th level to 19th level

3/16" wide, good.

19th level to 20th level

1/8" to 3/4" wide

20th level to 21st level

1/8" to 3/8" wide, widest at 25 ft.  
and 74 ft. below 20th level.

## INSPECTION OF SKIP ROADS.

April 15, 1915.

## No. 2 Shaft, South Side.

|                            |  |
|----------------------------|--|
| Brace to 1st level         | $\frac{1}{2}$ " wide in places. Widest at brace and 20 ft. below 1st level.                      |
| 1st level to 2nd level     | $\frac{1}{4}$ " to $\frac{1}{2}$ " wide, fairly uniform  |
| 2nd level to 3rd level     | $\frac{1}{8}$ " to $\frac{1}{2}$ " wide  |
| 3rd level to 4th level     | $\frac{1}{16}$ " to $\frac{1}{2}$ " wide, average $\frac{1}{4}$ "                                |
| 4th level to 5th level     | $\frac{3}{16}$ " to $\frac{1}{2}$ " wide, average $\frac{1}{4}$ "                                |
| 5th level to 80 ft. below  | $\frac{3}{8}$ " wide   |
| 80 ft. to 6th level        | $\frac{1}{8}$ " wide   |
| 6th level to 7th level     | $\frac{1}{4}$ " to $1-\frac{1}{16}$ " wide, average $\frac{3}{4}$ "                              |
| 7th level to 60 ft. below  | 0" to $\frac{3}{16}$ " wide, good.   |
| 60 ft. to 100 ft.          | $\frac{1}{8}$ " to $\frac{3}{4}$ " wide  |
| 100 ft. to 110 ft.         | O.K.   |
| 110 ft. to 8th level       | $\frac{1}{4}$ " to $\frac{1}{2}$ " wide  |
| 8th level to 9th level     | $\frac{1}{8}$ " to $\frac{5}{8}$ " wide, average $\frac{3}{8}$ "                                 |
| 9th level to 10th level    | $\frac{1}{4}$ " to $\frac{3}{4}$ " wide, uniform   |
| 10th level to 11th level   | $\frac{1}{8}$ " to $\frac{1}{2}$ " wide  |
| 11th level to 30 ft. below | $\frac{5}{8}$ " wide   |
| 30 ft. to 45 ft.           | $\frac{1}{8}$ " wide   |
| 45 ft. to 12th level       | $\frac{5}{8}$ " to 1" wide, widest from 60 ft. to 70 ft. below 11th level.                       |
| 12th level to 13th level   | $\frac{1}{2}$ " to $\frac{5}{8}$ " wide; uniform   |
| 13th level to 14th level   | $\frac{1}{4}$ " to $\frac{3}{4}$ " wide, fairly uniform  |
| 14th level to 15th level   | $\frac{3}{8}$ " to $\frac{7}{8}$ " wide, widest at 10 ft. and at 80 to 100 ft. below 14th level. |
| 15th level to 16th level   | $\frac{3}{8}$ " to $\frac{5}{8}$ " wide. Average $\frac{1}{2}$ " (uniform)                       |
| 16th level to 80 ft. below | $\frac{1}{4}$ " wide   |
| 80 ft. to 17th level       | O.K. ( $\frac{3}{16}$ wide at 17th level)  |



No. 2 Shaft, South Side -- Continued.

|                          |   |
|--------------------------|---|
| 17th level to 18th level | 1/8" to 5/8" wide   |
| 18th level to 19th level | 0" to 3/8" wide. Average 1/8", fairly good.                           |
| 19th level to 20th level | 1/8" to 1/2" wide   |
| 20th level to 21st level | 3/16" narrow at 12 ft. below 20th. Rest is O.K. (1/8" wide in places) |

## INSPECTION OF SKIP ROADS.

April 7, 1915.

## No. 3 Shaft, North Side.

|                            |   |
|----------------------------|---|
| Brace to 50 ft. below      | 1/8" to 3/8" wide   |
| 50 ft. to 80 ft.           | O.K.  |
| 80 ft. to 1st level        | 1/8" to 3/16" wide (O.K.)   |
| 1st level to 50 ft. below  | 0" to 3/16" wide  |
| 50 ft. to 2nd level        | 3/16" to 3/4" wide  |
| 2nd level to 3rd level     | 3/8" to 1-1/8" wide   |
| 3rd level to 4th level     | 1/4" to 15/16" wide. Widest places<br>at 53 ft. 81 ft. and 100 ft. below 3rd. |
| 4th level to 5th level     | 1/4" to 3/4" wide   |
| 5th level to 6th level     | 1/4" to 3/4" wide   |
| 6th level to 7th level     | 1/4" to 7/8" wide. Widest near 7th<br>level.                                  |
| 7th level to 8th level     | 1/2" to 1-1/16" wide  |
| 8th level to 9th level     | 1/4" to 7/8" wide   |
| 9th level 10th level       | 1/4" to 1-1/16" wide  |
| 10th level to 22 ft. below | 3/8" wide   |
| 22 ft. to 30 ft.           | 1/16" narrow (O.K.)   |
| 30 ft. to 70 ft.           | O.K. (3/16" wide in places)   |
| 70 ft. to 11th level       | 1/8" to 5/8" wide   |
| 11th level to 12th level   | 1/4" to 3/4" wide   |
| 12th level to 93 ft. below | 3/8" to 3/4" wide   |
| 93 ft. to 13th level       | O.K. to 3/16" narrow  |
| 13th level to 17 ft. below | 3/16" to 3/8" narrow  |
| 17 ft. to 14th level       | 1/8" to 1-1/16" wide; widest place<br>from 40 ft. to 70 ft. below 13th.       |
| 14th to 15th level         | 1/8" to 7/8" wide. Mostly 3/4"  |
| 15th level to 8 ft. below  | 3/8" to 0" wide   |
| 8 ft. to 20 ft.            | 0" to 3/16" narrow (O.K.)   |

No. 3 Shaft, North Side.--Continued.

|                            |  |
|----------------------------|--|
| 20 ft. to 16th level       | 1/8" to 3/4" wide. Widest at 16 level. |
| 16th level to 20 ft. below | 3/4" to 1/4" wide.                     |
| 20 ft. to 17th level       | 1/8" to 1/2" wide                      |
| 17th level to 20th level   | 1/16" to 1/2" wide, fairly uniform.    |

No. 3 Shaft, South Side.

April 15, 1915.

|                            |   |
|----------------------------|---|
| Brace to 1st level         | $\frac{3}{16}$ " to $\frac{3}{4}$ " wide; widest place 16 ft below brace. |
| 1st level to 3rd level     | $\frac{1}{4}$ " to $\frac{5}{8}$ " wide; fairly uniform.                  |
| 3rd level to 6th level     | $\frac{1}{8}$ " to $\frac{5}{8}$ " wide; uniform                          |
| 6th level to 7th level     | $\frac{3}{8}$ " to $\frac{15}{16}$ " wide. (Average $\frac{3}{4}$ " )     |
| 7th level to 8th level     | $\frac{1}{2}$ " to $\frac{15}{16}$ " wide (Average $\frac{3}{4}$ " )      |
| 8th level to 11th level    | $\frac{3}{8}$ " to $\frac{7}{8}$ " wide                                   |
| 11th level to 12th level   | $\frac{5}{8}$ " to 1" wide. Average $\frac{7}{8}$ "                       |
| 12th level to 13th level   | $\frac{3}{8}$ " to $\frac{3}{4}$ " wide                                   |
| 13th level to 10 ft. below | $\frac{1}{2}$ " to $\frac{7}{8}$ " wide                                   |
| 10 ft. to 30 ft.           | $\frac{1}{16}$ " to $\frac{1}{2}$ " wide                                  |
| 30 ft. to 14th level       | $\frac{1}{4}$ " to $\frac{7}{8}$ " wide; average $\frac{5}{8}$ "          |
| 14th level to 16th level   | $\frac{1}{4}$ " to $\frac{3}{4}$ " wide; fairly uniform                   |
| 16th level to 18th level   | $\frac{1}{4}$ " to $\frac{1}{2}$ " wide, uniform                          |
| 18th level to 20th level   | $\frac{1}{16}$ " to $\frac{3}{8}$ " wide; good.                           |

## INSPECTION OF SKIP ROADS.

April 15, 1915.

## No. 4 Shaft, North Side.

|                           |   |
|---------------------------|---|
| Brace to 2nd level        | $\frac{1}{2}$ " to $1-\frac{3}{16}$ " wide; widest at 160 ft. below brace.                |
| 2nd level to 55 ft. below | $\frac{3}{16}$ " to $\frac{5}{8}$ " wide  |
| 55 ft. to 95 ft.          | $\frac{1}{2}$ " to $1-\frac{1}{4}$ " wide   |
| 95 ft. to 3rd level       | $\frac{1}{8}$ " to $\frac{1}{2}$ " wide. ( $\frac{1}{16}$ " narrow at 104 ft.)            |
| 3rd level to 60 ft.       | $\frac{3}{16}$ " to $\frac{1}{2}$ " wide, average $\frac{3}{8}$ "                         |
| 60 ft. to 90 ft.          | O.K.  |
| 90 ft. to 4th level       | $\frac{1}{4}$ " wide  |
| 4th level to 30 ft. below | $\frac{3}{8}$ " wide; also $\frac{3}{8}$ " wide from 45 to 55 ft. Rest O.K. to 5th level. |
| 5th level to 60 ft. below | fair; $\frac{1}{4}$ " wide in places.   |
| 60 ft. to 85 ft.          | $\frac{1}{4}$ " to $\frac{3}{8}$ " wide   |
| 85 ft. to 105 ft.         | $\frac{3}{16}$ " wide; fairly good.   |
| 105 ft. to 6th level      | $\frac{3}{8}$ " to $\frac{3}{4}$ " wide.  |
| 6th level to 24 ft. below | $\frac{1}{4}$ " to $\frac{1}{2}$ " wide   |
| 24 ft. to 40 ft.          | O.K.  |
| 40 ft. to 70 ft.          | $\frac{3}{16}$ " to $\frac{1}{2}$ " wide  |
| 70 ft. to 110 ft.         | $\frac{1}{2}$ " to $1\frac{1}{4}$ " wide. (Mostly $1\frac{1}{4}$ " )                      |
| 110 ft. to 7th level      | $\frac{1}{4}$ " to $\frac{3}{4}$ " wide   |
| 7th level to 8th level    | $\frac{3}{16}$ " to $\frac{3}{4}$ " wide; average $\frac{1}{2}$ "                         |
| 8th level to 9th level    | $\frac{1}{4}$ " to $\frac{3}{4}$ " wide; average $\frac{3}{8}$ "                          |
| 9th level to 10th level   | $\frac{3}{16}$ " to $\frac{3}{4}$ " wide; average $\frac{1}{2}$ "                         |
| 10th level to 11th level  | $\frac{3}{16}$ " to $\frac{5}{8}$ " wide; average $\frac{3}{8}$ "                         |
| 11th level to 12th level  | $\frac{3}{8}$ " to $\frac{3}{4}$ " wide; average $\frac{1}{2}$ "                          |
| 12th level to 13th level  | $\frac{3}{8}$ " to $\frac{7}{8}$ " wide   |
| 13th level to 14th level  | $\frac{3}{4}$ " wide nearly all the way   |

No. 4 Shaft, North Side -- Continued.

|                                |   |
|--------------------------------|---|
| 14th level to 30 ft. below     | $\frac{3}{8}$ " wide  |
| 30 ft. to <del>51</del> 52 ft. | $\frac{3}{4}$ " to $1\text{-}\frac{1}{8}$ " wide                  |
| 52 ft. to 15th level           | $\frac{3}{8}$ " to $\frac{3}{4}$ " wide                           |
| 15th level to 16th level       | $\frac{3}{8}$ " to $\frac{7}{8}$ " wide                           |
| 16th level to 17th level       | $\frac{5}{8}$ " to 1" wide; average $\frac{3}{4}$ "               |
| 17th to 18th level             | $\frac{3}{16}$ " to $\frac{3}{4}$ " wide; average $\frac{1}{2}$ " |
| 18th level to 19th level       | $\frac{1}{4}$ " to $\frac{1}{2}$ " wide; uniform                  |
| 19th level to 20th level       | $\frac{1}{16}$ " to $\frac{1}{2}$ " wide; uniform                 |
| 20th level to 21st level       | $\frac{1}{8}$ " to $\frac{3}{4}$ " wide; fairly uniform.          |

## INSPECTION OF SKIP ROADS.

April 9, 1915.

## No. 4 Shaft, South Side.

|                            |  |
|----------------------------|--|
| Brace to 85 ft. below      | 1/4" to 3/4" wide  |
| 85 ft/ to 92 ft.           | 1/8" narrow  |
| 92 ft. to 115 ft.          | 1/8" wide. (O.K.)  |
| 115 ft. to 126 ft.         | 3/16" narrow   |
| 126 ft. to 132 ft.         | O.K.   |
| 132 ft. to 2nd level       | 3/8" to 3/4" wide  |
| 2nd level to 107 ft. below | 1/8" to 7/8" wide; widest place at 45 ft.  |
| 107 ft. to 115 ft.         | 1/8" narrow (O.K.)   |
| 115 ft. to 3rd level       | 3/16" wide   |
| 3rd level to 4th level     | 3/16" to 5/8" wide   |
| 4th level to 100 ft. below | 3/16" to 3/4" wide   |
| 100 ft. to 110 ft.         | O.K.   |
| 110 ft. to 5th level       | 1/8" to 3/8" wide  |
| 5th level to 35 ft. below  | 1/8" to 3/8" wide  |
| 35 ft. to 55 ft.           | 0" to 3/16" narrow   |
| 55 ft. to 65 ft.           | O.K.   |
| 65 ft. to 6th level        | 1/8" to 3/4" wide; average 1/2"  |
| 6th level to 7th level     | 1/16" to 3/4" wide; widest at 6th level and at 50 to 70 ft. below 6th.                       |
| 7th level to 8th level     | 1/4" to 3/4" wide  |
| 8th level to 9th level     | 3/16" to 3/4" wide; widest places from 40 to 70 ft. below 8th and from 100 ft. to 9th level. |
| 9th level to 10th level    | 1/4" to 3/4" wide  |
| 10th level to 11th level   | 3/16" to 15/16" wide; widest at 20 to 30 ft. below 10th level                                |
| 11th level to 12th level   | 5/8" to 1" wide; average 3/4"  |

No. 4 Shaft, South Side--Continued

|                          |  |
|--------------------------|--|
| 12th level to 13th level | 3/16" to 3/4" wide; average about 5/8"                   |
| 13th level to 17th level | 3/8" to 7/8" wide; fairly uniform;<br>average about 5/8" |
| 17th level to 18th level | 1/8" to 5/8" wide  |
| 18th level to 21st level | 1/16" to 1/2" wide; average 1/4";<br>fairly good.        |