

FIFTH ANNUAL
REPORT
OF
THE BUTTERFLY-TERRIBLE GOLD
MINING COMPANY

For The Year 1905

MINE MANAGER'S REPORT PAGE 255.

STATE BUREAU OF MINES

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MANAGER'S REPORT.

To the Stockholders of
The Butterfly-Terrible Gold Mining Co.

Gentlemen:

With the beginning of the year 1904, came the aftermath of the labor troubles. By this I mean, the scarcity of good miners. The trouble and expense of finding and importing them. I will not dwell upon the subject other than to say that it was very expensive and very unsatisfactory.

As time passed on, this trouble became less apparent, but was perceptible up until about September 1st, but we were still under the expense of keeping guards at both the mine and mill until after the strike was called off on December 1st, 1904.

From January 1st, 1904, to January 1st, 1905, we mined and milled 18,902 tons of ore. From this we recovered on the plates an average of \$5.05 per ton of ore, and in addition to this \$.96 per ton in concentrates shipped to the smelter. According to our assays, there was lost in the tailings \$1.19, making the gross value of the ore \$7.20 for the year, while our assays showed a total assay value of \$7.26.

Our system of sampling each bucket of ore trammed before leaving the mine, and then putting all into one general sample for the amount of ore trammed each day, shows a gross assay value of \$7.26. The vanner heads and the tailings are sampled every hour of the day and night. This was in effect throughout the year, and the difference between this theoretical value, and the actual values, was but six cents per ton for the year.

Early in September, a survey was made and preliminary work begun on a new tunnel, starting at, or just above the mill level, which is intended to cut the present working about 500 feet below.

To start, we were obliged to build a wagon road between this tunnel site and San Bernardo, in order to have heavy timbers hauled in both for timbering the tunnel as well as for cribbing up the ground in protecting the mill.

The tunnel was driven about 140 feet before striking solid formation, and all of this ground had to be thoroughly timbered throughout. Owing to the softness of the ground, and the extraordinary size of the boulders encountered, this work progressed very slowly.

After coming in contact with solid rock, we located the vein about nine feet to the south of us, and an easy bend in the tunnel brought us into the vein. The vein was of fair size, but considerably broken up, and although assays have run from traces up to \$4.00, there has never been sufficient quantity to justify us in saving it.

While work was progressing in the soft ground, a "Rand Imperial" three-drill compressor was purchased. Also two new 3 1/8 "Rand Slugger" machine drills, and a large air receiver, along with all fittings complete. The compressor was connected with the boiler and has been in operation ever since.

A new blacksmith shop was built and air brought from the 2 1/2 inch air pipes into the shop, for use in blowing the bellows and in operating an improvised air hammer for heavy welding.

This tunnel is now in over 600 feet and is progressing at the rate of about 200 feet per month, and at this rate of speed we should get under the main ore shoot within one year, and the two smaller ore shoots prior to that time.

A new bunk house for the men employed on this tunnel has been built. We have purchased 3,000 feet of cable for the tramway, and two new verner belts.

We have renewed all the principal parts on our large rotary crusher, including the spindle, crusherhead, liners, oscillating box, dust collar, gear and bevel wheels, etc.

At the mill we have utilized the exhaust steam for heating the mill, so that there is no live steam used for heating purposes, except in very severe weather.

We have on hand a large stock of all kinds of mine supplies, including 2 1/2 inch iron pipe and No. 16 tracking and ties for the new tunnel. Everything at the mine is in first class working order, and I think it is a conservative statement in saying that there appears to be enough ground in the upper workings to keep the mill running steadily for the next two year.

Driving this large bore into the mountain at the rate of 200 feet per month will necessarily cut a large slice out of the profits from month to month. After the completion of this tunnel, ore can be hauled in cars right into the mill, thereby doing away with the expense of operating and maintaining our tramway.

Respectfully submitted,
JAMES F. KEATING

Manager.

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