

-REPORT ON-

THE UNITED MINES COMPANY

MINERAL COUNTY

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THE UNITED MINES COMPANY

1901

Creede, Colorado, April 30, 1901

The property of the United Mines Company consists of the New Discovery lode mining claim, U. S. Mineral Survey No. 7,464; the Golden Eagle mining claim, U. S. Mineral Survey No. 7,422; the Happy Thought mining claim, U. S. Mineral Survey No. 7,785; and the Argenta lode mining claim, U. S. Mineral Survey No. 7,428. The whole acreage is between thirty and forty acres of contiguous property, covering some thing upwards of 1,700 linear feet of the apex of the Amethyst vein on Bachelor Mountain in Sunnyside Mining District, Mineral County, Colorado.

The Amethyst vein, as is now well known to mining men, extends from south to north, in a direction a little westerly of north, through said Bachelor Mountain. From its outcropping on the south the following well known mines lie along the vein; The Bachelor, the Commodore, the New York Chance, The Last Chance, the Amethyst, the United Mines, and, to the north, the Park Regent and other properties.

The approximate line along the apex of these different mining properties is about as follows: The Bachelor, 1,500 feet; the Commodore, 1,750 feet; the New York Chance, 750 feet; the Last Chance, 600 feet; the Amethyst, 1,550 feet; the United Mines, 1,750 feet.

The discovery of ore was made in 1890 near the south end line of the Amethyst and the north end line of the Last Chance. These two properties were worked continuously thereafter through shafts. After the settlement of litigation the next property south,--the New York Chance, was worked through a shaft. Later the Commodore was worked through a shaft and a tunnel of its own construction, and also the Bachelor was worked in a similar way. The five properties, from the Bachelor on the south to the Amethyst on the north, have been heavy producers and have paid in profits to their stockholders in the aggregate somewhere between seven and ten millions of dollars.

The extensive developments on these five properties disclosed one continuous and strong vein, dipping from a horizontal plane about 52 degrees, westerly. The various tunnels and shafts of these properties have explored the vein to the neighborhood of from 1,000 to 1,200 feet on the incline. The ore was a silver-lead ore, and in the Amethyst and Last Chance some gold values.

The developments in these mines alone show conclusively the position and character of the one great vein through Bachelor Mountain, which is popularly known as the "Amethyst" vein, from the fact of its first being discovered on the Amethyst claim.

The property of the United Mines Company, as stated, covers the apex of this vein and is the ground immediately north of the Amethyst property. The mining claims now owned by The United Mines Company were located shortly after the Amethyst discovery and passed into the hands of four different companies. The whole mountain side being then covered with conflicting claims, many adverses resulted. In 1893 the then owners of the above four properties combined their interests and properties and formed The United Mines Company, thereby ending all conflicting claims and securing a patent title to the continuous 1,700 and odd feet of the Amethyst vein immediately to the north of the Amethyst mine, and with the surface acreage above given.

Up to that time many thousands of dollars had been expended in development work by the several constituent companies, and the vein disclosed throughout the property acquired by the United Mines Company. The United Mines made the Happy Thought shaft the principal working shaft of the United Mines Company. This shaft is on the apex of the vein about 700 feet north of the northerly end line of the Amethyst ground, the said line being also the southerly end line of The United Mines ground. The shaft was then about 250 feet deep, a two-compartment shaft. During the year 1894 The United Mines expended upwards of \$50,000 in sinking this shaft to a depth of about 800 feet and running drifts at 500, 600 and 700 foot stations. The vein disclosed varied in width from four to seven feet and carried a low grade ore averaging about \$10.25 per ton, the values being in lead, gold and silver.

In 1894 the work was suspended, the Company being without funds to continue development work and all its stock having been issued at the time of the formation of the Company, this development work being done with money supplied by the constituent companies as a part of the combine.

During 1895 the property was worked and developed by the United Leasing Company, composed almost exclusively of stockholders of The United Mines Company. A little upwards of \$100,000 was expended during that year and the shaft was sunk to the further depth of 878 feet on the incline from the surface; the whole shaft from the surface was enlarged, re-timbered and made a three-compartment shaft and the surface plant put in its present shape.

The eighth level was driven during this last mentioned period and disclosed the vein of an average width of six feet, the values ranging higher in gold and lead. Each lower level from the fifth has shown an average better grade of ore.

During the period of the United Leasing Company the seventh level was driven south 854 feet to the south end line and there connected with the fifth level of the Amethyst mine and the water in the United was lifted to the seventh level and run through pipes by a contract with the Amethyst Company, out through the property of the latter company along its vein; This further demonstrated the continuity of the Amethyst vein through the United Mines property.

The surface plant of the United Mines then finished and as it now exists in good order and repair, consists of the following: Shaft, engine and boiler house; bunk and boarding and several other small houses; 300 horse power boiler plant; two hoists, skips, etc., complete; air compressor; assay office; ore bins.

In January, 1896, disagreements among some of the interests in the United Leasing Company caused it to suspend operations and litigations resulted, this mine in the meantime being idle. All that litigation ended without in anywise affecting the property of The United Mines Company.

On August 20, 1896, disagreements among some of the interests in the United Mines Company was leased to the Big Kanawha Leasing Company, a corporation composed principally of stockholders of The United Mines Company. On the termination of the aforesaid litigation in the month of October of the following year, 1897, the Big Kanawha Leasing Company was let into full possession of all the property under its ten years' lease, and ever since has been in its exclusive possession.

The Big Kanawha Leasing Company drained the mine of water, which had been standing to the seventh level; it has sunk the shaft to a total depth of 1,163 feet, and is now sinking it at the rate of two feet a day; It ran the eighth level north and south, also the ninth level at 900 feet, the tenth level at 1,030 feet, and the eleventh level at 1,160 feet; At this time the total lengths of the levels north and south are as follows:

Fifth Level	north,--feet; south, 540 feet.
Sixth Level	north,300 feet; south, 450 feet.
Seventh Level	north, 455 feet; south, 560 feet.
Eighth Level	north, 280 feet; south, 420 feet.
Ninth Level	north, 560 feet; south, 440 feet.
Tenth Level	north, 415 feet; south,425 feet.
Eleventh Level	north, 133 feet; south, 156 feet.

On the tenth and eleventh levels the vein continues strong and of the general character as above, increasing proportionately in gold values and decreasing somewhat in silver; it carries lead generally upwards of five per cent., and at times as high as seventy per cent.; average, about seventeen per cent; also, in some places, zinc, averaging below ten per cent.

At the outset of the work of the present leasing company it was determined that the future working of the property on a large scale should be through the extension of the Nelson tunnel, which tunnel had been planned early in Creede's history to run along this vein and drain it, and afford transportation facilities at less cost. The owners of the several properties along this vein contracted with the Nelson Tunnel Company people, and that tunnel has been driven at an average rate of about 150 feet per month from the fall of 1897 to the present time. It reached the south end line of The United Mines within the last few months and since then has been in the control of the Humphreys Tunnel and Mining Company, which has driven it forward at the same rate along the vein in The United Mines property at a depth of about 1,450 feet on the incline.

The Big Kanawha Leasing Company (aided by the Humphreys Tunnel and Mining Company) contributed about \$55,000 bonus to extend this tunnel to its south end line and is now further continuing it at its own expense.

This tunnel from its mouth on West Willow Creek below the Bachelor mine to the south end line of the United Mines, is known as the Nelson tunnel. Through the United Mines property and northerly it will be known as the Humphreys tunnel. From the south end line of the United Mines property to the mouth of the Nelson tunnel the distance is approximately 8,200 feet. From the south end line to the connection with the United Mines shaft, the distance is about 400 feet. The shorter distance from the shaft to the south end line at the tunnel level compared with the distance of about 700 feet on the surface is owing to the fact that the shaft inclines toward the southerly end line as it descends. From the mouth of the Nelson tunnel along the side of Bachelor mountain a grade and trestle has been completed for 1,800 feet, approximately, for the tram cars coming out of the Nelson tunnel. It will be completed the further distance of 200 feet this spring to a point below the junction of West Willow and East Willow Creek and above the tracks of the Denver & Rio Grande. From this point the tram cars can be emptied into the railroad cars or the ore carried in to the Humphreys concentration mill, which will be erected at this point within a few months, primarily for the ores of The United Mines property, and next for any other ores that can be handled. The mill site, railroad facilities, water rights, etc., have all been secured by the Humphreys Tunnel and Mining Company, which has contract relations with the Big Kanawha Leasing Company and The United Mines Company for the handling and milling of the ores from The United Mines property.

On April 7 the Nelson-Rumphreys tunnel cut the vein within the ground of The United Mines Company and about 100 feet north of the south end line of that property. The vein was over five feet in width and contained four and one-half feet of ore. Ore taken progressively across the breast of the vein ran an average of \$29 per ton.

The water rushing from the vein compelled the suspension of work, the tunnel was bulkheaded at the vein and going back twenty feet the tunnel work was resumed in the foot wall of the vein about fifteen feet from the vein. It is now being driven about four feet per day alongside the vein. The total distance to where the shaft will connect is now about 200 feet and the vein will be pierced at intervals. When the point of shaft connection is reached, uprising will be begun from the tunnel to connect with the work of sinking. On the completion of this connection the United Mines property will be ready for heavy shipments.

The dimensions of the tunnel are eight feet wide by eight feet high; it will be double tracked and lighted by electricity.

The work of The Big Kanawha Leasing Company on the United Mines property has been almost exclusively development work, the ore bodies being left standing until the connection is made by the main working shaft and the Nelson tunnel, and the Rumphreys mill erected on Willow Creek. All of these things will be completed within the next few months.

From a point fifty feet below the eleventh level up to the eighth level, and for an average distance of 400 feet north and 400 feet south of the working shaft, there is now standing about 100,000 tons of ore whose value has been assayed daily in every foot of the work, and closely estimated. In these blocks of ore alone a gross value of about \$1,500,000, and a net value of about half that amount, is disclosed. These calculations were made shortly before the cutting of the vein on the tunnel level. While the ground from below the eleventh level to the tunnel level is not yet explored, the occurrence and known value of the ore in the vein, both above and below this latter body of ore, and the great uniformity in the Amethyst vein in dimensions, in width and in values of ore shoots, gives assurance of an equally large ore reserve between the tunnel and the eleventh level as above the level, and gives reasonable assurance of the continuance of ore below the tunnel level.

The mines to the south, although yielding many millions in profits, have never been worked to or below the depth of the ore disclosed in the tunnel of the United Mines.

While prosecuting the development work in the shaft and drifts, and waiting for the drainage of the property through the Nelson tunnel during the first four months of the year 1900, the Big Kanawha Leasing Company extracted and shipped about 4,940 tons of ore. This ore was mostly shipped to the Philadelphia Smelting & Refining Company at Pueblo. The total amount paid for the shipments on the above tonnage to the Leasing Company was \$54,010.63; the total amount deducted for freight and smelting was, freight, \$21,334.34 and smelting, \$35,342.83, showing the gross value of this 4,940 tons to have been, at the smelter, \$110,687.80

In addition to these shipments, some small shipments were from time to time made from the shaft and drift, so that the total tonnage shipped by the Big Kanawha Leasing Company to date is 7,722 tons, of the gross value of \$167,169.68, being average gross value per ton of \$21.65.

In 1899 and 1900 about 10,000 tons, from above the seventh level, were milled by the Creede Cooperative Milling Company, near the shaft house of The United Mines Company.

The property north of the United Mines shaft is yet comparatively unexplored, although the Park Regent has a shaft about 700 feet in depth, disclosing the continuance of the Amethyst vein and the ore carrying larger values in gold as against smaller values in silver. This seems to be a changing character of the ore northerly on the vein from the Amethyst.

Upon the completion of the tunnel shaft connection and the erection of the Humphreys concentration mill, The United Mines property will be prepared to make continuous daily shipments of 150 tons and upwards. Its property will be equipped with the very best mining facilities, and with such large blocks of ore of known value disclosed already and so much virgin territory, the property in every way gives assurance of being one of the best and most profitable mining operations in the States.

I have been connected with the various properties on this vein in various ways and have been a resident of Creede continuously since 1890, and am therefore thoroughly familiar with the subject matter of this report. I have been a lessee on the Bachelor, mining surveyor for the United Mines, the Amethyst mine, Nelson tunnel, Bachelor mine and Park-Regent Company. Was superintendent during a part of the year 1900 for the Big Kanawha Leasing Company, and am now the engineer and superintendent of the Humphreys tunnel. The facts herein stated are from my own knowledge, save as to tonnage and values, which I obtained from the books of the Big Kanawha Leasing Company.

Very respectfully,

H. C. FOWLEY,

Mining Engineer.

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