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Gracie  
File

P R E L I M I N A R Y   R E P O R T

on the

Gracie and New York Group of Mines  
Battle Mountain, Lander County, Nevada.

BY

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The Gracie group of mines consists of the following named lode mining claims:

- |               |               |
|---------------|---------------|
| 1. Dewey      | 6. Confidence |
| 2. Glasgow    | 7. Gold Hill  |
| 3. Gold Crown | 8. Jap        |
| 4. Gracie     | 9. Fritz      |
| 5. Boston     |               |

The New York group consists of the following claims:

1. New York
2. Alder Creek
3. Gold Hill

Aggregating a total area of about 200 acres.

All the above claims are surveyed but none are patented. There are no disputes, liens or incumbrances against the property.

#### GEOGRAPHY.

The group is located on the foothills of the eastern slope of the Old Battle Mountain Range, and situated in the Battle Mountain Mining District, Lander County, Nevada, about nine miles from Battle Mountain, the nearest railroad station on the Central Pacific railroad.

The county seat, Austin, is about 92 miles south, reached by the Nevada Central R. R.

See attached sketch, page 4.







#### HISTORICAL.

The Battle Mountain mining district is an old one and credited with a large production. The section known as Alder Creek, though known years ago as being copper bearing, was not prospected, as copper was not in demand in those days. A horse-man riding over the range in search of cattle was attracted by the peculiar color of a piece of rock that the hoof of his horse dislocated from what is now known as the Gracie vein. Upon assay the rock proving favorable, the above group was located and developed.

#### ACCESSIBILITY.

The group is nine miles from Battle Mountain, the nearest supply town, and six miles from Piute Switch, both places on the Central Pacific R. R. The wagon road to either point is especially fine, being a gentle down grade all the way.

The elevation at the Gracie vein is					5975 ft.
"	"	"	"	Battle Mountain on R. R.	4513 "
"	"	"	"	Piute Switch	" " " <u>4513 "</u>
"	"			of mine above railrodd	1462 "

Contour lines on map page 6 show the various elevations at discovery point of the principal claims of this group.

#### CHARACTER OF THE VEINS AND ORES.

The veins of this district are a system of parallel quartz fissures striking northwesterly and southeasterly and dipping 60° to 70° to the west and cutting at an acute angle an older series of vein in all probabilities contact veins between mica schist and quartzite.

The main vein of this group conforms at present to the bedding plane of stratification and though scored out by several narrow gulches shows no signs of faulting within the limits of the



property and by their bold outcrop can be traced from end line to the end line of the property a distance of 4500 feet. The Glasgow vein effects a junction with the Gracie vein at a point about 100 feet northerly from the Gracie discovery shaft. The Dewey vein acts the same way on the Jap claim. These cross veins are noted for their large size and the prominence of their iron outcrop. This iron outcrop in a copper vein is especially good indication of a large ore body underneath.

The general formation of the district is limestone, quartzite and mica schist with intrusions of porphyry.

The chief ores found in this property are chalcopryrite and Bornite, some chalcocite, Chrysocolla, malachite and melaconite being found near the surface; with depth the sulphides predominate.

#### DEVELOPEMENTS.

Four or five ledges cross the property, all have been opened up on the surface, and show ore. The Gracie and New York claims have had the most work done on them. At the Gracie discovery a shaft about 65 feet in depth was sunk on the ledge, same is from three to five feet wide and mineralized from top to bottom.

The pay ore commences at a point about 20 feet from the surface and increases from a foot in size to three feet at the bottom, assaying from

12% to 20% copper

13 ozs. to 22 ozs. silver

\$1.00 gold

At a point 55 feet in said shaft a drift and slope was started and a car of ore shipped out. Owing to the difficulty



of working on top of the hill prospects tunnel No. 1 was started 105 feet below on the north side of Gracie Hill. The vein was encountered within a few feet and at a point 85 feet in said tunnel. Pay ore was struck 10 in. thick of pure sulphide of copper, assaying

Copper	45%
Silver	55 ozs.
Gold	\$1.00

This rose up a distance of about two feet in the tunnel demonstrating that the ore body was below and gradually as the tunnel was driven in the ore got higher in same until at a point 112 to 120 ft. in, it afforded stoping ground and the size of the vein increased to four feet of solid shipping ore.

At a point 122 ft. in from mouth of No. 1 tunnel a small stope was started, also a 4 ft. winze sunk on the vein, and the ore taken from these workings was shipped and resulted as per attached smelter returns.

Bingham Copper & Gold Mining Co.,

Smelter at Bingham Junction R. G. W. R. R.,

Salt Lake City, Utah, July 26, 1901.

Bought of Taylor & Brunton Ore Sampling Co.

Mine Lot No. 1 New York oxidized ore

Assayed by Officer	Gold	.03 ozs.
" " Union	Silver	13.8 "
	Copper	12.55%
	Iron	14.2%
	Silica	47.2%

Gross weight of ore 43400 lbs.

Moisture 6%      2604 "

Net weight      40.796      at \$26.73 per ton      \$545.24







Bingham Copper & Gold Mining Co.,

Smelter at Bingham Junction R. G. W. R. R.,

Salt Lake City, Utah, Aug. 14, 1901.

Bought of Taylor & Brunton Ore Sampling Co.

Mine lot No. 2	Gracie Sulphide Ore.
Assayed by Officer	Gold .05 ozs.
" " Union	Silver 10.9 "
	Copper 12.6%
	Iron 22.2%
	Silica 37.6%

Gross weight of ore 49600 lbs.

Moisture 3%	1488 "		
Net weight	48.112 "	at \$26.53 per ton	\$638.20
		Freight advanced	114.08
		Balance	\$524.12

Bingham Copper & Gold Mining Co.

Smelter at Bingham Junction R. G. W. R. R.,

Salt Lake City, Utah, Sept. 12, 1901.

Bought of Taylor & Brunton Ore Sampling Co.

Mine lot No. 3	Gracie Sulphide Ore.
Assayed by Officer	Gold .03 ozs.
" " Union	Silver 10.9 "
	Copper 11.35%
	Iron 23.4%
	Silica 35.8%

Gross weight of ore 37770 lbs.

Moisture 3 1/2%	1209 "		
	36.561 lbs.	at \$23.40 per ton	\$427.76
		Freight advanced	8.00
		Balance	\$419.76



Two or three other carloads were shipped, but I am unable to get the smelter returns. These carloads netted over \$500.00 each. Lower No.3 Tunnel has been driven a distance of 120 ft. and the Gracie Vein intercepted, same was driven in southerly on the vein a distance of 68 ft.

Lower No.3 tunnel has been driven a distance of 120 ft. through the country rock, and has intercepted the Gracie Vein, said tunnel has been driven a distance of 100 ft. southerly along the strike of the vein, which is well mineralized, and about four feet wide and rapidly increasing in size with every foot of depth attained.

At the New York a long shallow cross cut tunnel was run intercepting the vein at a depth of 70 ft. Thence No.1 level was run northerly about 200 ft. along the vein, some stoping was done and several cars of ore shipped out.

A shaft 70 ft. deep was sunk from the surface intercepting this No.1 level and later was continued on down 20 ft. below No.1 level.

The vein in the bottom of this shaft is 4 to 5 ft. wide and increasing rapidly in size with every foot of depth. The copper sulphides are coming in heavy with splendid values.

120 ft. beyond the shaft along No.1 level a 200% winze was sunk 30 ft. deep. The vein is 5 to 6 ft. wide apparently getting larger with every foot of depth. The ore is also a heavy sulphide with fine values.

I confidently expect that at a depth of a few hundred feet that a cross cut into the hanging wall will reveal a mineralized ore zone possibly 100 ft. thick. The conclusions are arrived at from surface indications and the rapid development of the vein in the limited amount of sinking done.







At the Glasgow and Jap claims very little work has been done. The monster vein that runs through the property is, in the writer's opinion, nothing but an iron capping to the copper below. Same can be drifted over to very cheaply from the Gracie workings. The balance of the claims all show ore, but no work worth mentioning has been done on them, though the veins are all promising.

#### MINING FACILITIES.

There is timber within three miles of the property for mining purposes and a scant supply of fuel at the mine for culinary purposes. Several springs in the neighborhood can be harnessed up for water and the creek itself is a good running stream several months in the year. The Humboldt River can be utilized or artesian water obtained at the mouth of Elder Creek Canyon.

The walls of the vein are firm and require but little timbering. The development work from now on being confined to drifting on the vein and same being of average hardness can be done at a moderate price.

Hauling of ore to Battle Mountain cost \$3.00 per ton. This includes back freight. Freight to Salt Lake cost \$4.20 per ton.

The property is well provided with cars, track tools, blacksmith shop, bunk house, etc. and is in good condition to go into immediate commission.

Snow never interferes with any mining operations. This property being essentially a tunnel proposition and doing away with hoisting and pumping machinery, can be developed at moderate expense. Tunnel No.3 cutting the Gracie Vein at a depth of 260 ft. would have to be driven in a distance of 150 to 200 ft. to reach the known ore chutes in No.1 tunnel above. This No.3







tunnel from this point on, being entirely on the Gracie vein, when a fair depth is obtained, it is very reasonable to expect ore at any time as development work proved up above in No.1 tunnel. For immediate returns ore should be extracted from No.1 tunnel and shipped to market and an intermediate tunnel driven in on the vein at a point 90 feet below No.1 tunnel. This within a short distance, will open a large stoping area on the known ore chute in No.1 tunnel.

The property can be still tapped by two lower tunnels when it becomes necessary to do so. This property can be made productive from the start and the ores on account of their splendid copper values command low treatment charges at the smelter.

The smelters at Golconda 40 miles away are expected to go into operation any day, and would afford a home market for the ores. Freight from Battle Mountain to Golconda being 60¢ per ton on ores.

Respectfully submitted,

Metallurgical Chemist,  
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JUN 12 1912

ABSTRACT OF REPORT

Country.....United States.....

State.....Nevada..... County.....Lander.....

Battle Mountain

Name of Mine.....Gracie & New York.....

Kind of Deposit.....

Valuable Metals.....Copper and Silver.....

Extent of Property.....12 claims; 200 acres.....

Reported on by.....Chas. S. Vadner,..... Date.....

Financial Proposition: Salt Lake City, Utah.

None made

Mining proposition brought in by.....Chas. S. Vadner.....

Abstract of Report: Date.....May 26, 1912..... By.....J.E.S.  
June 6, 1912

9 miles from Battle Mountain. Main vein corresponds to stratification plane. Formations limestone, quartzite, mica schist, porphyry. Ores chalcopryite, bornite, etc. Gracie has shaft 65', ore 1' - 3', 12% - 20% Cu, 13 - 22 ozs Ag, \$1. Au; in Tunnel, vein 10", Cu 45%, Ag 55 ozs, Au \$1. Elsewhere vein 4' to 6', values not given. Scant timber and water. Freight to Battle Mountain \$3. ton.

COMMENT: Not attractive.