FOR SALE

Zinc-Lead Property

Good Springs District, Hoosier group.
3 full claims; has produced $40,000;
ore in sight; one-half mile from
Whale mine, one mile from Yellow
Pipes mine. Will sell for $2,000;
$500 cash, balance on time. Ad-
dress V-47, Tribune.
Jan. 18, 1909

Good Springs, Lincoln Co., Nevada

Shipping Station is Jean, Nevada, on S.F. R.A. 15 th Rly.

Station agent is W. V. Hanzel

Hotel Jean - Geo. Trumble

For general information about mines, etc. see my letters to H. H. Kime.

S. B. W. H. ole Santa Fe man, Jean, Nev., is prospecting near Monte Christo.

Freight Rates, Jean, Nev., to Kansas Points

<table>
<thead>
<tr>
<th>Weight (lb)</th>
<th>Rate (c)</th>
<th>Minimum Carload</th>
</tr>
</thead>
<tbody>
<tr>
<td>15.00</td>
<td>8.00</td>
<td>40,000 lbs.</td>
</tr>
<tr>
<td>20.00</td>
<td>9.00</td>
<td></td>
</tr>
<tr>
<td>25.00</td>
<td>10.00</td>
<td></td>
</tr>
<tr>
<td>30.00</td>
<td>11.00</td>
<td></td>
</tr>
<tr>
<td>50.00</td>
<td>12.00</td>
<td></td>
</tr>
</tbody>
</table>

Offer:

I agree to take the lot of 2 or 3,000 each from Col. Wheaton on the 22nd of a 6, Convey as per the 21st.

40% zinc, $1,000 per ton. Specie 90c to 92c.

Based on 85c Specie. St. Louis 50c for each 1% change in quotations.

Shipment has been going 3c to 4c to zinc. No lead.

J. N. Storrs, now getting this on same rate.

Figured on 85c, recovery with $12.50 working charge.

Mining Costs: Wheaton

<table>
<thead>
<tr>
<th></th>
<th>Mining</th>
<th>Labor</th>
<th>Freight</th>
<th>Incidental</th>
</tr>
</thead>
<tbody>
<tr>
<td>Copper</td>
<td>$2.25</td>
<td>$3.50</td>
<td>$1.50</td>
<td>$1.90</td>
</tr>
<tr>
<td>Average</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>4.00</td>
<td>6.50</td>
<td>3.40</td>
<td>4.90</td>
</tr>
<tr>
<td></td>
<td>$13.90</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Wheaton wants $500 per ton for his property located as the district turn out to be worth.


Salt lake Road.

Estimated 40,000 tons ground in eight yielding 15,000 tons high grade Carbonates.
ABSTRACT OF REPORT

GOOD SPRINGS DISTRICT
NEVADA.

BY J.F. Barnard,
Supt. of Mines, at Bingham.

Made to Geo. W. Heintz, July 3d, 1908.

Shown me Jan. 15th, 1909.

will be able to obtain tonnage wanted if can pay the prices.
Zinc, Lead and Silver Ore.

YELLOW PINE MINE—4 miles West of Good Springs. J.F. Kent.

Considerable tonnage of zinc, lead and silver ore in sight. The
managers claim it would run 30% zinc,
20 to 35% lead
10 to 14 ounces silver. Three samples

from the mine however, ran as follows:

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td></td>
<td>23.8</td>
<td>30.6</td>
<td>24.3</td>
</tr>
<tr>
<td>7</td>
<td></td>
<td>25.6</td>
<td>18.4</td>
<td>31.9</td>
</tr>
<tr>
<td>8</td>
<td></td>
<td>2.4</td>
<td>18.4</td>
<td>23.8</td>
</tr>
<tr>
<td>Average</td>
<td>26.4</td>
<td>22.3</td>
<td>30.7</td>
<td></td>
</tr>
</tbody>
</table>

Three dump samples ran as follows:

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>580</td>
<td>0.4</td>
<td>4.2</td>
<td>12.2</td>
<td>18.0</td>
</tr>
<tr>
<td>10</td>
<td>500</td>
<td>0.4</td>
<td>14.4</td>
<td>12.3</td>
<td>33.3</td>
</tr>
<tr>
<td>11</td>
<td>200</td>
<td>0.4</td>
<td>4.8</td>
<td>14.0</td>
<td>23.8</td>
</tr>
<tr>
<td>Average</td>
<td>0.42</td>
<td>4.1</td>
<td>14.1</td>
<td>33.3</td>
<td></td>
</tr>
</tbody>
</table>

The manager estimates he has 30,000 tons blocked out. Cannot verify
as did not attempt to measure, but certain a good showing of ore.
He also has a good ore which will ship 40 to 45% zinc, few ounces
silver and practically no other values.

In addition to this he has and has shipped ore as follows:

Ag—14 to 15 ounces.
Pb—30% " 11% "
Zn—15% " 14% "
S—1.5% " 3% "
Fe—1.5% " 3% "
SiO2—1.2% " 1.5% "

Mines are located in the mountains of the Good Springs district.

Wagon haul is $2.50.

This Co. had a contract with A. S. & R. Co. expiring April 23, 1908.

This Co. is able to ship at once and for some time. Is the
only one in the district able to do this.

LEAD ORES.

Pay for 50% of the lead contents, less 1 cent from N.Y. Quotations.

Base charges as follows:

On 40% lead, charge 3.50 per ton.

PENALTIES

Zinc, 10% free & 30 cents
Sulphur, 1-1/2% free,
& 50 cents.
Silica, 10 cents.
Iron, Pay 10 cents.
Silver, Pay 35% of N.Y.
Gold, Pay $10.00 per oz.
ALICE GROUP---Belongs to the Robins Bro's. Some ore in sight. Might ship 100 to 150 tons in next 60 or 90 days. Ore carries little lead, but they claim 5% copper and 12% zinc, a little silver. Took two samples assaying as follows:

<table>
<thead>
<tr>
<th>No.</th>
<th>Au</th>
<th>Ag</th>
<th>Pb</th>
<th>Zn</th>
</tr>
</thead>
<tbody>
<tr>
<td>12</td>
<td>None</td>
<td>2.0</td>
<td>1.32</td>
<td>None</td>
</tr>
<tr>
<td>13</td>
<td>None</td>
<td>.8</td>
<td>3.37</td>
<td>1.5</td>
</tr>
</tbody>
</table>

PILGRIM GROUP.---Are taking out a lead ore assaying as follows:

<table>
<thead>
<tr>
<th>No.</th>
<th>Au</th>
<th>Ag</th>
<th>Pb</th>
<th>Zn</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>0.06</td>
<td>13.3</td>
<td>23.7</td>
<td>3.1</td>
</tr>
</tbody>
</table>

Sample of shipping lot. They also have a dump assaying as follows: (in tons)

<table>
<thead>
<tr>
<th>No.</th>
<th>Au</th>
<th>Ag</th>
<th>Pb</th>
<th>Zn</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>0.06</td>
<td>6.6</td>
<td>20.9</td>
<td>24.7</td>
</tr>
</tbody>
</table>

This property is merely a prospect but looks well.

BINGHAM-NEVADA EXPLORATION CO PROPERTY---Cannot now maintain any shipments. Samples taken from the property show:

<table>
<thead>
<tr>
<th>No.</th>
<th>Au</th>
<th>Ag</th>
<th>Pb</th>
<th>Zn</th>
</tr>
</thead>
<tbody>
<tr>
<td>14</td>
<td>None</td>
<td>.6</td>
<td>None</td>
<td>13.4</td>
</tr>
<tr>
<td>3</td>
<td>0.2</td>
<td>1.00</td>
<td>2.2</td>
<td>18.5</td>
</tr>
<tr>
<td>3</td>
<td>Trace</td>
<td>4.00</td>
<td>6.4</td>
<td>27.3</td>
</tr>
</tbody>
</table>

MONTE CRISTO---No straight zinc proposition, except for a few ounces silver. Shipped 15 carloads running 40% or more. Not working now but could ship more.

OTHER PROPERTIES. Well posted men say there are several others which could produce. Took no samples, but following are estimates:

SHENANDOAH---15 miles west from Jean. Reportedly to have quantity in mine and 800 tons on dump, assaying zinc 35%, lead, 15% to 20%, silver 10 lbs.

$4.00 hauling charge to Jean.

SONANZA HILL---14 miles from Jean. Ore in mine and 300 tons on dump, assaying 35% to 30% zinc, 3% to 3% lead & to 10 ounces silver. Hauling $4.00.

MOBILE---17 miles from Jean. 50 foot tunnel in ore, top, sides and bottom. Ore from tunnel is on dump. Should assay zinc 30%, lead 24%, silver, 10 ounces. $4.00 haul.

HOOSIER---300 to 500 tons on dump, assaying 35% zinc, 20% to 35% lead and 8 ozs. silver.

ALLEN G. CAMPBELL ESTATE---Has mines carrying ore of about the same values. Not working now.

EMPIRE ZINC CO. is soliciting contracts on the following basis: On a basis of spelter at $4.75 they pay $17.00 per ton for 40% zinc, f.o.b. Iola, 80 cents up or down. Freight, Jean to Iola about $0.00.

SAMPLE SETTLEMENT. Car assayed 48% zinc. Base 40%

<table>
<thead>
<tr>
<th>Spelter price</th>
<th>5.75</th>
<th>$6.00</th>
<th>$6.75</th>
<th>$6.00 = $3.75, 9% excess</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$23.20</td>
<td>$35.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Less Freight</td>
<td></td>
<td>$10.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Net</td>
<td></td>
<td>$25.00</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
THE WESTERN UNION TELEGRAPH COMPANY
24,000 OFFICES IN AMERICA. CABLE SERVICE TO ALL THE WORLD
ROBERT C. CLOWRY, President and General Manager

Receiver's No. Time Filed Check

SEND the following message subject to the terms on back hereof, which are hereby agreed to.

To 40% Carbonates

PAY $22.00 per ton F.O.B. Carson or

Decline for 40% zinc

Based on $5.00 Specimen St. Louis

$1.00 per unit up or down as long as

Specimen is $5.00 to $5.50

5¢ per ton for each 1/16 change in quotation

13 READ THE NOTICE AND AGREEMENT ON BACK.  83

American Zinc Co., Walter G. Swart Files Fold
Nevada.
THE WESTERN UNION TELEGRAPH COMPANY.

24,000 OFFICES IN AMERICA. CABLE SERVICE TO ALL THE WORLD.

ROBERT C. CLOWRY, President and General Manager.

<table>
<thead>
<tr>
<th>Receiver's No.</th>
<th>Time Filed</th>
<th>Check</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

SEND the following message subject to the terms on back hereof, which are hereby agreed to.

To

Labor 8.50 per day

Miners 6.25 per day

Board 1.00

Wayfare 2.50 return for each load to maintain

C.R. Freight 9.25

Motel 0.15

8/13.90 + 0/16. Money ordered

Average on 42 1/2c. per mile

[READ THE NOTICE AND AGREEMENT ON BACK.]

ANUSCRIPT COLLECTION

American Zinc Co., Walter G. Swart Files Folder Nevada
Needles, California, Jan. 33d, 1909.

Mr. H. S. Kimball,
Platteville, Wisconsin.

My Dear Kimball:

I put in yesterday on the desert up in Nevada around Good Springs. I will report to you in detail on the properties a little later, as I have not time now. I looked over the smelter here this morning, and am going over to Kingman and Chloride, Ariz., to-night. Got very little sleep last night, owing to having to make a close connection at 1:30 A.M. and shall get little to-night, as the trains run wrong.

You will be especially interested in knowing that Good Springs seems likely to put out a good deal of carbonate ore in the near future. It is clean, carries very little lead or iron, and the 15 cars or more already shipped assayed from 42% to 47% zinc.

The first of this went to Empire Zinc Co. on a basis of about $3.00 per ton. Jesse Starr, of the Lanyon-Starr, at Bartlesville, came in and offered them $3.50. The largest operator, and the only really live one, is Col. Geo. B. Wheaton, an ex-army officer, formerly of Joplin, who seems to know the zinc game fairly well, although he takes a good deal with his mouth. Jesse Starr is a personal friend of his. Of course Wheaton left the Empire Zinc Co. and been shipping to Lanyon-Starr ever since.

Wheaton could tell me nothing about the prices he was getting, but by some dealing around with the station agent, and one or two of the smaller shippers, I managed to dig up a smelter statement. After seeing the ore in the cars, and the mines from which it was coming, I made Wheaton an offer (based on the aforesaid smelter statement) for a couple of cars of the ore. He looked my bid over and said "why that's funny—that's just what I am getting for it now". He finally agreed to let us have a couple of trial cars on the same basis, which is as follows:

We pay $3.00 per ton f.o.b. Cane or Deering, for 40% ore.

Based on $0.00 per ton, S. Louis.
$1.00 per unit up or down so long as spelter is between $5.00 and $5.50.
5 cents per ton for each 1% change in quotation.

I figured this at 55% recovery, with a $12.00 working charge, which is evidently the way the Lanyon-Starr figure. The $1.00 per unit ought by rights to be 50 cents, but the difference will probably not cut much figure, and the ore is the best I have yet seen.

When the Empire people found Starr had bought the stuff at $2.00, they immediately sent Wheaton a check for the difference between $1.90 and $1.70 on the ore already shipped them. This was a good stroke of business, for Wheaton feels very friendly toward them now, and I had to talk my prettiest to him to make him think we would do just as well by him as they would. He will shortly be shipping 1000 tons per month, and if the ore is worth the money we can at least have an even break for it with the others.

Walt. G. Swart

American Zinc Co., Walter G. Swart Files
Nevada
I gave him Rosser's address, and he promised to send the cars along in a week or ten days. Owing to this delay in getting this shipment started, I have not wired you of this purchase, thinking there was ample time to write.

I think I could have tied up a larger tonnage, but the price is high, and it seemed better to look over the Mexican situation first. One may be cheaper down there. These two cars will give us a line on it anyway, and if we want more we can undoubtedly get it.

The cars will be sent by the San Pedro, Los Angeles & Salt Lake Road to Provo, Utah, thence to Pueblo by D. & R.G., and thence by Missouri Pacific to Canon, unless you or Rosser instruct Col. Sheaton differently at once. His address is

Col. Geo. L. Sheaton,
Joch, sevur. (Monte Christo Mine)

He knows Laserna well, knows who we are, and about our responsibility, reputation, etc. He is apparently glad to see us come into the district, especially as I dropped a hint that we might be interested in mines as well as ore. I will write you about the mines later.

I will give you my next mail address as soon as I get over to Kingman and see how long that district is going to take.

I am sending a copy of this letter to Mr. Rosser.

I am now going to try to get some sleep until train time.

Very Truly,
Needles, California, Jan. 25th, 1905.

Mr. H. S. Kimball,
Platteville, Wis.

My Dear Kimball:—

You may be interested in getting more of the details of the Good Springs district in Nevada.

This district is located in Lincoln County, down near the southern part of Nevada. The railroad shipping point is a station called Jean, on the San Pedro, Los Angeles & Salt Lake Road, and the mines are located from four to twenty miles north and west, in a district perhaps forty miles long by fifteen wide. All the mines so far developed lie in the uplifted Pennian line, and with one exception produce only desert carbonates or surface ores. The exception is largely north extensions, but consists of a small property near North, which produces a little galena.

Most of the ores have so far been mixed carbonates of lead and zinc—not a very desirable combination. An average made up from assay certificates on 37 lots from ten mines gives silver 10.3 ounces, Lead 1.56, Zinc 33.0. The silver runs as low as .5 ounces and as high as 16. The lead as low as .5 and as high as 2.5. The zinc as low as 33 and as high as 150. Most of the mines in the camp produce this general type of mixed ore, and only by very close sorting are they able to get high grade zinc carbonates, free from lead.

There are however three mines which produce high grade zinc carbonate, free from lead, practically without sorting. The first is

THE ALICE GROUP, belonging to the Robins Brothers. This ore runs about 50 zinc and 65 copper. (This last is estimated.) They have not at present a very good showing and are not shipping except at rare intervals. They are just as yet to get into good ore again at any time, but, however, the deposit is irregular and its possibilities cannot be predicted. The second property belongs to

J. F. Kent, whom I tried to see but could not reach. It is called THE YELLOW PINE. I made arrangements to get a trial car of this ore, to come along with those from Wheaton. Wheaton says it will run 16% zinc or better. I cannot be absolutely sure this ore will be shipped. The third property is the famous

MONTE CRISTO, owned and operated by Gail Borden, the condensed milk man, Douglas White, Advertising Agent of the Salt Lake Road, F. A. Taney, Traffic Manager of the same road, and Col. George E. Wheaton, formerly of Joplin. This is the only real live outfit in the district, and they have a very promising thing. They are quarrying out the entire hillside, at least one-third of which is high grade zinc carbonate. Wheaton says he mines three tons to get two of carbonate, but I think he gets about one ton out of three. He has the face of the hill opened up 300 feet long and about 50 feet high. The wealth was very bad which I was glad
and Col. Wheaton is suffering from old wounds, made worse by exposure so was anxious to get back to shelter. I was therefore unable to examine the surroundings as closely as I would otherwise have done, but it is safe to say this ore deposit is 400 feet long and 100 feet thick, and that there are others on the property not yet touched. He will be shipping ore from there for a long time unless I am very greatly mistaken. You will understand that this is not a solid face, but comes in and out through the limestone, and yields to hand sorting at least one ton of ore to three mined. The quarrying is cheap and easy, and his profits are good. It is impossible to measure up ore the way he has opened it up, but I estimated that to a reasonable certainty he has 40,000 tons of ground in sight which may yield 15,000 tons of 40 to 45% carbonate. In all probability there is 50 times as much.

He says he doesn't care to sell the property. They all say that when they are in good ore, but he finally put a price of $200,000 on it. I figure that he has perhaps $200,000 profits in sight, with good reason to expect much more. Still, this latter is no certainty, and his ore may either play out or change in character, lose coloring, at any moment. I doubt it however.

I would rather own this property than all the rest put together—that is, all I saw. There are others which I did not see which I was told are very promising.

I tried to get Col. Wheaton interested in a contract for his ore, but he refused to tie up to anyone, claiming his Junin experience makes his certain he can do best on the open market, the regular Junin way. Even the possibility of better prices under a contract or that he might be able to interest us in this or other properties did not loosen him up on the contract business at all.

I wrote you that I succeeded in finding out what he was getting for his ore, and that I got a trial shipment on the same terms.

He gave me the following figures as to his costs:

<table>
<thead>
<tr>
<th>Item</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mining</td>
<td>$1.25</td>
</tr>
<tr>
<td>Wagon Haul</td>
<td>2.50</td>
</tr>
<tr>
<td>Railroad Freight</td>
<td>0.00</td>
</tr>
<tr>
<td>Incidentals</td>
<td>.15</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$13.90</strong></td>
</tr>
</tbody>
</table>

I think the incidentals cover chiefly the cost of running his automobile between Jean and the mine. It's a fierce road. I remember hitting the seat four times in eight miles. The rest of the time I was in the air.

Labor costs $3.50 per day. Board is $1.00 per day, but the actual cost of keeping a man is $1.13, according to his books.

On these figures he is clearing from $12.00 to $13.00 per ton on his ore above expenses. He is now shipping about 14 tons daily, which he could double or more if he could get the hauling done. He is bringing in his own outfits and will shortly ship at the rate
of 1000 tons per month.

While this is the biggest thing opened up in that country, I am satisfied there are other similar deposits there. If you want them there are two ways to get them. The first is to deal with Col. Wheaton, who is the only live one I saw in there, getting him to tie up a promising property for an interest, which he can do on good terms; and the second is to send one or two good canny prospectors of your own in there, also on an interest.

Wheaton would undoubtedly be glad to do this, and I should judge he would play fair, although he likes to pose as a sort of man of mystery before the natives.

Suitable prospectors, who are reliable and can trade as well as prospect, are hard to find, still there are such, and Mr. Holden may possibly know some in Utah. You take just about as much chance with a prospector's honesty as you do with Wheaton's.

It could do no harm to write Wheaton anyway, asking him to bring to your notice anything of merit. It wouldn't take long to try him out, and might give you the inside on his ore shipments. I will write him if you prefer, but must know about what you want.

All this is on the supposition that you would like to get hold of some of this carbonate yourself. If not, then the thing to do is to get such tenacity from the owners there as we can afford to pay the price for. Both the Empire people and the Lyon-Starr will be strong competitors on every ton of it.

Very Truly,

W. Swart
Mr. W. V. Armstrong,

Minneapolis, Minn.

The Weels Brothers have advised me of your interest in purchasing a thirty-ton car of zinc carbonate today, and another thirty-ton car in a few days. There will be between sixty and seventy tons in all, and it should be available by the time the first car is ready for shipment. The earliest time at which we can arrange to ship the second car will be about the end of next week, or it may be ready in a few days. The second car will come through with the first, if possible, but not necessarily. The proposal for the two cars has been extended for the time being, and will be covered by the same letter which I am sending you with this.

I have been in touch with a number of producers of zinc carbonate, and have been unable to secure an order for the cars from them. I am therefore written to you in order to advise you of the situation. I am still interested in the prospects for the future and the present market. I am at the present time, and I am sending you a copy of this letter, which I hope will be of interest.

Very truly,

[Signature]
Jean, Nevada, Feb. 15th, 1908

Mr. Geo. W. Reintz, Gen. Mgr.,
U.S. Smelting Co.,
Salt Lake City, Utah,

Dear Sir:

I have just written two letters to Mr. Sardley, one regarding some assays on samples, the other about two cars of zinc carbonate shipped to Caney, Kansas, through Taylor & Brunton. If Mr. Sardley is away will you kindly open the letters and see that they have any attention necessary.

Very Truly,

[Signature]
Jean, Nevada, Feb. 15th, 1909.

Mr. A. F. Holden,

Salt Lake City,

Dear Mr. Holden:

I have written two letters to Mr. Fawley, one asking for more quick assays, the other asking him to look after a two-car zinc carbonate shipment at Taylor & Brunton’s. I have asked him to show both letters to you, if you are still in Salt Lake.

So far as the Monte Cristo mine here is concerned, I don’t think we shall be able to do anything, nor do I believe we want to. They have been doing their first work that comes anywhere near doing development work. All previous work has been simply taking stuff from the surface. This new work shows ore of a different character, softer, much more closely mixed with the limestone, and much more difficult to sort. So far as I can see, there is not yet any lead in sight, but it exists all around there and it looks certain to me to come in sooner or later. I have also examined the ground much closer than before, and I am almost certain this ore is much more limited in amount than it looks to be on the surface. I want to go back out there tomorrow and see it once more, in order to make sure of my ground, but I feel pretty sure about it now. I think it might be possible to wash the ore, as they did the carbonates in Wisconsin, and at Good Springs, 4 miles distant, there is possibly water enough to do it on a fifty-ton scale. This I will also look into more closely. Furthermore, I have a chance to get a working lease and option on a piece of property consisting of four claims,
on which the surface showing is full as good as that on the Monte Christo, and on which nothing has been done, not even full assessment work. This we may want to take over, as on a merely nominal investment for maps, bivou, tents, &c., we might be able to take say $100,000 worth of good carbonate right off the surface.

The more I see of the country and the people here, the more I am inclined to think my recommendation to Kimball after my first visit was about the best thing available—viz: put a couple of good prospectors in here for the next three or four months.

After I get back here to Jean from my next trip (I am planning to get out again in the morning to be gone two or three days in the hills) I will write you again, or wire you if there is anything worth while.

Before I left Los Angeles I met George Kieslingbury, who told me he had written you at Cleveland, calling your attention to a copper-gold property near Boue, Arizona. If the Needles deal goes through this may be worth looking up.

I had a telegram from Lanty on receipt of my letter, saying he was surprised and disappointed of course, but that it was essential that he meet me at once in the tent. I wired back that my movements were very uncertain, and that I could not tell him where I would be. He wired me yesterday that he had started for Needles, and I suppose he and Godshall will be having it out within the next day or two. I sent Godshall a copy of my letter to Lanty. Godshall ought to know therefore how to handle Lanty.

Very Truly, [Signature]
Jeann, Nevada, Feb. 15th, 1899.

Mr. T. F. Rossmann,
Coney, Kansas,

My Dear Rossmann:

There has been a change in the program about making drafts against the two cars shipped by the Monte Christo here. They now want to have both cars sampled by Taylor & Brunton, in Salt Lake, Taylor & Brunton to make settlement direct with the mine, and then to collect from you. This is a safe proposition because T. & B. will be low on their zinc assays, as they always are, and because I have asked Mr. Randall to see Taylor & Brunton, and tell them the circumstances. The sample will of course be a good one, and will prevent any question about assays when the ore gets to you. The Monte Christo people have been having some trouble recently with the Lanyon-Starr over assays, especially lime. I told them we would allow 3% lime free, with 50 cents per unit for excess. I have looked over the cars they have shipped pretty closely, and in my opinion they will not go much over 10% zinc, with 7% to 9% lime. As they are getting below the surface on these ore bodies the character is changing and they are much more difficult to sort clean. I have stayed around this lonesome and unlovely dump several days just to get at the inside of their troubles, and in consequence, I don't think we are going to want to buy the big mine, although it may pay us to do some cheap work on some of the other properties. I am going out to see the Monte Christo again to-morrow, to make sure of my ground, and then will see what I can do about.
getting a working lease and option on the best looking prospect of the bunch. I am not nearly as favorably impressed with this country as I was the first time I saw it. There will be a more or less regular production from a number of the surface deposits, but until someone musters up courage enough to do some real development, no one can predict what the mines will ultimately amount to. I haven't the necessary courage myself.

I wish you could spend a couple of days with me here at the "Hotel Jean". It's almost as bad as the Casamy hotels, with sand storms, bugs, Chinese cooks, Mexicans, hoboes, poor whiskey, alkali water (brought in in tank cars), drunken teamsters, condensed milk, and other things thrown in. Come and see me. Delighted to welcome you. I still have three Los Angeles cigars left. After they're gone it's hit the pipe for me, for the native cigars leave a taste in your mouth like the bottom of a parrot cage. When I get back to Los Angeles I shall get a good dinner at least once, and then have a good smoke after it, just to see if I have forgotten how such things go.

I am sending a copy of this to Mr. Kimball.

Very Sincerely,

W. Swart

The two cars of ore are as follows:
Pere Marquette, 46,500 C. & E. I. R. 83,438
Weight, 56,800 lbs. unknown as yet.
Mr. A. F. Holden,
Cleveland, Ohio,

Dear Sir:

With regard to my trip back into the Good Springs country of Nevada.

I found the weather so bad—violent storms in the mountains, with impassable roads, washouts, etc.—that the first five days I could do little but talk to the miners, prospectors, freighting, etc., who all stuck close to camp. In a general way I divided the district up into two parts, one on the Improvement side of the range, tributary to the Santa Fe system, and to be investigated after we decided about the needles smelter; the other went on the Good Springs side, the one coming out to the Salt Lake road for shipment East. This latter district I went over pretty carefully.

There are but three properties of any size. The first is the Petoski. This is nearly thirty miles from the railroad, over a bad road a good deal of the way. The ore is in the line and consists of carbonate of lead and zinc mixed. Clearest sorting yields a very little clean zinc carbonate. The Empire Zinc Co. advanced them $20,000 against promised ore, and had a hard time getting their money back. The mine is high, is bothered a good deal with snow this season, and has had poor management. There is a three-sided lawsuit now on between owners, buyers and lessors, which idea to be long and with no possibility of predicting the end. I therefore did nothing with this property at all. A mining engineer from Platteville, Mr. Smith, was with Kinball and I know, is just going there to take charge of the property. I think possibly we can arrange with Smith to send us posted and give us the inside track, if there is any inside track. There is considerable ore, but of this mixed character, and brings small returns in consequence. The chances for large ore bodies I consider fair.

The Kent group of mines is about four miles from Good Springs and about twelve miles from the railroad, with some up-hill pulls. It is much lower than the Petoski, and in not bothered with snow at all. There is almost no water here. The ore is the same mixed lead and zinc carbonates. A depth of 300 feet, and some change to hard sulfides except that more galena is present. Kent and his crew ship some ore occasionally, which is closely hand picked, and manages to get a zinc product that goes better than 40% zinc, with a lead product on the other side carrying 35% to 40% lead. This latter goes to the A.S.A. Co. at Salt Lake. They shipped several cars to us, but their head man, Mrs. Westfall, told me she could not get any satisfaction out of Mr. Heintz nor Mr. Ballard, and thought she got the worst of it. This surprises me, for the lady is a peach, and I didn't think any peach would get the worst of it from Mr. Heintz. In any event, I don't think their output is going to cut much figure unless there is some good way developed for handling these
mixed carbonates. Of these they have fairly good bodies, but no bonanza at all.

Outside of these two and the Monte Christo, the others are prospects pure and simple, with not enough work done to give any real idea as to what they will do. It is a limestone country, tilted up to about 25 degrees as a guess on the average, with many breaks and faults, with a coming of pyritite in places, and broken through intermittently by little of what looks like siderite. Mineralization is extensive, so much so that it has not been concentrated enough to form large ore bodies except in a few places. Of course development might prove us good many more bodies than shown at present, but the working indications are ordinarily small and insignificant although widespread.

The Monte Christo is in a class by itself. As I told you in Los Angeles, there is a face of one 300 feet long, and possibly 1,000 feet high, lying along the side of the mountain. They had done a good deal more work there than I got back, and of course it didn't look so good as at first. They had broken through the ore into the pyrite into the solid limestone at the back, and a rather close examination of the ground, foot by foot, outside of their workings, show that there are many places there ore will be lean, and even running entirely, and that their whole face is not ore by my means. There is no sign of lead hoever anywhere on the ground exposed, and even with all allusions of ore made I have no idea that I have any chance for a big tonnage. In addition to this, they have the same sort of ore on the back of the same hill, perhaps 1,000 feet straight through the hill from their present Hill hearings, and again in the same horizon in the limestone on the next hill or spur, about 1,000 feet from the present opening. This latter deposit they are now opening up, and are entering from both places. I will send a sketch showing the relative positions.

They are not making up the property with a view to permanence, nor with economy nor for future. I am willing to admit that it is not easy to try just how it should be attacked, but I do see the present way is wrong, and is likely to get us into trouble through accidents, as well as being costly and wasteful. The manager, Col. C. F. Newton, thinks there is a hundred and a half tons of ore there, but he also told me he had driven down in the dry lake below and found seventy feet of solid zinc sulfides through which the drill could only penetrate four feet. Just how we measured up the other 25 feet I can't figure out. His haul to the railroad is costing him 31.00 per ton now. With proper equipment and more work on the roads, this could be cut to 31.50 or less. He is figuring however on putting in a system of traction engines, and this before he has blocked out his ore, or really knows anything about how much there is there. No accurate estimate of ore in sight is possible. It is my own opinion, after spending a good deal of time on the property, that there is 16,000 tons fairly entitled to be called ore in sight, still although it cannot be measured. As I told you also in Los Angeles, if I owned the mine, I would feel sure there was a very great deal more there.
Wheaton spent a part of his time shooting around the desert in his automobile, or in the hotel at Joplin, nursing his poor health. I don’t think his brand of whisky is adapted to a sick man. Landrum, to whom I wrote for information about him, says he had a good property in Joplin, called the Anderson, from which he took, or should have taken, considerable money. He also married a beautiful and wealthy girl in Joplin, but it finally turned out she had not the wealth, only the expensive tastes. I tried my best to get some real information out of Wheaton, but could not. Finally, Douglas White, Advertiser-agent of the Salt Lake road, came up to spend the day at the mines, and I got next to him. He was going to write up a special writer for the Los Angeles Examiner, who was also interested in the property, and he offered me $5,000 for a full-page article. Since they have no stock for sale, nor anything else so far as I could learn, I couldn’t see the reason, but some of the railroad people in Los Angeles told me this was simply White’s idea of a little time on everything he was connected with.

Wheaton told me repeatedly, and White backed it up, that they would not sell the mine, nor take any kind of a deal. When I returned to Los Angeles to meet Landrum, Graves and Co., I asked White, but found him sick in bed, with his system full of gravel. I called up his house and asked after his condition right along, but got no answer. Finally, just about ten hours after leaving Los Angeles, I called up to say good-by, when he immediately came down to the hotel and wanted to talk things over. It finally developed that while they would not sell the mine, they might consider a proposition from us to develop it for them. This undoubtedly came about through the fact that Joplin has the money to do this, while neither he nor Wheaton can hold up their end. If they now induce Borden to consent, they will still hold substantially in the property, giving an equal vote, but may be necessary to get the outside capital. I said if we did not see how we could go in unless we had some sort of an option to buy the property, or at least a control of it. The matter was left just here. White agreeing that he would see Borden as soon as possible and write me in Denver. I think after a little more of Wheaton’s management, they will be easier to deal with, and that we had better keep still for a while. Wheaton asked me to have Landrum send his down a good man to superintend his property. I told Landrum that it could be a hard and thankless job for any good Joplin man, but later on I wrote him that if he knew a good man who could be relied on to keep us posted on the results of development there, it might not be a bad idea to get into communication with Wheaton and send him down there.

It occurs to me further that there may possibly be a way to get the information to White and possibly to Borden as well, that their man Wheaton is not the right manager, and that they ought to put the development in charge of a good man and spend some money there properly. Perhaps Mr. Heintz will know how to get this information around to White through some of the Salt Lake railroad people, and you may possibly know some way of reaching Borden. Once they get it into their heads that it is possible to spoil their chances there through bad methods, they may come around to us all right.
Outside of this Monte Christo property, I don't think we want to spend any money in that district, unless we send in a couple of prospectors to look for similar ore bodies. It is very probable that others exist near there, but it might take a year to locate them. It would be against the chances of success of the scheme to send in anybody known to be in our employ, or to send in an engineer. A couple of good prospectors or miners could handle the thing all right, and it might be worth a good deal in the end.

I am sending a copy of this to Mr. Clark. I have sent no copies of any of this recent work to Mr. Ives, except in one or two cases where he was especially interested. I assume you or Mr. Clark will keep this latest as may be necessary.

Very Truly,

W. G. SWANT.
Duquesne, Arizona, March 24, 1899

Mr. W. T. Hoosman,
Caneys, Kansas,

My Dear Hoosman:

I telegraphed you the other day from Tucson that there had been some misunderstanding about payment for the two cars of zinc carbonate shipped from the Monte Christo at Jean, Nevada. The way this was left when I came away from Jean was that Taylor & Brunton were to make settlement with Douglas White, one of the owners, in Los Angeles, and then, with Mr. Hardley's cooperation, arrive at a settlement with you. When I got to Los Angeles and saw White, he told me he had been unable to get any word from Taylor & Brunton, they failing to reply to his letters or telegrams. Consequently he had made a draft against you as originally planned. I learned this just as I was getting on the train to come East, and I wired you the next morning from Tucson, asking you to honor these drafts if you had not already paid Taylor & Brunton. I also wired this same information to Hardley.

My telegraphic address on the 5th and 6th will be El Paso, Texas, care St. Regis Hotel. This in case it is necessary to wire me. I don't know yet whether I shall go from there down into Mexico or back to Denver. It will depend on what I hear from Mr. Holden at El Paso.

My very best regard to all the good people in Caneys. Lots of zinc ore in bare but low grade, and must be separated. These properties belong to the Westinghouse people.

Very Truly,
**Freight Bill**

**To THE MISSOURI PACIFIC RAILWAY CO.,**

**For Transportation and Charges on Articles Way-Billed from**

**To:**

**From:**

**Original Date of Shipment:**

**No. of Packages:**

**Articles and Marks:**

**Inspection:**

**Wt. & Ext. O. K.:**

**Baths & K.:**

**Claim:**

**Damage:**

**Total:**

**Paid:**

**Received Payment:**

**General Terms and Conditions:**

All freight subject to damage or destruction. According to our service and storage rules.

---

**Form 1301 Rev.**

Claims for Overcharges, Loss or Damage must be accompanied by Original Bills of Lading and Expense Bills. Attach to them bill against Company, giving particulars.
FREIGHT BILL

From: May 10th Station
To: THE MISSOURI PACIFIC RAILWAY CO., D.
For Transportation and Charges on Articles Way-Billed from

ARTICLES AND MARKS
No. of Packages: 3
Weight: 720.00 lbs
Dimensions: 7 ft 2 in.
Freight Class: 5

PAID

Received Payment

Missouri Pacific Ry. Co.

Date: MAR 9, 1909
Agent: F. S. Pauls

Total to Collect: 7.70
Denver, April 8, 1903.

Col. George E. Wheaton,
Jean, Nevada.

My dear Colonel:—

I returned to Denver a few days ago from Mexico only to succumb to the grippe, and I am only now again on my feet. I wish you would steal the time from your many duties to let me know how things are going in Nevada and how the Monte Cristo looks. I have not yet heard how your two cars came out but I am writing to-day for further information.

With kindest regards to Mr. and Mrs. Payle, to Mr. and Mrs. Hardesty, to "Wild Bill" the king of the gasoline tank, I am

Yours very sincerely,

W. G. SWART.
Denver, April 9, 1909.

Mr. W. E. Rossman,
Caney, Kansas.

My dear Rossman:

I wish you would give me the history of the two cars shipped you by the Monte Cristo of Jean, Nevada. When they reached you, how and when you paid for them, how the assays checked out, and what the actual results were both as to assays and recovery if it is not too early to get this. It seems possible we may want to do something in Nevada, not along the line of buying ores so much as actively mining ourselves, and before taking this matter up I would like to have all possible information so that I may be properly posted.

Yours very truly,

W. G. Swart.
Caney, Kansas, April 17, 1909.

Mr. W. G. Swart,
1936 Curtis St.,
Denver, Colo.

My dear Swart:

Yours of the 9th inst. at hand. Enclosed please find statement showing the two cars shipped by you from Jean, Nevada. This data has been laying on my desk for sometime, and intended sending it to you before this. It appears that we overpaid Mr. White $53.93. The settlement assays were furnished us by Mr. Hardley of the U. S. Smelting Co., who stated in his letter of March 1st that Taylor and Burton were making up a settlement sheet. This has not been received. Would suggest that you take this matter up with Mr. White and see if he will send us a check for $53.93. The Caney assay on car # 58023 is 44.6% in zinc against the average assay of your zinc of 38.68%, and car # 130200, Caney assay 41.5% against your average of 39.0%. The zinc appears in our favor, although it may be in the difference in taking the sample. Outside of the lime it is very good ore, carrying only about 1% in iron and .3% in lead. It will make a very fine grade of spelter, and if worked by itself should not be very hard on the retorts. Enclosed find original freight expense bill covering the two cars.

Yours very truly,

[Signature]

CC to H. E. K.
Jean, Nevada, Ore

Lot 3. Car M. P. 58023 x B. & O. 84298 x M. P. 40500

<table>
<thead>
<tr>
<th>Assay</th>
<th>Zn.</th>
<th>CuO.</th>
<th>Average</th>
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</thead>
<tbody>
<tr>
<td>U. S. Smelting Co.</td>
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<td>5.2</td>
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<tr>
<td>Union Assay</td>
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<td>5.7</td>
<td>5.45</td>
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<tr>
<td>Average</td>
<td>38.68</td>
<td>5.45</td>
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</tbody>
</table>

Spelter St. Louis

<p>| | | | |</p>
<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>Caney assay</td>
<td>44.6</td>
<td>3.98</td>
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Base for 40% Zn.

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<th>Penalty</th>
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<td>Penalty on Zn.</td>
<td>$1.32</td>
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<tr>
<td>Penalty on CuO.</td>
<td>1.23</td>
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<tr>
<td>Penalty on Spelter</td>
<td>2.25</td>
</tr>
</tbody>
</table>

Delivered cost per ton

| $17.20 |

69,204 lbs. dry weight @ $17.20

| $595.15 |

Less advance charges and freight

| $294.00 |

D. White draft

| $609.00 |

Overpaid

| $13.85 |

Lot 4. Sou. car 130200 x 83926 C. & N. W.

<table>
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<tr>
<th>Assay</th>
<th>Zn.</th>
<th>CuO.</th>
<th>Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>U. S. Smelting Co.</td>
<td>38.6</td>
<td>3.7</td>
<td></td>
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<tr>
<td>Union Assay</td>
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<td>3.6</td>
<td></td>
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<tr>
<td>Average</td>
<td>39.05</td>
<td>3.65</td>
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<tr>
<td>Caney assay</td>
<td>41.5</td>
<td>5.34</td>
<td></td>
</tr>
</tbody>
</table>

Spelter St. Louis

| $4.624 |

Base for 40% Zn.

| $22.00 |

Penalty on Zn.

| $1.85 |

Penalty on CuO.

| $0.32 |

Penalty on Spelter

| 2.25 |

Delivered cost per ton

| $18.48 |

60,706 lbs. dry weight @ $18.48

| $560.92 |

Less advance charges & freight 256.00

D. White draft

| $601.00 |

Overpaid Car 130200

| $40.08 |

84298

13.85

Total overpaid

| $53.93 |
Monte Cristo Mine
Jan 9th - April 18th 09

W. G. Swart

Dear Mr. Swart,

Yours of the 9th inst. me - was very glad indeed to hear from you as I was just setting down to write to you when the mail reached camp. The Cretz is growing or perhaps like a coal on a cloum pasture we had a bit - of hard luck the Glory Hole was wrong - we are going into the hill three ways - on the left hand - all kinds of 49.80 on - no low grade - not any time mixed with one - There is no question now about the permanancy or value of the on borde - we are making a truly great mine - but you would have smiled to see Bordue and while - at close fur - we did not ship for 29 days - Awful - wasn't it? My judgment is that the Cretz is going to be one of the great
big game animals - and if you are able in the same opinion and want is - you had much better journey than walk - I think the entire property can be bought cheap - now by one half - then it can a month from now. I don't care whether my interest goes or not -

I was going to write you in regard to a place Mr. Evans has dug up - South of the Creek - just as handy and I would not be surprised if so valuable. He will guarantee a can 200 lb. or high grade - in 15 days - with 8 men - the showing and ore face indications are much better. He will take $1000 in cash for the claims if you want anything in this neck of the woods - this is one of the things - the two cars to you won't 35 39 40 - I'll be within limits.

Let me hear from you with very best of good wishes - and regrets for your "trick"

Sincerely yours Geo. Wheaton
Mr. W. E. Swart,
c/o American Zinc, Lead & Smelting Co.,
1936 Curtis st., Denver, Colo.

My dear Mr. Swart:-

Acknowledging yours under date of April 9th, which reached my office during my absence in San Francisco. I am very much pleased to hear from you, though very sorry to hear that you have been laid up with the grippe. Not dangerous, but damned annoying. Am glad to hear that you are up and around again and at your work looking after the affairs of the company.

I cannot discover anything with which to find fault with reference to shipments to your company, although I have not yet received full smelter returns on same. I have not been to the mine in over two weeks, but from what I understand, we are now in better shape than ever before. Following out some ideas which I believe were contributed by you during your visit there, we have started in on a line of development work which has opened up what now appears to be a permanent ore body, and from Wheaton’s reports there is an immense amount of it and the assays show extremely high-grade, running as high as 49.8%.

In regard to any deal on the property. Of course we have no distress signals flying, but I can say this much: that should you come out here prepared to sit down for a good, straight-forward talk on the matter, there is a possibility that we might come to some kind of terms. Shall certainly be very glad to see you and trust that
you will not have to run away so fast on your next visit here, but that I can get more than thirty minutes of your time. Come prepared to stay a day or so anyhow, and I trust that I will not be laid up while you are here.

With the best of good wishes, I remain

Very truly yours,

W/D

[Signature]
Denver, Colo., May 24, 1906.

Mr. Donald White,

Salt Lake Hotel

Los Angeles, California,

My Dear Sir:

I am leaving Denver to-night for Nevada. I shall go first to Phyeolite and vicinity, and I hope to be able to spend time enough to put in a day or so at Genoa. I am writing this here to-night because I can possibly get over to Las Vegas, where we can talk things over at your leisure. Should you be coming on to meet me, I shall be there early, and I will wait a little while for you after you arrive. A letter or telegram will inform us to meet at Phyeolite, where, when you get there, all arrangements will be made. I am in the camp car this evening.

This will serve as a reply to your letter of April last, which I should have answered at once. I have been trying to put things however so I could see you.

May you live long and prosper.

Yours truly,

W. B.
Denver, Colo., May 3d, 1909.

Col. George F. Wheaton,
Jean, Nevada,

My Dear Colonel:—

I am leaving Denver to-night for Nevada. I shall go first to Phyloite, and if possible drop down for a day or so at Jean, to see how you are getting along. I have just written Mr. White to this effect, and hope to see him. If he is to be at Jean while I am at Phyloite, I would strain a point to come down while he is there, otherwise I shall probably see him in Los Angeles. In case you want to communicate with me for any reason, do so at Phyloite, Care Much Brothers. I shall be out in the hills, but they will see that a message of any sort gets to me.

My best regards to the good people of Jean. Hope to shake hands with all of them again shortly. I shall bring along a good supply of lead pencils, so we can draw all sorts of pigs on Payle's bar.

Most Sincerely,

W. G. Swart.
SAN PEDRO, LOS ANGELES AND SALT LAKE RAILROAD COMPANY
PASSENGER TRAFFIC DEPARTMENT

T. C. PECK,
GENERAL PASSENGER AGENT

LOS ANGELES, CAL., May 8, 1909

In Reply Refer to File No.

Mr. W. A. Swart,
c/o Busch Bros., Rhyolite, Nev.

Dear Mr. Swart:-

Acknowledging yours under date of May 2nd from Denver. Shall be very much pleased to see you on your arrival in this neck of the woods. Meanwhile if you will let me know what date you will be at Jean I shall try to get out there to meet you. If, however, I do not see you there I shall certainly look forward to a good long "gal-fest" with you at Los Angeles.

I feel quite certain that you will be not only pleased but surprised at the conditions which you will find on your arrival at Jean. We certainly have done a good big lot in the way of development since you were there last and every shot has told in the way of improvement.

Awaiting your arrival I am

With best wishes,

Very truly yours,

W-D
COPY OF TELEGRAM

To Edward A. Clark,
Boston, Mass.

WHEELCHAIR APERCU DISTRARRE SILVER CITY BUT APICATUS CULCUSIDO
MONTCHRISTO JEWEL NEVADA AGAIN WHERE GULOSIUS ALEGGERE RENUNCI
CARDUGA ALPENNICO COLPIRIO.

T.G.SWART

TRANSLATION.

I have received your telegram of the 14th. Shall try to
arrange matters to go to Silver City but have made the following
arrangement to examine the Monte Christo Mining property at Jean,
Nevada, again, where negotiations still pending. I consider it
very advisable. This will take two days. Continue to advise by
cable to Goldfield.
Mr. Swartz, M.E.

Good Springs, Nev.

Dear Mr. Swartz:-

On my return here I consulted my associates and told them you were looking over the District with a view to probable investment or at least investigate anything that looked good to you. They are very anxious to do business with the Milford-Addison group of claims.

Would also consider a proposition on The Prairie Flower.

Will you kindly let me hear from you before or when you leave Good Springs, even if we do no business, I would like to hear from you.

Very truly yours,

[Signature]

July 10, 1911.
Denver, Colo., July 17th, 1911.

Mr. Jess Knight,
Union Building, San Diego, Calif.

My dear Sir:

Your letter of the 10th addressed to me at Good Springs, has finally reached me here. I was sorry not to have heard from you while still in the district, but was obliged to leave sooner than expected, and really before I had finished my investigation there.

I shall not be able to decide whether we will actively enter the Good Springs district until I go East and see my people, which I think will be about August 1st. As soon as I know definitely about our plans I will notify you.

One of my engineers is going to wait in California until we make the decision, and he will finish up the work I left uncompleted.

I met Mr. Hahn in Jeean the night I left, but could not tell him any more than I am telling you now. You may rest assured I shall act as promptly as possible, but it is not always easy to get things moving immediately, as perhaps you know from your own experience.

Yours Very Truly,
Owned by Frank Turnick, Good Springs, Nevada, visited July 2nd, 1911.

Three unpatented claims, about six miles from Sandy, Nevada.

CLAIM MAP:

Narrow deposit in bedding plane. Mostly zinc carbonate and silicate, some lead.

Not very promising.

Badly located. High and inaccessible except by trail or very expensive road.

Price $18,000. 10% cash. Balance on four equal payments inside of one year.

Declined to consider it on any basis.

W. G. Swart.
Seven claims, four of which lie end to end, on a good strong fracture in the limestone.

Lies about two miles North of the Yellow Pine, and near the Red Cloud, a property in the porphyry that has produced considerable gold.

Owned by Kenny Hardy of Good Springs (two thirds) and Robbins Brothers also of Good Springs (one third)

Incline shaft 140 feet deep on the fracture. Drift 50 feet South from bottom. Some other small work.

All in ore.

Has shipped good lead. Had a car of high grade zinc carbonate to ship when I was there.

Will lease and bond for $25,000, with first payment six months from date.

This is the best looking thing I saw. It really looks promising. If the ore were not the mixed lead and zinc carbonate so characteristic of the District and so difficult to separate, I should advise taking it on. As it is, it is better probably to let it alone, unless the demand for zinc carbonate gets too strong.

W. G. Swart.
Owned by Jesse Knight, Jr., and associates.

Visited July 5, 1911, with A. E. Thomas of Good Springs.

Endlines with the Yellow Pine (lying to the North thereof).

Two claims - Prairie Flower and Solico.

Incline shaft on the Prairie Flower 165 feet deep, undoubtedly on the Yellow Pine fracture. The old workings (see sketch) show that considerable ore was stoned. Not much of any ore in sight but looks like extremely good prospecting ground.

At the bottom the fracture is open and lined with stalactite and stalagmite. Climbed around in it for considerable distance but found no ore. An open crevice like this, however, known to be ore bearing in several places, is likely to make ore in quantity (as in the Yellow Pine, at any time.

The ore would be likely to be mixed carbonates of lead and zinc like the Yellow Pine, and difficult to separate. I should not be anxious therefore to spend money hunting for it.

W. G. Swart.
Owned by Jesse Knight, Jr., 917 New Hampshire Avenue, Los Angeles, or care Knight & Hyde, Contractors, Box 432, San Diego, California.

Lead and zinc carbonate in lime, like most other properties of the District.

Transportation poor.

Fairly well developed, but not much ore.

Has shipped steadily in a small way, but undoubtedly not at a profit.

I did not see this property.

Knight wants to sell and quit the District.

It would only interest us in the event the Santa Fe road extends its line North from Winnemucca to reach the Potosi, Green Mountain and other mines.

W. G. Swart.
Belongs to Campbell Estate.

I visited the properties July 3, 1911, with the Estate representative, Mr. A. E. Thomas of Good Springs, Nevada.

Two patented claims — See sketch.

The Copper Glance shows a vertical vein five feet wide, cropping at surface. Shaft 50 feet deep with some drifting. Inaccessible.

Ore is copper carbonate and oxide. Low grade. Thomas says bottom of shaft shows shattered ground, not so good as surface.

Lies in a small lime island, surrounded by porphyry.

On the Green Copper claim is one surface cut showing low grade copper carbonate.

These claims are well located, adjoining the Yellow Pine, but are simply prospects.

W. G. Swart.
Good Springs, Jan. 3, 1914

DENVER, COLO.

MR. W. G. Swart,

Denver, Colo.

Dear Sir:

John A. Frederickson, Richard Duncan and Val Belt are leasing on the Monte Christo and in the past year and a half have shipped over 100 cars of zinc averaging better than 40%. Sixty cars of this came from the dump and a large amount from the loose material piled in the bottom of the old glory hole. This was screened and the coarse chunks of lime thrown out and shipped as 40% stuff. Ore was found in the big slip on the west side of the glory hole and they now have one place here where there is four feet of ore. The principle new work was an incline from a 60 foot tunnel to the west of the glory hole. Ore was found in this tunnel through which Wheaton had drifted and an incline driven on this ore has opened ore for a distance of 100 feet and in the bottom there is now six feet that they tell me averages better than 40%. There is at least several thousand tons of good ore in sight. No ore is being shipped and all work is confined to development. The Empire got all this ore.

Yours truly,

[Signature]
March 11, 4.

Mr. O. J. Fisk,
Goodsprings, Nev.

Dear Sir:-

Recently while in Los Angeles Mr. Jarmon informed me that you had been authorized to design a dry mill for the treatment of the ores from the Milford and Addison mines near Good springs. I tried to locate you in Los Angeles and also in Good springs but failed to do so.

I wish to call your attention to the Flumb Pneumatic jig which we are introducing. We have already made tests on various ores from the Good springs district, including the Yellow Pine, Frederickson, Potosi and the West group. On all of these ores we have made a very good separation of the lead and zinc with a high saving.

Before you decide on any special machinery we would be very glad to figure with you on costs and make any tests you may desire. We can refer you to Mr. Hale of the Yellow Pine and also to Mr. Young.

Yours very truly,

CLF/B
Good evening New York 26th 1874

American Zinc & Ore Depositing Co.

My dear Mr. Elkins,

Intending to look over some old files to-day I found a letter from you in Platt's under date of March Eleventh which I had in some way overlooked and the bill for the Missouri Mine is about complete. The Missouri mine used was of an old mill so had no option in the matter. This is however, another mill liable to come up in the near future, so please let me know what tests could be made on your process of refining, if your process is good, it is certain and I mean to have it be tested so as to figure with you.

Yours Truly,

[Signature]
Mr. Henry Robbins,

Good Springs, Nevada.

Dear Sirs:

We note in the Engineering & Mining Journal of December 30th that you have just completed and starting operating a 50 ton dry concentrating plant, using the Stebbins Table. As we have been for many years interested in the dry separation of ore and have been offering machinery for that purpose, I take the liberty of asking for some information concerning your operations.

We are fully aware that you will have more or less trouble starting any concentrator, and we wish to offer our services in any way that they may be available for the furthering of the dry concentration game. As you may have heard, we are handling the Plumb Pneumatic Jig, which is designed to do just such work as you are contemplating there, and we believe that it is the best dry concentrator on the market. Several material improvements have been made on the machine within the last year, so that we are now able to state that with 375.00 per year horse power, we are able to handle such material for 5.00 per ton. We believe that our work cannot be equalled by any other dry concentrator, and will be very glad to have a personal letter from you, stating in detail what your results are. We are not after information to be used against competitors, but are sincerely interested in the adoption of dry concentration processes.
2. — Mr. Henry Robbins.

Hoping you will reply to this in the spirit in which I am writing, and wishing you every success, I am,

Yours very truly,

AMP/N
Mr. A. M. Flumb,
Denver, Colorado.

Dear Sir--

Your letter of the 3rd of last month has not as yet been answered owing to the fact that Mr. Robbins, to whom it was addressed, is in poor health and has been on the coast a great share of the time since. I will endeavor to give you the information you desire.

We are using the Stebbins table and its operation is in the main very satisfactory. Owing to the fact that our zinc carbonates and the live is of nearly the same gravity we are not making as good a zinc concentrate as we could wish, but by mixing it with the higher grade ore we are having no difficulty in profiting from it. The lead concentrates almost clean, assay of the tails showing as low as one-half of one per cent loss.

The table handles twenty-five tons per eight-hour shift and is very chear to operate. We have succeeded in doing away with a great share of the dust and have plans which we believe would almost wholly eliminate it.

We are sure you must have made a mistake when you said that you could treat ore for 5¢ the ton. I cannot conceive how ore could even be automatically dumped into a bin for that amount, let alone concentrate it.

Trusting this gives you the information desired, I am,

as ever,

Yours very truly,

[Signature]

February 8, 1916.
February 14, 1916.

Mr. Phil K. Stephens,

c/o Sultan Mine,

Good springs, Nevada.

Dear Sir:-

We have yours of February 8th, regarding the separation of zinc and lead carbonates at your property, and would suggest that it might not hurt your proposition to give us more details regarding your separation.

We know something about the Stebbins Table and have been informed that there is a middling product incidental to a clean separation on lead and zinc. It might pay you to investigate our method of separating this, which investigation will cost you nothing beyond the express on samples, and 25 lbs. should be enough for this purpose.

Regarding the statement made in my recent communication to Mr. Robbins regarding costs, will say that I had no idea of conveying to you that we could complete treatment for 5¢ a ton. The amount stated is that necessary for power only. I believe this is fair when it is considered that I have separated five mesh hematite and silice at the rate of seven tons per day, with an expenditure of power represented by 15 cubic feet of free air per minute at a pressure of 30 lbs. You will find that at $50.00 H.P., this results in less than 5¢ per ton. I believe I stated that this was for operating the separator only.

Hoping to hear from you again, I am,

Yours very truly,