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Hunt - Sill Coll

REPORT ON PROPERTY OF
UNITED MINES, LTD.
PERSHING COUNTY, NEVADA.

CONCLUSION:

This property has a vein traceable on the surface for 5000 feet. The croppings indicate mineralization throughout nearly the entire length.

Development work on the west end shows an ore shoot 550 feet long and 5 feet wide and approximately 25,000 tons of ore averaging about \$30.00 per ton in Gold, Silver, Lead and Zinc. Further work now in progress will explore the vein at sufficient depth to give 500 feet additional backs and may reasonably be expected to prove 100,000 tons additional ore, similar in character to that already shown in the upper workings. There are also excellent possibilities of developing additional large tonnages below this depth and along the strike of the vein.

This vein outcrops for a remarkably long distance and no doubt extends to great depth. Exploration work throughout the entire length of the vein will probably open several additional ore shoots which are indicated by surface showings.

Geological conditions are favorable for continuity of the ore in depth and lateral extent.

This property warrants extensive development and will undoubtedly make a good productive mine.

LOCATION:

This property is situated in the Kennedy Mining District, Pershing County, Nevada, twenty-four miles easterly from Mill City, a station on the main line of the Southern Pacific Railroad. It is in the east range three and one-half miles up French Boy Canyon from the Buena Vista Valley.

DESCRIPTION:

It consists of thirty-six unpatented mining claims on the north side of French Boy Canyon and is a consolidation of several independent groups, the best-known claim being the Henrietta.

The elevation is between 5,500 and 7,000 feet. Water is available for mining, milling, and domestic purposes. Large scale milling operations, however, might necessitate a pipe line about four miles in length.

The buildings and equipment on the property are sufficient for preliminary development work. The road to the mine is rough but is being improved and at a small cost can be put in good condition.

HISTORY:

The discovery of the mine was made in the ninety's and three cars of ore were shipped from the Henrietta. From 1907 to 1911 additional shipments were made amounting to about fifteen carloads. In 1917 three more cars were shipped, and since that time occasional small shipments have been made in less than carload lots.

The records of some of these later shipments are available and these show gross values of \$110.00 per ton in gold, silver, and lead. The shipper was penalized for the zinc content which ran approximately ten per cent.

Attached herewith is a record of the smelter returns on these last shipments. From all information available the Henrietta appears to have produced about \$100,000.00 from ores which ran about \$100.00 per ton, not including zinc values.

GEOLOGY:

Exposures of rocks in the vicinity show schist several hundred feet in thickness tilted at an angle of about 40° and intruded by diorite and andesite. The lower tunnel of the Henrietta shows a small body of serpentine in contact with the diorite. This contact may be due to faulting. The serpentine has not been found cropping anywhere on the surface. Mineralization occurs on the contact of the diorite with the underlying rocks which in some places are schist and in others andesite.

The vein has been opened at intervals on the surface and traced for a distance of about 5,000 feet. It strikes in an easterly and westerly direction and roughly parallels French Boy Canyon. The croppings are oxydized and leached showing no workable ores are exposed in the Henrietta workings at a depth of twenty or forty feet below the surface and consist of galena sphalerite, pyrite, argentite, and chalcopyrites in a siliceous gangue. Arsenic is present as evidenced by crystals of arsenic

trioxide formed on the walls in some places of the workings..

ORE DEPOSITS:

The ores of this deposit are probably limited to the sulphide zone. The oxydized surface croppings show very little value. The main tunnel on the Henrietta claim is a drift on the vein showing an ore shoot 550 feet long and an average width of five feet. Below this level a winze, 140 feet deep on the incline, shows the vein to be from five to eight feet wide.

The water level is shown by water in this winze at a point 100 feet below the tunnel on the incline. The dip of the vein as exposed in the Henrietta workings is 22° . On some of the other claims the dip appears to be as much as 42° . The character of the croppings seems to be the same throughout the entire length of about 5,000 feet and at depth it is reasonable to expect the sulphide ores to be of the same character as shown in the Henrietta workings. The accompanying claim map shows the outcrop of the vein and development tunnels.

The present development shows approximately 25,000 tons of \$30.00 ore in the Henrietta workings.

METALLURGY:

The ores have been tested, and high recoveries can be made by selective flotation.

There is no serious metallurgical problem in connection with the treatment of the ores and a large percentage of the zinc will be recovered in addition to the gold, silver and lead.

The total cost of mining and milling should not exceed \$4.50 per ton, and might be as low as \$3.00 per ton. Cost of

hauling the concentrates to the railroad shipping point would probably be about \$2.50 per ton.

RECOMMENDATIONS:

It is recommended that the lower tunnel which is now being driven be continued in order to cut the vein on that level. This would be 200 feet vertically below the main level of the Henrietta and would give, with the inclination of the vein, 500 feet additional backs, and at the present time would require to be driven about 270 feet in order to intersect the vein. A raise should then be made to the Henrietta workings for ventilation.

Drifting in both directions on the vein should definitely prove sufficient tonnage to warrant the construction of a mill for treatment of ore.

Respectfully submitted,

H. W. GOULD & CO.

By Roy M. Hill(Signed)

RNH:N