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(101)

Item 76

R E P O R T

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LUCKY SUNDAY MINE

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LAST MONTHLY REPORT MADE ON LUCKY
SUNDAY MINE WHILE COMO COMPANY WAS
IN OPERATION IN 1920.

LUCKY SUNDAY MINE

DEVELOPMENT AND MINING

There was a total footage driven on the Lucky Sunday Mine of 355 feet as follows:

Sinking - - - - -	20 feet
Drifting- - - - -	-285 "
Raising - - - - -	- 50 "
	<u>355 feet</u>

Ore delivered to mill - - - - -	-268 tons
Estimated tonnage in stope- - - - -	-800 "

Sinking was continued until the 100 ft. point was reached, when drifting began both east and west. The drift to west was extended for a distance of 95 ft. This drift developed very little ore of milling grade, but some very fine assays were obtained. The drift to the east has been driven a distance of 190 ft. At a point 20 ft. east of shaft, there is a short shoot (12 ft. in length) of ore having gold and silver value of \$11.00. There was nothing done on this shoot, being too small for economical mining, but it has a very promising prospect for future development. At a point 117 feet to east of shaft a very good body of ore was found, and we now have a stope opened in this ore shoot for a distance of 70 feet. While the ore body is not very wide, 24 inches, it is of good grade, having an average gold and silver value of \$20.00 per ton, and being, as near as may be proportioned 1 ounce in gold to .80 ounces in silver.

The fact of drift is still in ore carrying values from \$15.00 to \$70.00. Some very high assays were taken while drifting along this ore body, containing values from \$600.00 to \$1500.00 per ton, the bottom of the drift persistently carrying higher values than the top.

Finding these high values would lead to believe that the Lucky Sunday Mine Group is worthy proposition, and would justify their development.

TUNNEL DEVELOPMENT - LUCKY SUNDAY GROUP

On the Mohawk claim, belonging to this Company, there is now a tunnel in a distance of 250 ft. and heading directly for the Lucky Sunday vein. This tunnel, if continued to the Lucky Sunday Vein would have a length of 650 ft. and would cut the vein at a depth of 220 ft. below apex and 800 ft. to east of shaft now being worked. Driving this tunnel would appear to be the most plausible way of developing the Lucky Sunday group and would easily determine the most advantageous place for carrying on deeper workings.