

From Sunday's Daily.
MINING REVIEW.

Summit Valley Mining Dist., Week
Ending April 1, 1892.

With the continuance of fair, open weather, a marked impulse is to be noticed in surface improvements in every direction. Large quantities of ore are being hauled to the mills and smelters and shipped East for reduction. The next sixty days will witness increased activity above and below ground.

THE VULCAN.

From Mr. G. H. Tong it is learned that the drifts of the Vulcan now show a body of ore second to none in the district in richness and permanence. The shaft is only down 132 feet, a sump not yet having been made, but the drifts east and west on this, the only level, are both in fine ore bodies, extending east and west some 200 feet. The east drift is in about 125 feet and the west about 100 feet. From the 132-foot level a cross-cut was run south for eighty feet before tapping the vein. At a distance of 120 feet east from the shaft a winze has been sunk 70 feet, and will be completed in three or four days. This winze and the drifts show a fine, continuous ore body from top to bottom. The vein matter is four feet wide, eighteen inches of which is pay rock assaying 100 ounces as it comes to the surface. After sorting to ship to the smelter the Vulcan output averages from 145 to 185 ounces. It is sent to the Colorado Smelter. Mr. Tong is now fluming the surface water clear across the vein, the levels not having dried out yet, though they have been open six weeks.

THE MOULTON.

Since the stoppage last week for putting in new elevators the mill has been running continuously, with the exception of a few hours. Moulton, Goldsmith and Morning Star ores have been worked. During twenty days' run 900 tons were milled.

On the 200-foot level in the mine there is a seven-foot ore body in the winze averaging 51 ounces. A raise is being made from the 300-foot level to meet this winze. All the stopes from the three to the two hundred-foot levels are being worked both ways from the raise which is a few feet east from the cross-cut on the three hundred-foot level. The raise 100 feet west from the cross-cut on the three hundred foot level shows some good ore.

On the 200-foot level from a point 100 feet west to a distance of 170 feet a continuous shoot of good ore has been met with, the most valuable hitherto met with in the Moulton mine, averaging in width from two to five feet, and in assay about forty-five ounces. A raise for ventilation is being made, on eighteen inches of free ore, from the fourth to the third level.

On the 500-foot level the cross-cut south is in about 120 feet, and will tap the main ore body in about two or three weeks.

Last week a number of small bits of iron were discovered in the journal of the Moulton engine, which had begun heating to a noticeable degree. The discovery was opportune, as the engine might have been ruined if it had remained in this condition an hour longer. Last week some \$5,000 worth of Moulton bullion was shipped, about 700 tons.

THE ALICE AND MAGNA CHARTA.

Work in the Alice and Magna Charta mines has progressed much as usual during the past week. The usual quantities of ore have been taken out and milled. The work of development and extraction has continued. In another column will be found a general view of the Alice Company's property. Bullion shipments were made last week by the Alice Company aggregating \$21,750. Eight bars were shipped yesterday.

THE GAGNON.

The shaft has now been sunk to a depth of 100 feet, though a sump has not yet been made. From the station a cross-cut will reach the main vein at a distance of about 25 feet. No water to amount to anything has yet been encountered. The probabilities are that the iron-silver ore body mentioned last week is in a vein distinct from the rich silver or Gagnon lead. The usual quantities of ore are being extracted and shipped.

CLEAR GRIT.

The west drift on the 116-foot level is now in about 75 feet. The very rich ledge which has already been mentioned continues to run about twenty inches wide on the hanging and six inches on the foot wall.

The shaft is down about 190 feet and will be sunk to a depth of from 110 to 125 feet where a station will be cut and descending begun to the main vein. Some sixteen men are now at work in the Clear Grit.

MINING NOTES.

Through some misunderstanding among the syndicate in charge of the property of the Mountain Consolidated company work has been temporarily shut down on both shaft and mill. The miners and stockholders became alarmed and took out attachments, but it would seem that there is no real reason for the trouble. Syndicate management has not been popular in the Summit Valley district. The cross-cut in the Modoc is now 70 feet in vein matter, and will have to be sunk 15 feet further to cut the other wall. The pay streak is on the south wall. The lowest grade bullion ever turned out by the Moulton mill was 920 fine.

A MORNING WALK

Over the Alice Company's Property.

Ascending the main street of Walker-ville—which is a continuation of Butte—all the mills, tramways, hoisting works and buildings which confront the spectator east of the Moulton mine belong to the Alice Company. Messrs. Hall, Kelly and Daft are to be found busily at work in the office. Strolling thence with Mr. Hall a general survey reveals facts which cannot fail to be of interest to readers of the MINER.

The Hawkeye shaft, just east of the office and west of the Belle of Butte, is first encountered. It had yesterday reached a depth of 121 feet, and a whim will at once be put to work on it. Good ore has already been found in it, and by making the connection with the west 150-foot level of the Belle of Butte, which will be done at once, a fine ore body will be opened.

The boiler house was next visited, and there was to be seen a new and valuable improvement in tappets for stamps, which will at once be tried on a five-stamp battery in the new mill. The old tappets were constantly becoming loosened and out of order, the mills requiring the constant attention of a workman. The new tappets can be removed almost instantaneously when required. A new form of guides will also be put in the Alice batteries, arranged so that a single stamp can be hung up without stopping the entire battery.

A visit to the four hundred and fifty horse power engine was the occasion of calling attention to a new key just put in the shaft of the enormous fly wheel. Thursday night a peculiar noise was heard from the shaft, which increased until it was most fortunately discovered that the key of the main shaft was defective, and that the wheel was rapidly becoming loose. Considering the fact that the fly-wheel revolves at the shaft with a speed of eighty revolutions a minute, the consequences of its flying off are scarcely to be realized.

From the old mill to the west Magna Charta hoisting works, the journey of 1,226 feet was made on foot by the new tramway. Two thousand six hundred feet of T rail have arrived, and will be laid on the tramway as soon as the bedding of 2 1/2 inch plank is completed. At the highest point of the tramway the pedestrian looks down 78 feet to the ground, and is pretty apt to become dizzy. A four and a-half foot hand rail will be put up for the protection of men with the cars.

The new Magna Charta Hoisting Works building will be raised Tuesday. A large force of men are busily at work on it. Its dimensions will be 90x40 feet, the boiler room being 37x30 feet. The handsomest pair of hoisting engines to be found will be put up at once. These engines stand eight feet high, the wheels having a twelve inch face, and the cylinders being 14x16 inches.

The posts in the works will be 19x10x8 and the sills 8x10. A four posted galvanized frame 40 feet high will be built of beams 15x16, while the sheaves will be colossal, 24x20 inches in dimensions.

The damage by the accident of last week's wind storm will amount to about \$700, and has been speedily repaired.

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