

HENRY C. BEEREN, E.M.
STATE GEOLOGIST AND
EX-OFFICIO INSPECTOR OF MINES.

The State of Wyoming.
Office of State Geologist,
Cheyenne.

October 24th, 1907.

Mr. J. H. Manning, Financial Agent,
Snake River Consolidated Mining Co.,
319-320 Keith & Perry Building,
Kansas City, Missouri,

RECORD COPY
NOT TO BE REMOVED
FROM OFFICE.

Dear Sir,

Complying with your request, I hand you herewith a brief Supplementary Report on the properties of the Snake River Consolidated Mining Company, situated at the head waters of the Snake River, near the Colorado-Wyoming State line, and about fourteen miles from Battle, Wyoming, and previously reported on by this office, for Mr. Lewis A. Pease, under date of October 31st, 1905, being Official Report No. 66, to which Report you are referred for a general description of these properties.

EXTENT

Since the above Report was completed, and additional Placer Claim, called the Northwest Placer, has been located, lying immediately north of the west half of the Battle Street Placer, and West of the North Bench Placer, comprising about one hundred and twenty acres, as shown by the maps of your Company, copies of which have been filed in this office.

DEVELOPMENT WORK

At the time of this inspection, the work on this group was confined to the main tunnel on the Three Forks Claim, where two men were engaged in re-opening and retimbering this tunnel, preparatory to the Winter's work. In my opinion, the best course to be pursued for the present Winter season is to re-open and retimber this tunnel in a substantial manner, for its full length.

This tunnel was originally run on the main vein of the property, but evidently left the vein, as may be noted by the maps and outcrops,

and the present main shaft shows about twelve feet East of the present line of the tunnel. It is recommended, therefore, that a cresscut be run East from a point opposite this shaft, to cut the vein, on which this main shaft has been sunk. Drive a raise on this vein to connect with this present shaft, and run drifts along the vein in each direction from the shaft point, so as to fully prove the continuity of the ore from the surface to the tunnel level, and demonstrate the extent of the ore, in the new adjacent territory, from the shaft. This will open up what now appears to be the main vein of the property, and should produce considerable ore, which may be stored on the dump, until required for treatment, and will also prove conclusively the extent of these ores, their value and occurrence, so that arrangements may be made for the installation and proper equipment of a plant for deep mining on these ores, as soon as the Winter breaks up and the plant may be economically installed. For the better understanding of this suggestion, I hand you herewith a copy of map, by Mr. George B. McFadden, U. S. Deputy Mineral Surveyor, on which I have indicated this new work. This work may be accomplished without any additional plant and at a minimum expense, and should be, by all means, carried out before you decide on the location of your permanent work and any plant that may be required.

It is recommended that this be made the main work on the property for this year, and that all efforts on the property be confined to this point, except where it may be necessary to do any additional work to comply with requirements for holding the claims.

Since the former report, a new tunnel has been driven fifty feet on the North Fork Extension Claims, and additional work has been done in the tunnel on the Ancenda Claim, in order to comply with Location and Patent Requirements.

TRANSPORTATION CONDITIONS

These have materially improved during the past year. The Saratoga and Encampment Railroad is practically completed from Walcott to Encampment, bringing railroad transportation within twenty-five miles of the property.

This property lies at the Northern edge of the North Park country, in Colorado, which is receiving more attention from Railroad builders, than any other section in the West, at the present time, and it is reliably reported that the Union Pacific Railroad will build South of Wamsutter, Wyoming, to Baggs or Slater, Colorado, within the next year. The Laramie, Hahn's Peak and Pacific Railroad has completed its line to Centennial, and is building South from that point into North Park, Colorado, and the Moffat Road, from Denver to Salt Lake, is now heading for the same country. All three roads will be completed at practically the same time, and should place railroad transportation in this neglected section, within the next year, all of which has a direct bearing on the transportation facilities, which will be required in the operation of this and other properties in the Snake River country, and do away with the present long wagon haul.

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I wish to state that the work on your property is being done to the entire satisfaction of this office, and that, in my opinion, the above work, as outlined, will prove up the property sufficiently to warrant an extensive plant for further deep development, as I consider these properties first class prospects, and to fully warrant the necessary expenditure to open them up.

Very truly yours,

Date of Examination,

October 14th, 1902.

State Geologist.