



CONTACT INFORMATION

Mining Records Curator
Arizona Geological Survey
1520 West Adams St.
Phoenix, AZ 85007
602-771-1601
<http://www.azgs.az.gov>
inquiries@azgs.az.gov

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ARIZONA DEPARTMENT OF MINES AND MINERAL RESOURCES AZMILS DATA

PRIMARY NAME: HOWARD PROPERTY

ALTERNATE NAMES:

LA PAZ COUNTY MILS NUMBER: 741

LOCATION: TOWNSHIP 5 N RANGE 14 W SECTION 22 QUARTER NW
LATITUDE: N 33DEG 46MIN 21SEC LONGITUDE: W 113DEG 41MIN 58SEC
TOPO MAP NAME: SALOME - 15 MIN

CURRENT STATUS: UNKNOWN

COMMODITY:

~~STONE DIMENSION~~

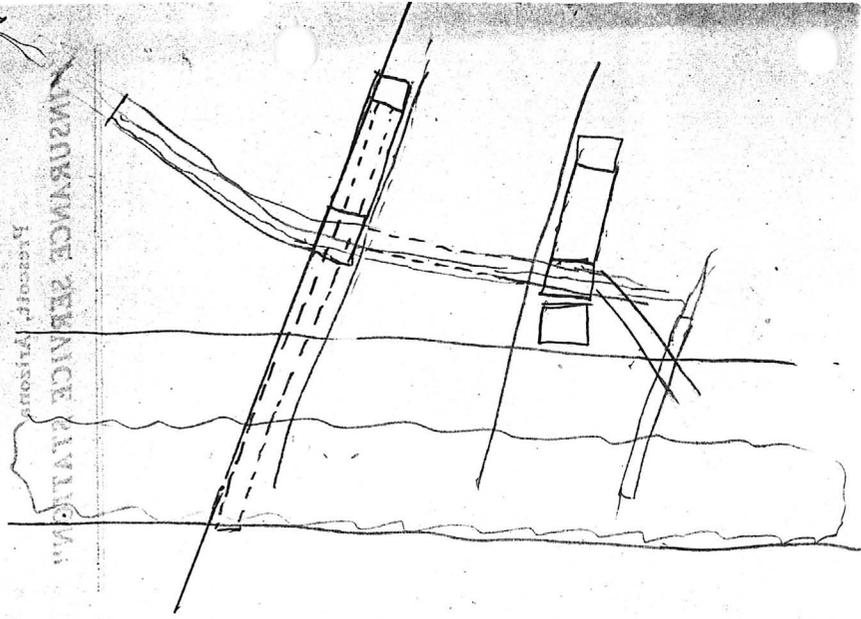
Copper

BIBLIOGRAPHY:

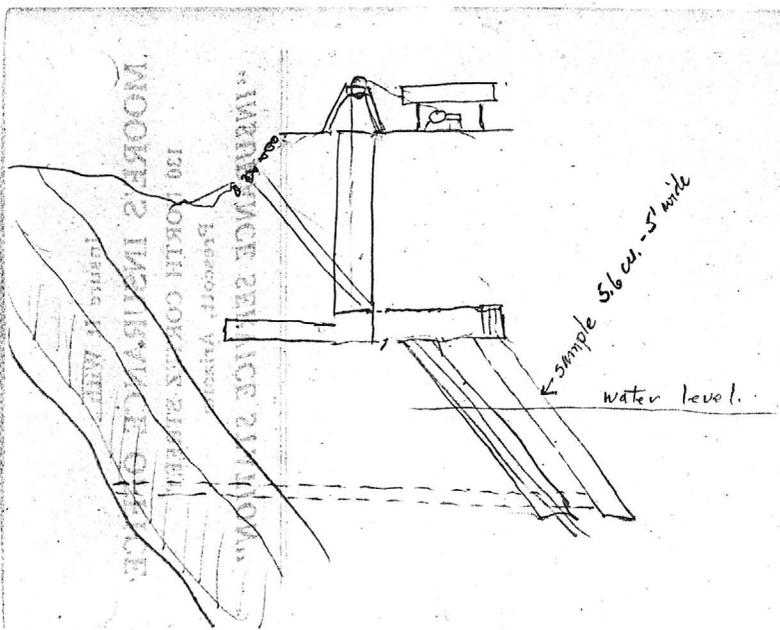
ADMMR FILE DATA

ADMMR HOWARD PROPERTY FILE

INSURANCE SERVICE DIVISION
130 NORTH CORLIEN STREET
Bismarck, North Dakota
MOORE'S INSURANCE OFFICE
Phone 11-4111



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Phone 11-4111



Howard Property

R. 14W., T. 5N. Sec. 22

Yuma County

reference: Arizona Dept. of Mineral Resources,
Howard Property Yuma County (file)

present owner: ?

history of the mine:

the property was developed in 1906 by a Michigan iron group before the railroad was built. According to a 1926 report, development was hindered by no railroad. As of 1926 no work had been done.

geology: mineralization seems to be confined to a strong bed of limestone.

minerals: copper

Feb 6th, 1926

Mr. George F. Shurtleff,
8 West 40th St., New York.

Dear Mr. Shurtleff:-

Regarding the Howard property at Vicksburg, as per my wire, I found many favorable features regarding same.

Your quotation from Mr. Anderson's letter speaks of this as "an interesting thing in schist". There is some schist on the footwall of the formation but the mineralization seems to be confined to a strong bed of limestone and must be considered as a typical limestone replacement.

This limestone bed is tilted up to a dip angle of about 45 degrees, and the bed is three or four hundred feet thick. It is not a mere remnant and outcrops boldly through the country for a distance of over five miles. The hangingwall is quartzite and the footwall mostly intrusives (quartz porphyrys in various phases) and schists. Later and post mineral formations consisting of diabase dikes, cuts across lime and mineral veins and intrusives at right angles.

This property was developed by a Michigan iron crowd along in 1906, before the railroad was build, when everything had to be freighted in and out of Congress Junction, a distance of about 70 miles. This accounts for the fact that some little ore is in sight, that at present would be a shipping grade, but was left untouched at that time. There has been no work done on the property since that time and it has rather recently fallen into the hands of parties who seem anxious to make a deal.

Owing to the various dips and angles this property give a clear idea of the development of this property with sketches, but I will draw up something and attach herewith that may give you a little clearer vision of the general idea.

On the surface we have the limestone bed, mineralized mostly in its footwall zone, opened by grass root tunnels and cuts with good ore more or less irregular, and typical of a good surface prospect of this character, that is, a limestone replacement. Out in the hangingwall of the limestone there is an vein

from two to eight feet wide, carrying good oxidized copper values in places, and having a crooked and irregular strike somewhat parallel to the limestone and a dip parallel to it.

The tunnel shown on the sketch is on this vein and headed toward the workings in the vicinity of the shaft. One hundred fifty feet more in the tunnel would bring it under the west drift at the 130 foot level of the shaft, and a 20 foot raise would make connection. This would save a great deal of work and expense in unwatering and in the handling of ore and supplies as there is a good road to the tunnel entrance and no road to the shaft, the latter being in a position where a road would be expensive to build and maintain. The shaft is perpendicular to the 130 foot level where it cut the above mentioned vein. From this level an incline was sunk on the vein for about 300 feet. Then another winze was sunk on the vein to a depth of 350 feet at a point some distance to the west of the shaft, on the other side of a cross diabase dike. This winze is accessible to the water level and I examined it thoroughly and Howard and I took a big sample at the water level. This sample ran 5.6% copper and was representative of the vein for some distance, and a width of about 5 feet. As the ore is somewhat bumpy throughout the vein I do not think there would be any difficulty in sorting up this ore to a 10% grade which would be quite profitable to ship.

The main mineralized zone, on the foot wall side of the limestone bed has never been crosscut, either above or below the water level, and Howard's idea, in which I concur, was that this should be done below the water level, at say the bottom of the winze. The distance to crosscut it would be something like 350 feet.

The property is quite extensively equipped with gas engine, pipe lines etc, the only things noticeably lacking being a compressor and a sinking pump. It was my idea to drive the tunnel for connection with the drift. This is very soft ground and could probably be done for not over 7.50 per foot. Then to unwater the winze and start stoping ore and at the same time cross cut to the main ore formation from the bottom of the winze. I believe there is enough ore in sight in the winze to pay for all this work, the only finances required being enough to get a start, purchase some equipment, improve the roads, build bins etc.

Of course the winze could not be seen below the water level but there is every indication that the ore continues to the bottom at a grade sufficient to permit shipping, by selection. This information is substantiated by the material visible along the track of the the inclined winze and from the dumps. To make sure however, I believe it would be feasible to use the present pipe line systems and with a small compressor and a sinking pump to unwater the winze without driving the tunnel. This might be further facilitated by pumping the water out of the winze into the inclined shaft, instead of to the surface as I believe the de nse dike between the two would prevent its running back.

The value of the proposition to you depends entirely on what kind of a deal you can get, and this is a matter I did not go into. If you can get an option at a reasonable figure with time enough to drive the tunnel, unwater the winze and drive the crosscut, and the right in the meantime to ship ore without royalty, and if you have anyt hing in mind that could be done with the property in case the crosscut did show up something very good, it would be well worth while to proceed with it.

There are some fifty claims in the group altogether and there are many other interesting looking showings but they are all surface prospect sand it would seem best to confine thought and development, for the present, to the place where development has already proceeded so far.

Shipping costs would be about \$1.50 truck haul to the railroad, and \$1.90 freight to Humboldt. Howard says the railroad company have wonderful well at this sidind (about five miles west from Vicksburg) and there would be no trouble in obtaining water for milling from a well there. This looks reasonable but I cant vouch for it for sure.

I will await you advice as to anything further I can do in the matter.

Yours Very Truly,

CLASS OF SERVICE DESIRED	
TELEGRAM	<input type="checkbox"/>
DAY LETTER	<input type="checkbox"/>
NIGHT MESSAGE	<input type="checkbox"/>
NIGHT LETTER	<input type="checkbox"/>
Patrons should mark an X opposite the class of service desired: OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL RATE TELEGRAM	

WESTERN UNION TELEGRAM



NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

NO.	CASH OR CHG
CHECK	
TIME FILED	

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

19

To

Street and No. (or Telephone Number)

Place

went over Koorty tract thoroughly this is excellent land and location but would ~~not~~ ^{of} price value of improvements at about amount they are asking these consist of ^{improving} partially clearing ~~and~~ ^{about} ~~sixty~~ ^{about} ~~acres~~ ^{five years ago and} ~~now~~ ^{largely} ~~grown~~ ^{up} again also five foot well ^{about} ~~sixty~~ ^{feet} deep and cordoned off no fencing stop this is good thing in itself and worth ~~mentioned~~ ^{but} no great bargain stop please were advice here at once as often before Thursday noon but can no longer stand if you were that you will take it and if so better have Harry come to Phoenix see Koorty at Page Co. any and all of necessary before stop. ^{Buyers to come and will find in your wire}

SENDER'S ADDRESS FOR REFERENCE

SENDER'S TELEPHONE NUMBER