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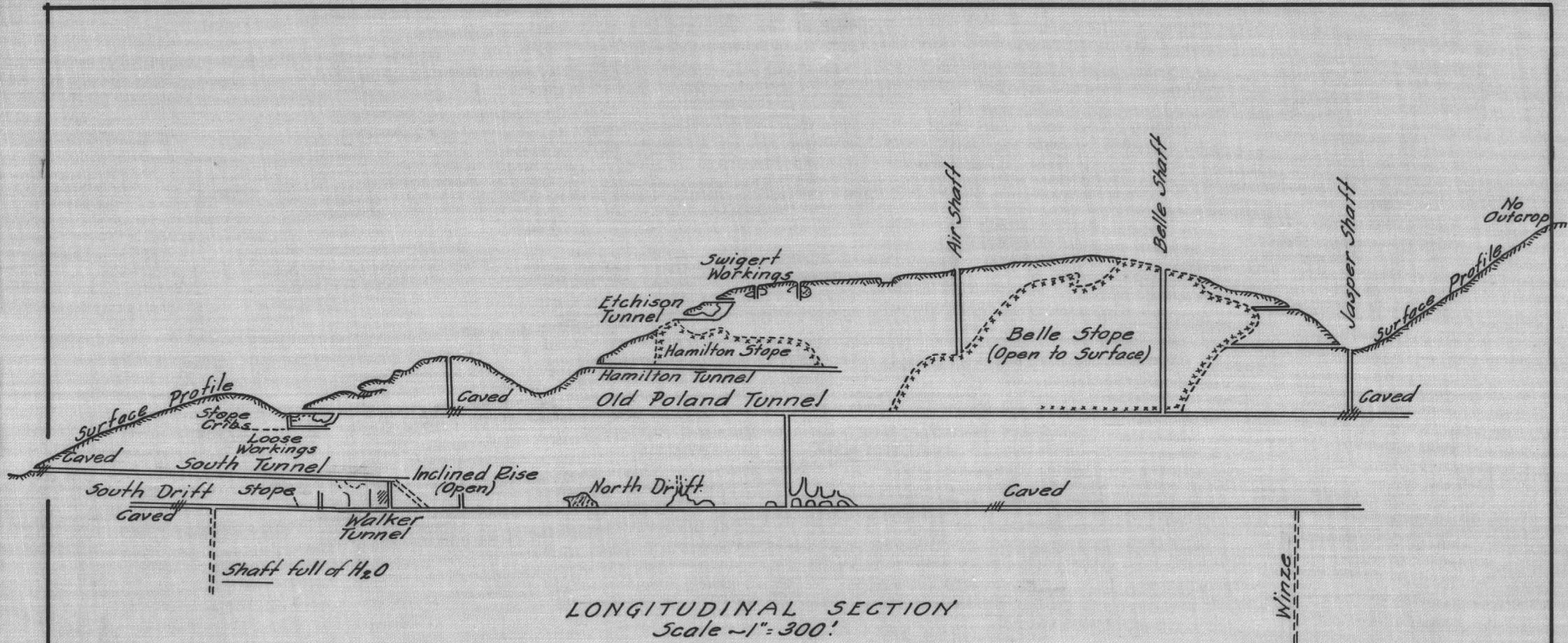
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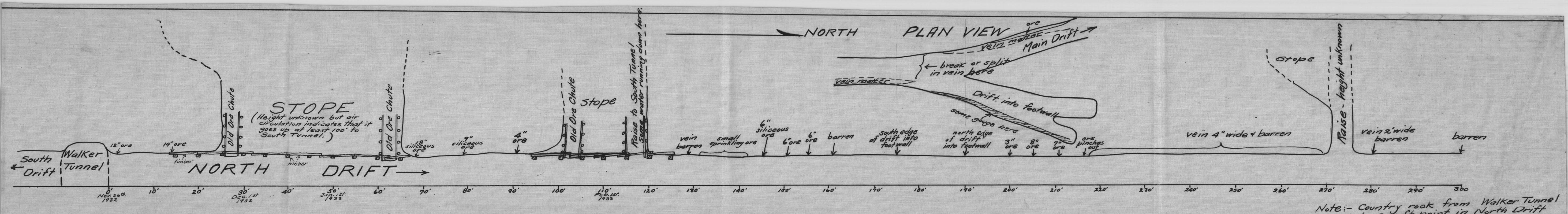
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LONGITUDINAL SECTION
Scale ~1"=300'

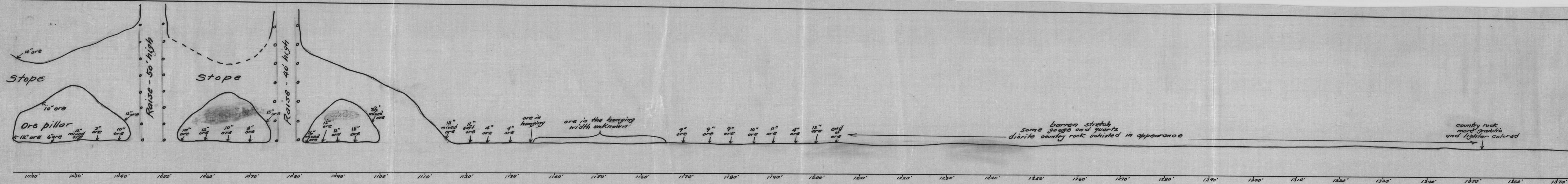
POLAND MINE.



POLAND MINE

LONGITUDINAL SECTION of NORTH DRIFT AS REOPENED IN 1933
Scale 1" = 10'

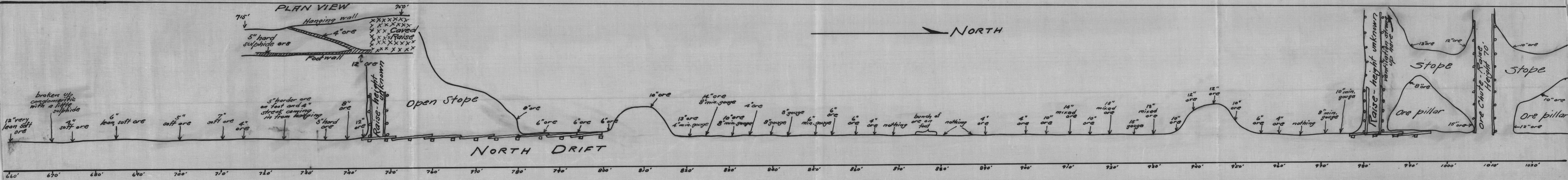
Note:- Country rock from Walker Tunnel to 300 ft. point in North Drift is diorite.



POLAND MINE

LONGITUDINAL SECTION OF NORTH DRIFT AS REOPENED IN 1933

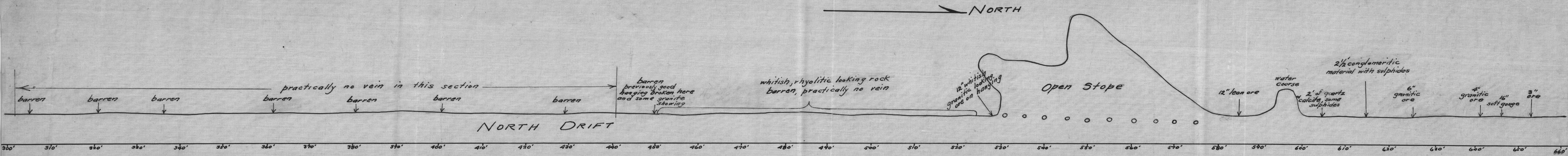
Scale 1" = 10'



POLAND MINE

LONGITUDINAL SECTION OF NORTH DRIFT AS REOPENED IN 1933

Scale 1" = 10'



POLAND MINE

LONGITUDINAL SECTION OF NORTH DRIFT AS REOPENED IN 1933

Scale 1" = 10'

DEPARTMENT OF MINERAL RESOURCES
STATE OF ARIZONA
MINERAL BLDG. FAIRGROUNDS
PHOENIX, ARIZONA

RETURN POSTAGE GUARANTEED

POLAND MINE

BIG BUG MINING DIST.

YAVAPAI COUNTY

FOUR (4) MAPS "POLAND PROPERTY"

FOUR (4) MAPS "POLAND MINE"

12 1/2 N, 1 E

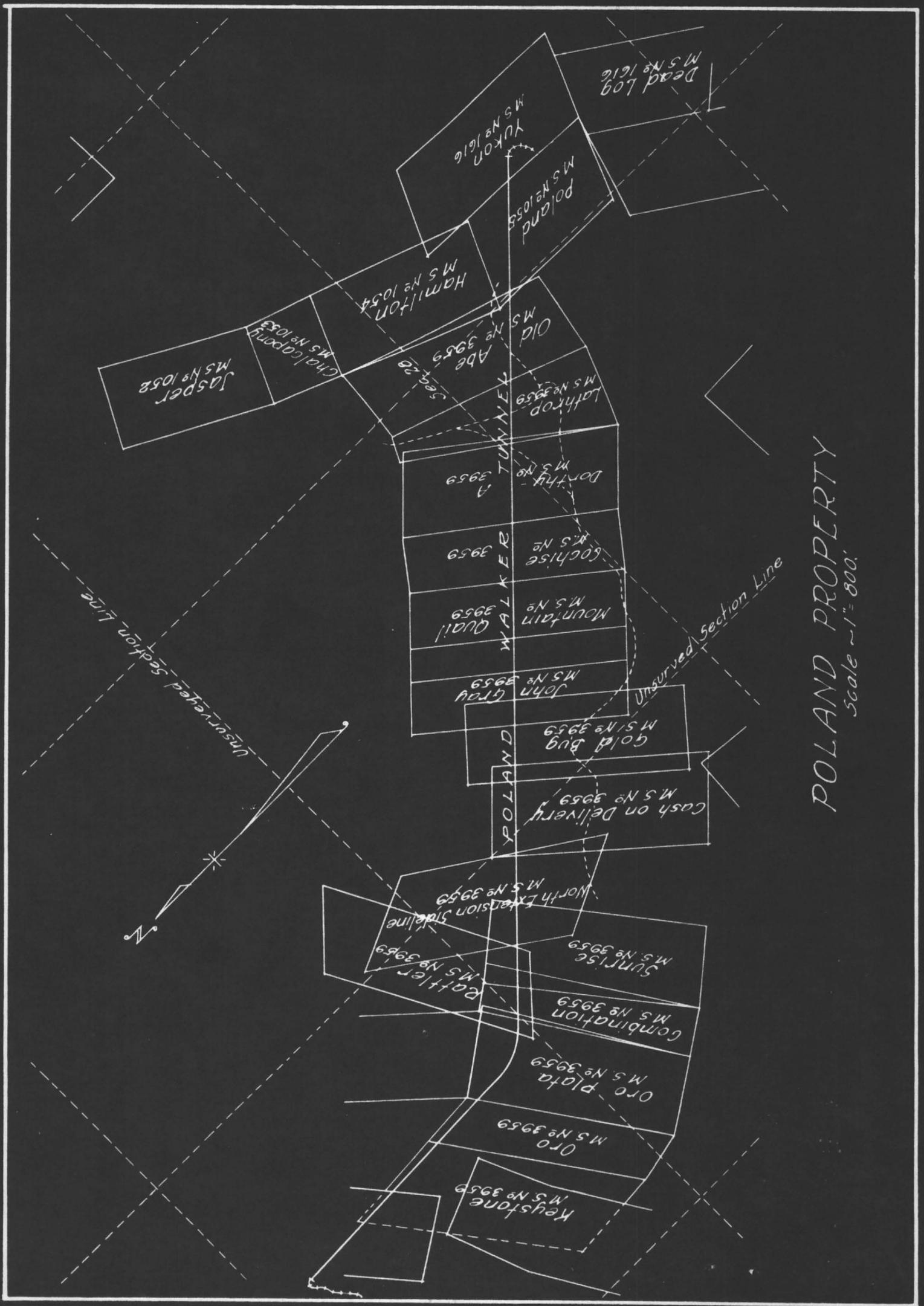
FIVE (5) MAPS "POLAND MINE"



Picture of tunnel (said to be 8,000
8,400
11,000
+ 3,000 ft)

in pictures from p. 34 to '7 in *Argo*
and *Sub* series

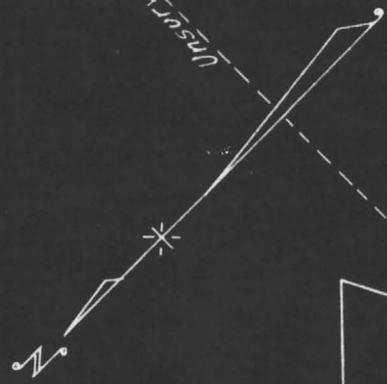
5 maps - Poland Mine



POLAND PROPERTY
 Scale ~ 1" = 800'

Unsurveyed Section Line

Unsurveyed Section Line



Keystone
 M.S. No 3959

Oro
 M.S. No 3959

Oro Plata
 M.S. No 3959

Combination
 M.S. No 3959

SUNRISC
 M.S. No 3959

North Extension Stakline
 M.S. No 3959

Cash on Delivery
 M.S. No 3959

Gold Bug
 M.S. No 3959

John Gray
 M.S. No 3959

Mountain Quail
 M.S. No 3959

Gochise
 M.S. No 3959

Dorothy
 M.S. No 3959

Lathrop
 M.S. No 3959

Old MS
 M.S. No 3959

HAMILTON
 M.S. No 1054

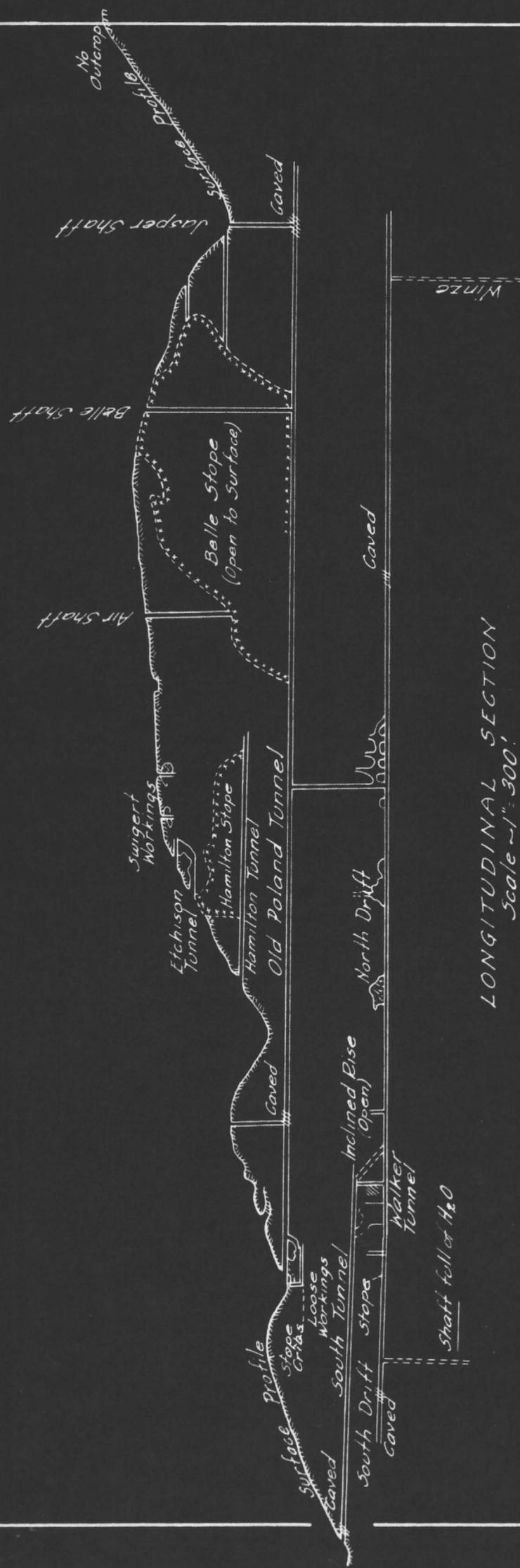
Chalcapony
 M.S. No 1053

JASPER
 M.S. No 1052

POLAND
 M.S. No 1055

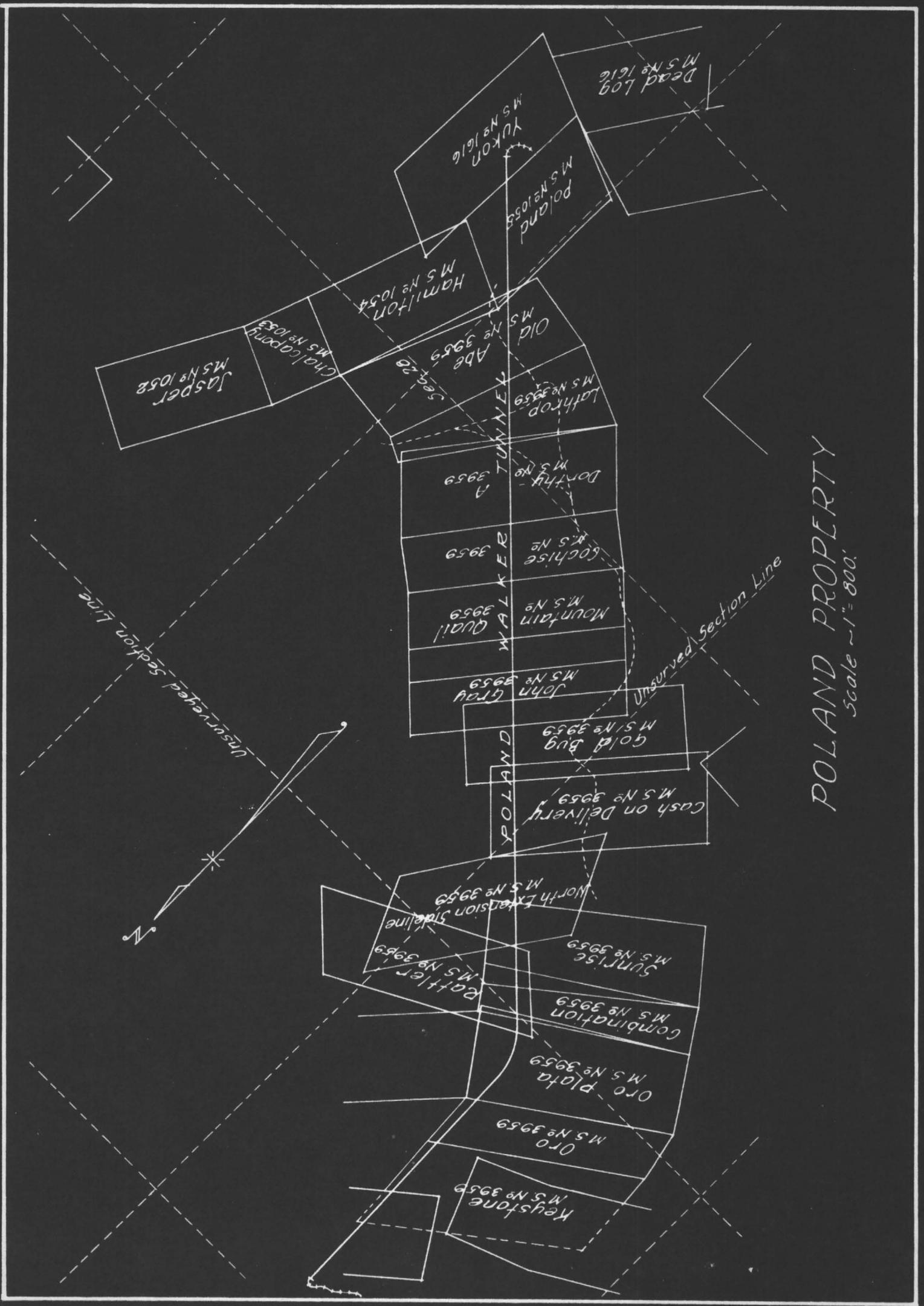
YUKON
 M.S. No 1616

Dead Log
 M.S. No 1616

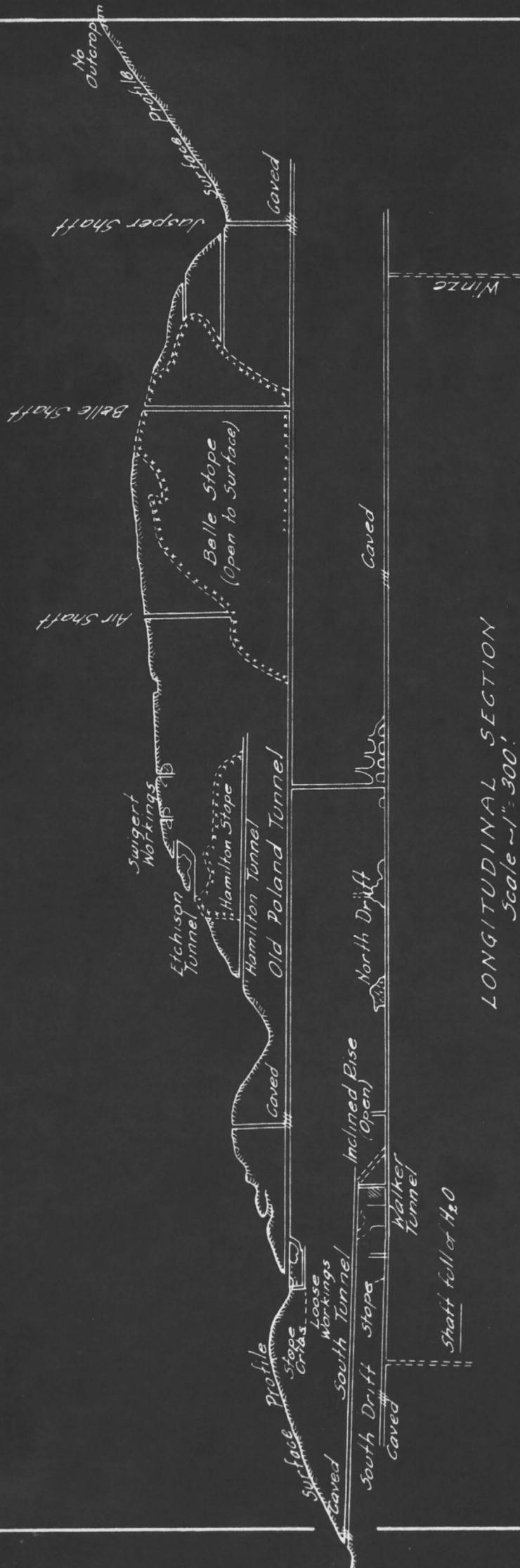


LONGITUDINAL SECTION
Scale ~ 1" = 300'

POLAND MINE.



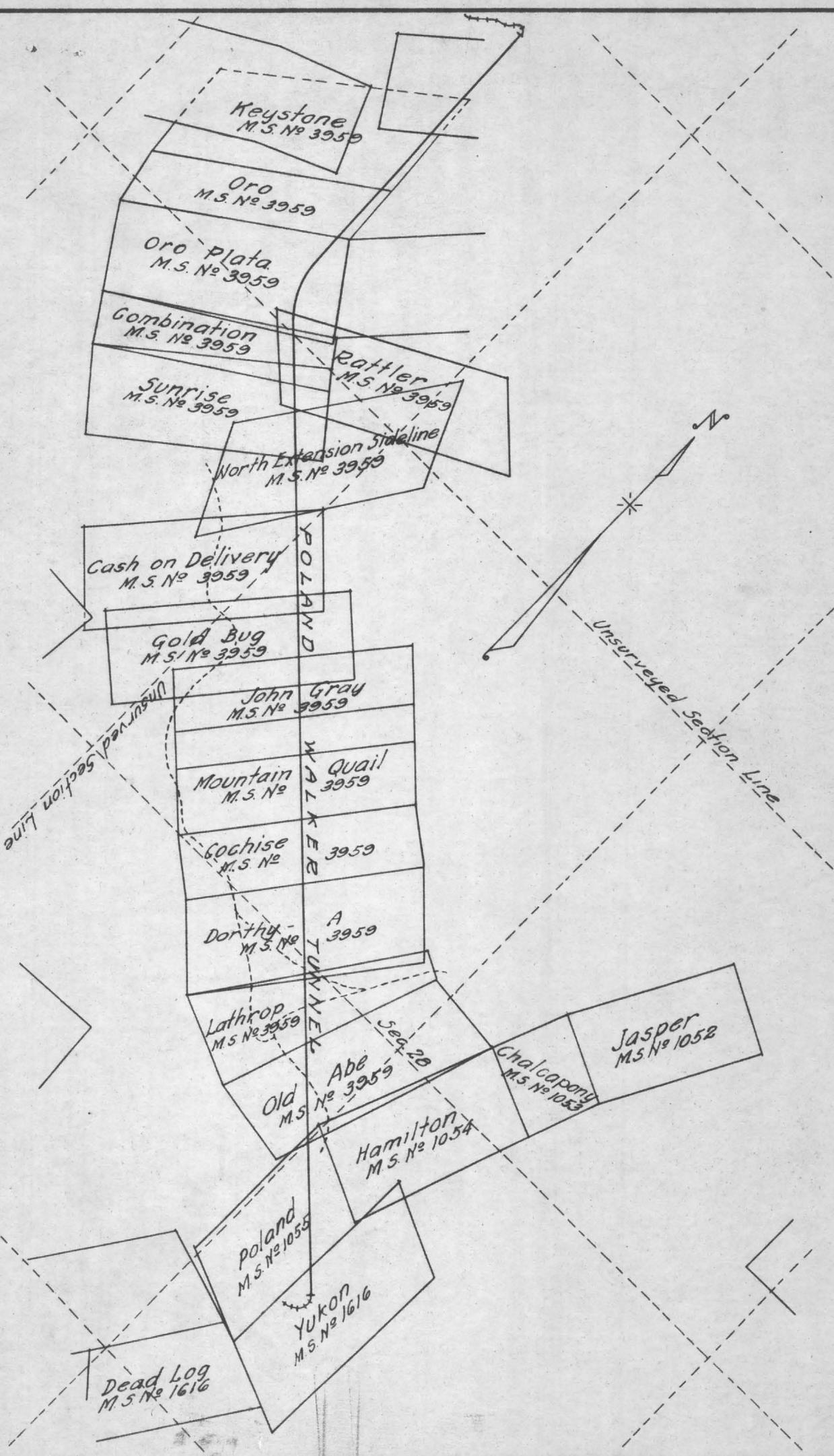
POLAND PROPERTY
 Scale ~ 1" = 800'

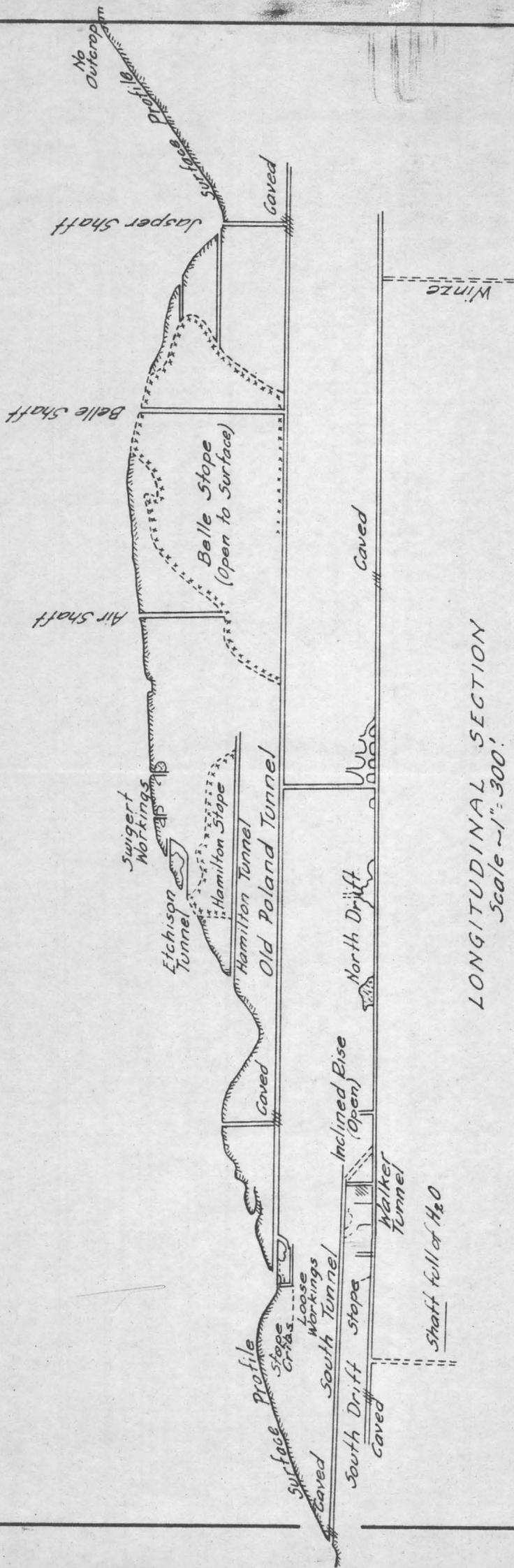


LONGITUDINAL SECTION
Scale ~ 1" = 300'

POLAND MINE.

POLAND PROPERTY
Scale ~ 1" = 800'





LONGITUDINAL SECTION
Scale 1" = 300'

POLAND MINE.

file

RE POLAND TUNNEL & TRIBUTARY RESOURCES

Some time in the early 1890's a mining promoter named George M. Middleton became active in Yavapai County and built a gravity concentration mill near the present town of Humboldt where ores from mines in that district, including those which originated around Prescott and Mayer and along Lynx Creek and Big Bug Creek, were treated on a custom basis. In or about 1895 the Val Verde Smelter equipped with a copper blast furnace was erected close to the Middleton Mill to treat concentrates as well as direct smelting ores originating in that vicinity. A man named Cecil G. Fennell was instrumental in organizing and financing the company which built this smelter and which was in some way connected with the Middleton Mill and also with the Arizona Exploration Company which had acquired and was operating the Blue Bell and De Soto copper mines south of Mayer.

Meantime Frank M. Murphy of Prescott and his associates were actively developing and operating a number of mines around Crown King and also in the Poland and Walker Districts and they built the Prescott and Eastern Railway from Prescott out thru Humboldt and Mayer to Crown King with a branch line from Poland Junction (4½ miles beyond Humboldt) following 9 miles up Big Bug Creek to its source at Poland where the Poland Mine, owned by the Frank Murphy interests was located.

From about 1895 to 1902 there was much mining activity at and near the old camp of Walker which was located along the head waters of Lynx Creek and separated from Poland only by a steep ridge of

granite and either the Middleton or the Murphy interests built a custom mill at Walker and connected this by a narrow gauge railway with several of the producing mines of that district including the Major and the Crescent (now the Sheldon) and the Mudhole and Occidental. The grade of this old track and foundations of the mill may still be seen and I was once showed an old map of the entire railway and photos of the ore trains which were pulled by mules.

When it was known that the railway would be built to Poland it obviously became advantageous to arrange for a connection with Walker and this was accomplished about the year 1900 by driving a tunnel thru the granite ridge for a distance of 8400' (frequently mis-stated as being 11000') thru which cars of concentrates and ore were pulled by mules from Walker to Poland and stored in bins from which they were loaded into the standard railway cars. The cost of this tunnel was stated to have been in excess of \$500,000.00.

I cannot find a record of just which outfit drove this tunnel, but it appears that both the Middleton Company and the Development Company of America, which was a holding company for several of the Murphy interests had a hand in it, although by 1907 the control appears to have been held by the Mudhole Mining Company who may have participated in its construction.

The tunnel (of which I have a map) cut the Poland Mine workings 800' from the south (Poland) portal and further along cut the Mudhole Mine workings and the Occidental Vein about 500' from the north (Walker) portal.

In 1904 the first Consolidated Arizona Smelting Company acquired the mines of the Arizona Exploration Company, also the Middleton Mill

and Val Verde Smelter, both of which were dismantled as soon as a new smelter was completed at Humboldt. The Consolidated Arizona Smelting Company was promoted by John F. Elliot and was partly financed by the Santa Fe Railway, which had purchased from Frank Murphy and his associates the Prescott and Eastern Railway including the main line from Prescott to Phoenix (via Congress and Wickenburg) and the branches from Prescott to Crown King and to Poland.

Apparently the Poland Tunnel was constantly used for shipments from the mines at Walker until the latter part of 1907 when the Mudhole and practically all of the other mines in the camp were shut down. The tunnel was then idle until 1915, ~~when repaired~~. It was ^{then} being reopened at the time that I first went thru it, and ores from the Sheldon and other mines were hauled thru the tunnel by mules until 1921 when the Humboldt Smelter suspended operations for over a year.

During 1922 the Sheldon Company purchased the ownership of the tunnel and reconditioned it with heavier rails and new equipment including a gasoline locomotive and from that time forward operations were continuous until the smelter and all of the mines in the district closed down in 1930.

I have not personally visited this tunnel since 1930, but since the solid granite stands well and, as I recall, required very little timbering, I imagine that it could be put in good shape at small expense beyond the cost of replacing the track.

The mines at Walker and those located along Poland Gulch generally contain a more or less complex ore. The Sheldon, which was by far the largest producer, was essentially a copper-lead mine with substantial

values in silver and gold, especially in the upper levels where there is still much country that has never been explored. The Postmaster operating from 1898 to 1906 produced some rich gold ore, also silver, copper, lead and zinc. The Mudhole and the Occidental were primarily gold mines, while the ore from the Poland Mine, which produced from 1900 to 1912 carried mostly lead with some gold, silver, copper and zinc. These five metals in varying proportions are found in nearly all of the mines but in cases where the zinc predominated they were but little developed since economic conditions have never made zinc production profitable in that district.

At the time when the railway was built from Poland Junction to Poland I was told that for every mile of track there was a mill in operation and many smaller mines were developing or shipping crude ore.

The very incomplete records compiled by the Arizona Bureau of Mines credit the mines along the upper portion of the Big Bug, including those at McCabe and Chaparal (where values were nearly all in gold) with a production valued at \$7,700,000 while the output of only 3 mines is recorded at Walker with aggregate value of \$1,675,000. Both of these figures, especially the latter, appear to be much too low.

I am sure that anyone looking over those districts today, even though almost all of the underground workings are inaccessible, could not fail to be impressed with the great number of old openings and the quantity and variety of ore that may be noted in the outcrops and on the dumps.

Time and again while I was operating the Humboldt Smelter and Mill we found ourselves unable to cooperate with the mine operators because we were only equipped to recover copper, gold and silver and at that time there was no local market for their lead or zinc.

I presume that this last handicap has now been removed thru the operation of the mill at the Iron King Mine, but on the other hand, transportation conditions have deteriorated since 1930 and few of the mines are owned by parties who have sufficient financial resources to permit their reopening except with the aid of Government loans, which last nearly always involved constant inefficiency and contributed to ultimate failure.

E. M. Colvocoresses

2/13 '45

POLAND MINE

"Extract from report of Bradshaw Mines Inc. made in 1936
presumably by Morris Elsing."

The Poland Mine is owned in fee by Bradshaw Mines, Inc. and is located in the Big Bug, Walker Mining Districts between Poland and Walker about 21 miles by road from Prescott and about 7 miles by air-line from the Davis-Dunkirk. The property consists of twenty-one patented claims covering the length of the old Poland-Walker tunnel and about 4,800' of the Poland vein. Reports and records of former owners show development work of 16,150' but only 37.8% accessible.

The Poland-Walker tunnel was driven about ⁸⁰⁰⁰11,000' through a granite ridge and was used by the Sheldon Mine to haul its concentrates from Walker to Poland. The Poland vein, which was cut 800' from the south portal, strikes northeast with a steep dip to the northwest. This is a strong vein, opened from the Poland-Walker tunnel, but in the north drift, re-opened in 1933 to 1,400', the vein is readily accessible for inspection and sampling. The ore is a drusy quartz mineralized with galena, sphalerite, pyrite, and chalcopyrite.

The old Poland tunnel, some 210' above the main drift, opened the vein for some 2,400' now caved at both ends and inaccessible at present. From this drift the Belle stope was carried to surface in a good grade of shipping ore. The same ore shoot was mined to some extent from the main drift below but is now inaccessible from this point.

The development on the Poland vein has been quite extensive, and re-opening of now inaccessible portions will provide more data on which to base future operations.

The Occidental vein, cut about 500' from the north portal of the Poland-Walker tunnel and followed to a depth of 200 feet below the tunnel level is now inaccessible but was reported to be similar, in extent and value to the Poland vein. According to reports the Occidental vein has been very little developed and is an additional possibility for future exploration.

In addition to the Poland and Occidental veins, there were several other ledges cut by the Poland-Walker tunnel. Among these is the C.O.D. vein, which has never been developed but appears to promise ore of commercial grade. Although the tunnel was driven for haulage purposes, it has proved of considerable value in exploration of the ridge as a whole. Many of the smaller veins cut by the tunnel have no surface out-croppings but may be evidence of deeper ore deposits which are worthy of further examination.

Poland Mine Continued.

Yule at Humboldt

300' long and one to three feet wide which will average 0.2 oz Au and 4 oz. Ag., but it would not pay to mine this at present. Other ore reserves not fully developed and tonnage is problematical but it should be possible to mine and ship up to 20 tons per day from the dumps and mine.

Cost of trucking to Humboldt would be about \$2.00 per ton.

mine
copied

~~ORE SUPPLY~~

(Mill)

Probably written in '34

Poland Mine at Poland

Operated under lease by Fred Gibbs, and now equipped with a small mill which would be discarded if Humboldt could take the ore.

Now has 2200 ton of \$20 ore available and 1000 ton of \$8.00 ore on the dump,--more of a lower grade.

values are in Au, Ag, and Pb,

Trucking cost about \$1.50 to Humboldt and should ship eight ton per day.

Poland Mine, 8 miles up Poland gulch and 14 miles from Humboldt.

Now operated by Fred Gibbs, who has put up a small mill with crusher grinds and tables which is treating about four tons of ore per day.

The main or Belle vein crosses the Walker tunnel at right angles about 700' in from the Poland portal. It is rather narrow, averaging not more than 2' and carries quartz with cross pyrites and some lead and zinc sulfides. In places it will carry 0.6 oz Au and some Ag. but elsewhere gold values are low and there are two types of ore, oxidized and sulfides and only the latter can be concentrated to advantage.

The big dumps are too low grade to ship but there are about 2000 tons in the Jasper dump which will carry 0.3 oz Au, over 6oz. Ag. and some Pb and Zn.

In the mine there is 3000 tons blocked out that carries 0.6 oz Au, Ag, 7 oz, 5% Pb and 8% Zn and in the north drift there is a shoot

(Probably a steady shipper of good ore as long as it holds out, but duration of shipments very uncertain. Should float well and only a lead concentrate would be made.)

Idle in '36

Added to file

Poland Mine file

February 13th, 1945

Mr. Brent N. Rickard
American Smelting & Refining Company
Valley National Bank Building
Tucson, Arizona

Dear Rickard:

Following our little talk concerning the Poland Tunnel and the expression of your desire for some additional information concerning the history of the same, I looked up a few notes that I had here in the office and have written up the enclosure which you may find of interest. Perhaps you would want to pass the extra copy along to Mr. Gerard who has now acquired the Postmaster Mine, and with whom you had talked over the matter before I saw you. I remember that he approached me some time ago in reference to some details concerning the old workings in the Postmaster, but they were carried on long before my time, and I could not help him to any extent.

The Walker-Poland District owed its activity to quite remarkable surface showings and the early production of some very high grade ore from near the surface workings in various mines. However, most of these properties were taken over by irresponsible promoters or concerns which were principally interested in stock market operations and as far as I have been able to learn there were very few constructive attempts to solve the metallurgical problems on which the profitable operations of the mines were absolutely dependent. The entire district had a bad black-eye before I first came out in 1914 and was generally shunned by all of the larger mining companies.

At one time,--when Julius Kruttschmidt was acting as Consulting Engineer for the Sheldon Mining Company,--I was given to understand that the American Smelting and Refining Company very seriously considered taking an option on that mine along with several others in the Walker-Poland District and carrying on extensive exploration and development. No doubt you have a fairly complete file covering the possibilities and since I understand that it is again the policy of your company to seek to expand your mining activities, I suggest that this district should be given careful re-consideration.

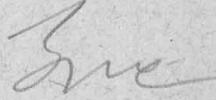
I do not believe that you would be likely to develop any one very large body of ore, but I think that from several small or medium sized workings in comparatively close proximity a very substantial aggregate tonnage might be derived and profitably treated by modern methods in one centrally located plant.

Mr. Brent N. Rickard
February 13th, 1945
Page 2

I have a great deal of data concerning various individual mines or prospects in this district and vicinity, and some of it might be useful to any one else who decided to give the situation serious consideration.

Hope we shall meet again soon. Best regards.

Sincerely.

A handwritten signature in cursive script, appearing to read "GMC".

GMC/b
Enclosures 2

W. J. Elsing

POLAND MINE

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* * * * *

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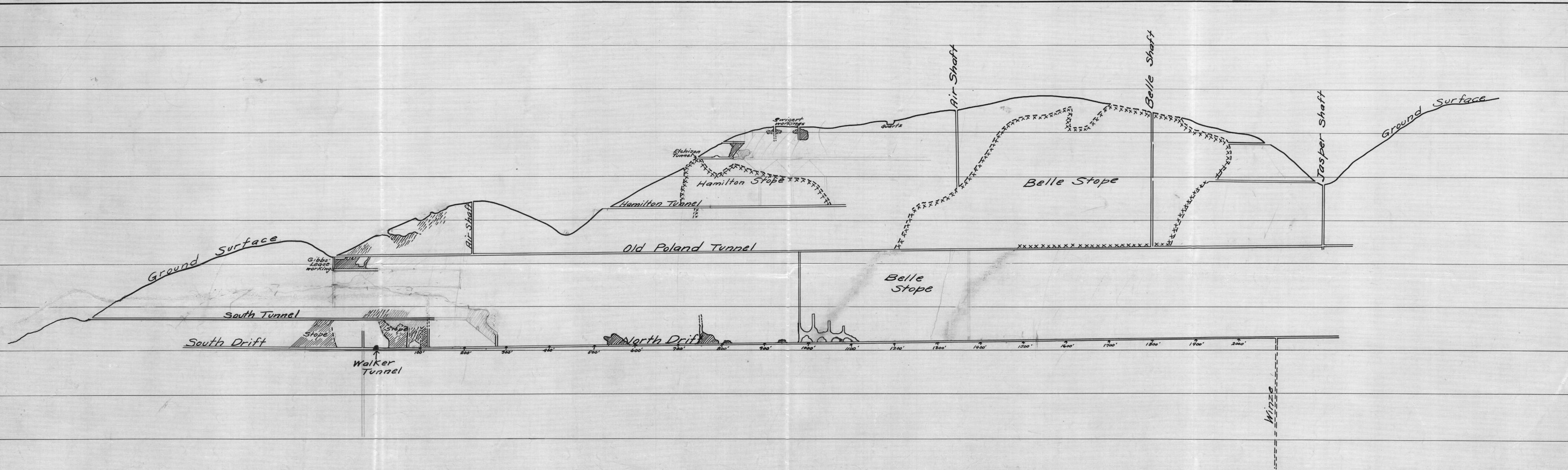
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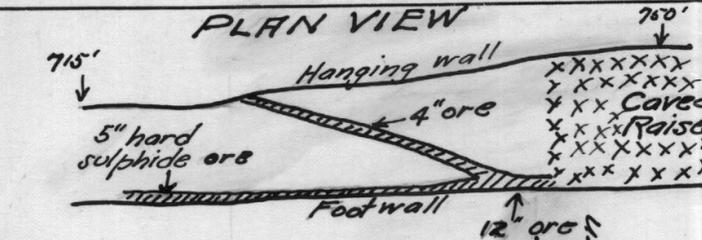
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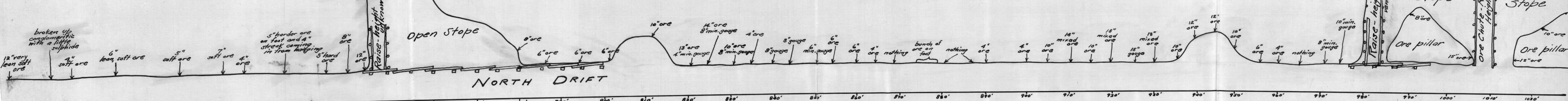
10907 NWS



POLAND MINE
 LONGITUDINAL SECTION
 Scale 1"=100'



NORTH



660' 670' 680' 690' 700' 710' 720' 730' 740' 750' 760' 770' 780' 790' 800' 810' 820' 830' 840' 850' 860' 870' 880' 890' 900' 910' 920' 930' 940' 950' 960' 970' 980' 990' 1000' 1010' 1020'

POLAND MINE

LONGITUDINAL SECTION OF NORTH DRIFT AS REOPENED IN 1933

Scale 1" = 10'

