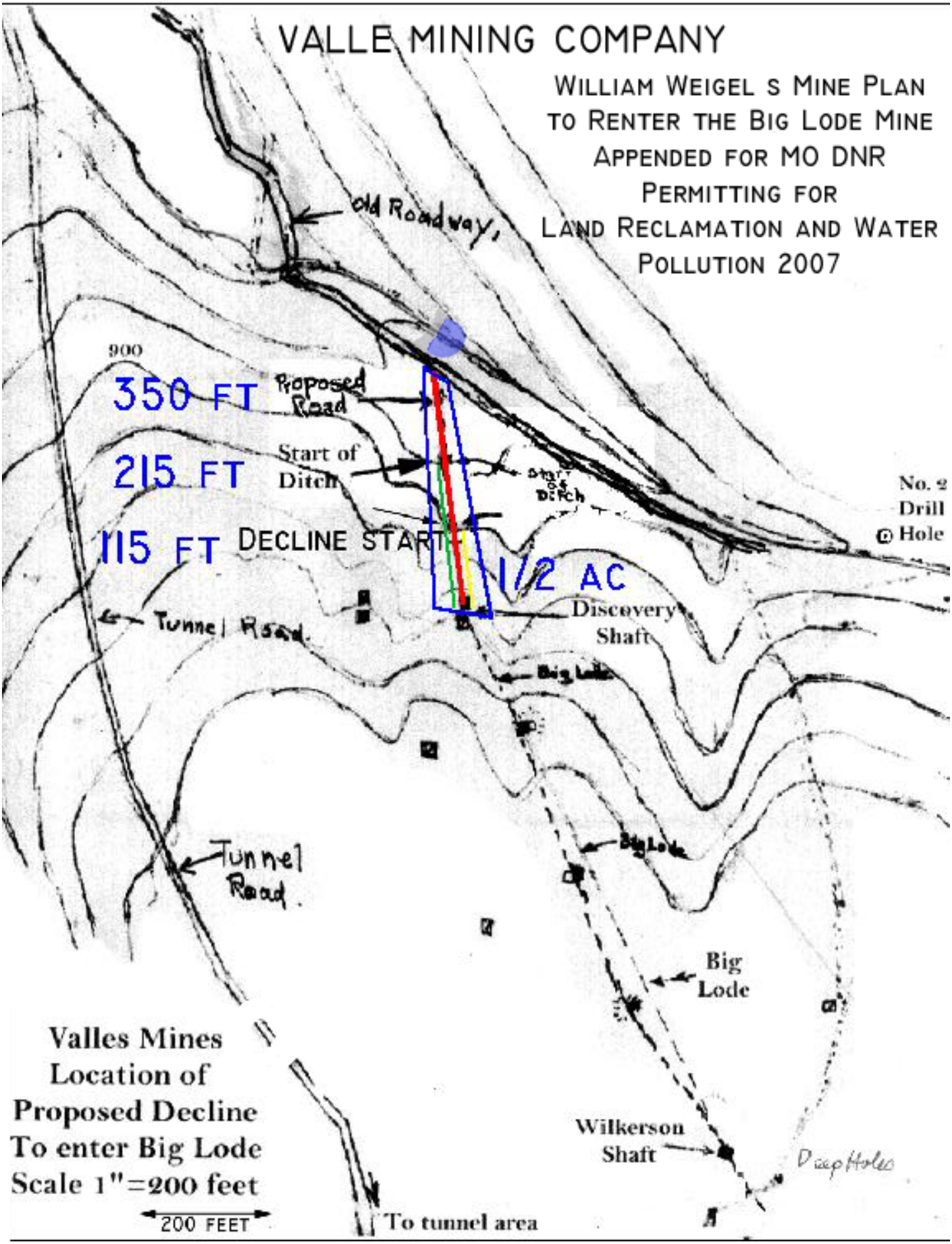
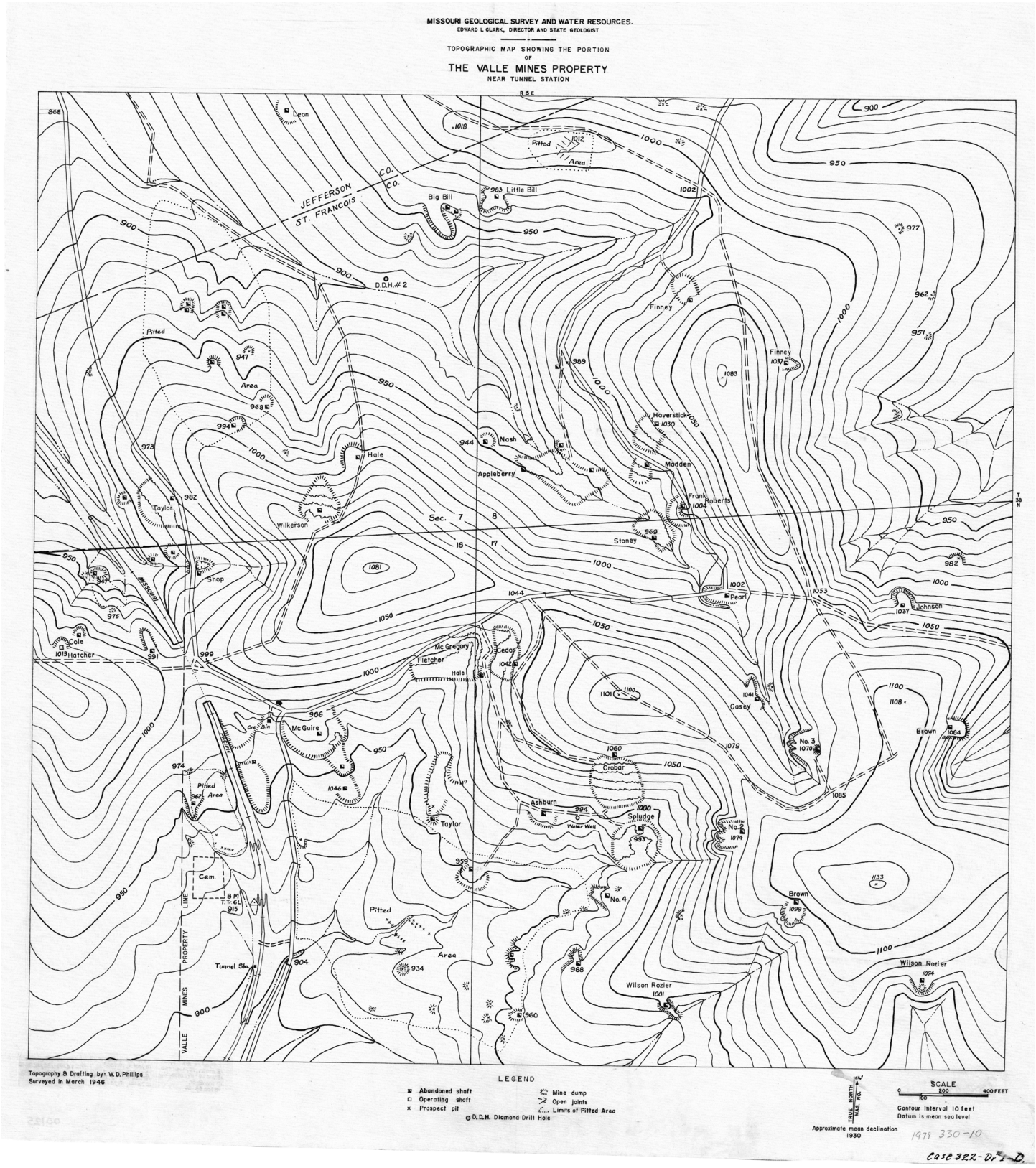
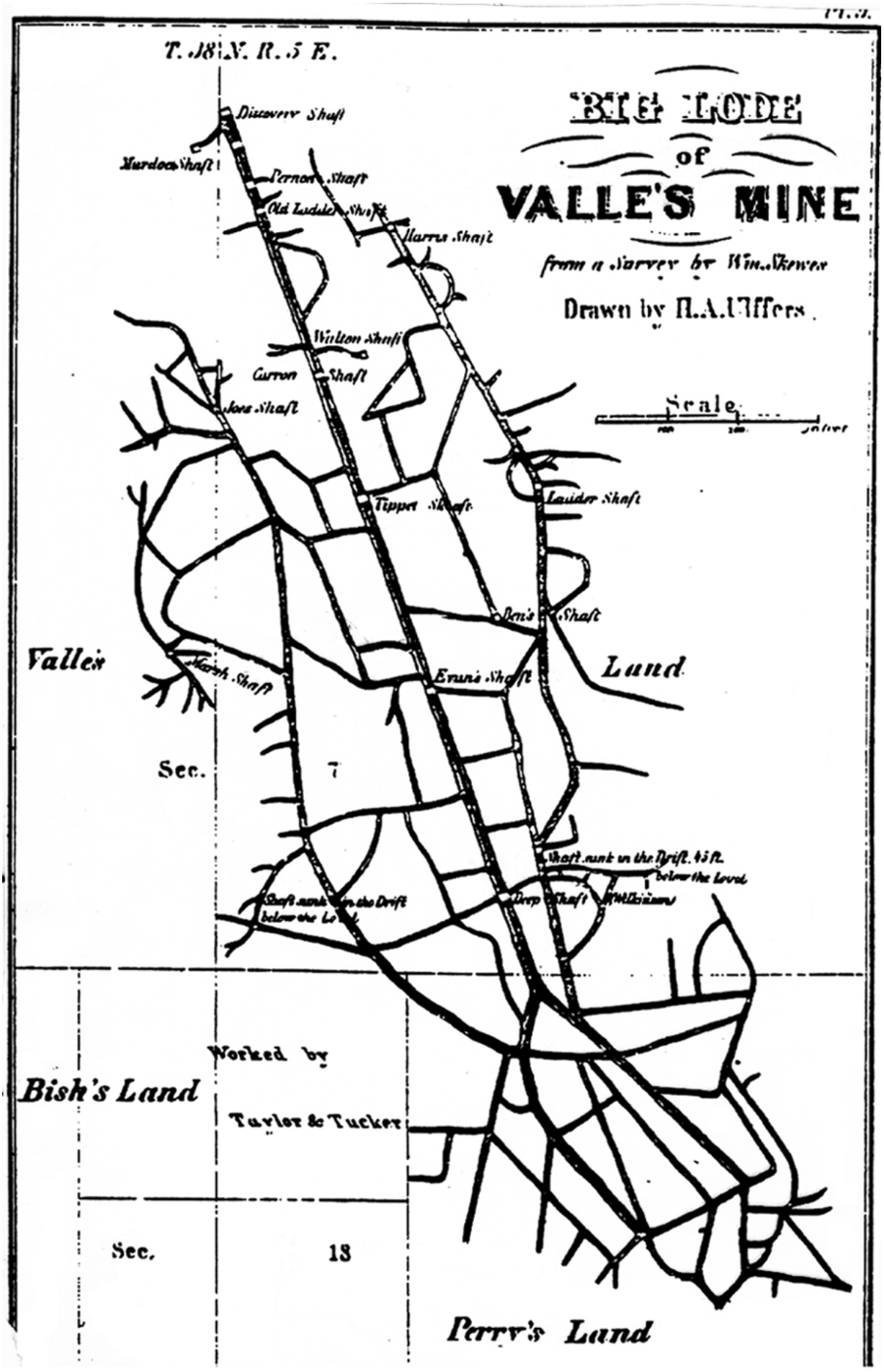


Weigels Own map-Appended 2007.tif



Map125 Tunnel Stn 250dpi-a-LTR.tif



Big Lode map 3D-scaled.tif

Recommendations for Valle Mines

The Valle Mining Company, as represented by Mr. W. H. Harrison, its president, wishes to go ahead with some work at Valle Mines, which hopefully will bring about it's possible development. On May 16, 1979, Mr. Harrison brought Marlin Veesart, a consulting geologist of St. Louis, there for a day's inspection of the property. Present were Harrison, Veesart, Dave Haverstick, and myself. After a somewhat hurried trip of about three hours over part of the property, stopping only at three places, a discussion meeting was held. We had a copy of Kidwell's Tunnel Area map and a Valle Co. property map for reference. All of us, especially myself, had answered many questions by Veesart concerning the property, and also gave him much additional information.

The discussion continued for a couple of hours. Near the end, Harrison asked Veesart what he thought of the project. His reply was that attempts to revive old mines by re-opening them for further work are doomed to failure and therefore the Valle Company should not make any such attempt, and, in fact, should stop any work along that line. He thinks the only chance for Valle is to go after the possible deep ore in the Bonne Terre formation. This would involve an initial drilling campaign by the Valle Co. to at least a "Go ahead or stop" decision. After that, the inference was that some well-financed company would have to take over and finish the drilling, and if still favorable, open up a deep mine with a mill and other items. He did not mention the cost. I estimated the program as being at least twelve holes to full depth and possibly fifteen or twenty with the cost $5000 per hole. This would be the preliminary drilling only. Vesart thought the cost figure would be double that, perhaps more. The mining and milling development would run to at least $15,000,000.

I disagreed with Veesart's proposal almost entirely. As I saw it, such a drilling campaign would cost $75,000 or more, and that would be too much for Valle to spend. If they did spend it, and even if they had good results from a few holes, all they would have would be bait to get a large company to take over with an option of some sort. Unless the test hole results were unusually good, the terms of the option probably would not be much better than if no drill holes at all had been completed. If the drill hole results should show poor, the value of the Valle land would plummet and the expense of the drilling would be a complete loss.

My own recommendation is to go ahead with the present plan for the decline into the north end of the Big Lode at the Discovery Shaft. This will enable examination of the older mine workings on the Valle tracts which were mined well before 1870, the year in which recovery of the zinc minerals began. Before that date, the zinc ore was left in the mine as waste. In addition, the old descriptions of the mine workings seem to indicate that only one level, the second, was intensively worked. Much of the ore in both the top level and the lower level (the third) may still be undisturbed. Also, there is no reason why there may not be still more levels.

In fact, the description of the Perry mine (in Litton) mentions a fourth level, which was untouched at that time. Besides these, there possibly may be still deeper ore horizons, even below the water table. This chance has never been tested in any way. The possibility of more ore underground was gone into in my report entitled "Possible Feed for a Valle Mines Ore Washer", which was dated July, 18, 1977. That report describes in detail the chance of finding good washing ore underground.

The roadway to a deoline to the Big Lode at the Discovery Shaft should take off from the old road going up the No. 2 drill hole gully. The take-off point should be 400' eastward along the trail from the second creek crossing. (Note: The Jeep was parked at this crossing when we went in to see this project). From the take-off point, the project road would curve to the right and head up the hill toward the shaft, for 150' with no excavation. From that point, the ditch road would go in at a very slight up-grade for 50', being 4' deep at the end. The grade would change then to a -5% for 50' more and then 125' of -10% grade to the shaft. We do not know the exact elevation of the mine floor at the shaft, but the decline as described should just about hit the floor at the shaft.

I am assuming that there is 12' or so of dirt and overburden along the route, and that the dirt side slopes will be cut back to one to one. This will give about 2000 cu. yds. of dirt and 900 cu. yds. of rock to be moved. The rock will be nearly all in the last 100'. The roadway is to be 12' wide at the bottom with the rock walls vertical. The thickness of the overburden dirt layer, I judged from the conditions of the many pits around the shaft. The chances are that much of the rock will be highly fractured and broken and there will not be drilling and blasting to any major extent.

I figured the cost of the dirt removal as $2.50 a cu. yd., including disposal. I allowed $10 a cu. yd. in place for the rock work. This waste rock would be used for fixing up the roadway. Using the above figures, the dirt removal would be $5000 and the rock removal, $9000, making up a total of $14,000. All the material, and especially the dirt, may have some mineral in it. If some of it looks rather good, it should be stockpiled where it may be recovered. Close to the shafts, it might be good enough to pick out the galena nuggets. This could help pay for the job.

There is a strong likelihood that the mine passageway between the two shafts, and even further, may be filled partially with material washed into the two shafts, along with some caved roof rock. This likely will have to be removed sufficiently for passage. The big advantage of the graded decline is that low-profile equipment can come down the decline and right along the mine passage-ways. A "mine" truck can thus be used to remove any blockages. And if any mineral masses are found, their removal to the surface is simple. I do not anticipate much caving of the Big Lode passageway except for perhaps 200' or so near the north end. Once we are clear of that, we should be able to examine much of the mine area, sample it, perhaps prospect for other levels, and perhaps mine some of it.

Veesart could not possibly have learned much about the "shallow" ore of the old diggings at Valle Mines during the short trip he had there on May 16. He obviously had not read much about them, either. He got some information by questioning us. But it all did not justify his statement that re-opening and attempts to work old mines does not pay. That might be true in some cases but there are many exceptions. It could have been in his mind even before he arrived at Valle

One thing, concerning which Veesart and I were in agreement, was getting a ground magnetometer survey of the Valle Mines area. This should extend out past the property boundaries for at least two miles, especially on the north side. I previously mentioned that the aeromagnetic maps which I obtained from Rolla showed three highs, centered somewhat north of the Valle property. The slopes away from these highs will be partly on the Valle tracts. I gave Veesart copies of some of these maps. The ground work can be done more accurately, both for location and values than shown on the aeromagnetic maps. Those particular maps were part of the very first magnetic mapping from planes done anywhere and the equipment was rather crude. There are crews in St. Louis which do this kind of groundwork. The interpretation is the crucial part. I did that sort of thing for St. Joe. This would be a pre-requisite for a deep drilling campaign for ore in the Bonne Terre formation. It would not be of any help as far as I know for the "shallow" ore. However, if Valle wished to entice some companies to seek an option, it would definitely help.

Weigel's Plan for the Big Lode-3.tif