

Bunker Hill & Sullivan Mining & Concentrating Company.

MINES AND WORKS AT WARDNER, IDAHO.

POSTOFFICE ADDRESS.

KELLOGG, IDAHO,

July 3rd, 1899.

F. W. Bradley, Esq., President,
Bunker Hill & Sullivan M. & C. Co.
San Francisco, Cal.

Dear Sir,-

I have your letter of 28th ult. in regard to extending the Aspen Drift west. This work will almost surely break into the Last Chance foot wall stope before we have gone a great distance, and it will probably be difficult to drive it through the stope filling. Apart from this probable difficulty, however, the work should be inexpensive, and probably not cost over \$7 per foot even if driven by hand.

In the event that the Last Chance people apply for an order restraining us from doing this work, and we set up our possession of the ground, and apply for an order restraining them also from working in the ground, I think it doubtful whether the Court would prohibit them from using the Sweeny tunnel as a means of reaching their other ground, and in-as-much as they are not mining in the disputed territory, they would lose nothing, and we should gain nothing by our attempt to cross that ground. They would probably exploit it as another great victory for them, and they would also attempt to influence public opinion against us by setting out that we were the aggressors, and were trespassing on their ground, and trying to close them down because they are a Union mine.

Assuming that we could make the drift as proposed, running into the foot wall country under cover of the Miles when we reached the limit of the Stemwinder extra lateral rights, a raise of about 120 feet would bring us into the vein again. This would not

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interfere with the proposed raise from the Kellogg Tunnel, as the work could be so planned that the raise from the tunnel would come to our Aspen level, as extended, at a point under the raise from the latter to the vein, and we should then have an outlet for the Tyler ore to the mill direct. Assuming that we could get into the Tyler from the Aspen, as we have outlined, we could prospect that ground to good advantage, and get it in shape for working by the time we would make the raise from the tunnel, and would in all probability then be in position to make a considerable output of ore from that ground. If on further consideration you feel sure that there is nothing to be lost in connection with the pending litigation, I will have the drift started westward at once.

Yours truly,

Edw. Burbidge