Discovery and Development of the Burro Mine
By Will C. Higgins

From the top story of the Boston block, in Salt Lake City, or from any of the skyscrapers lining Main street, the observer can look to the north, with an unobstructive view, until his eyes rest upon Black mountain, some fifteen miles distant, the mountain's crest forming the divide between City Creek canyon, in Salt Lake county, and Hardscrabble canyon, which is tributary to Morgan county. To the tourist, from his observation, this would seem a most inviting section, and for the more hardy and adventurous spirits it has attractions, in its very wildness, that few other localities could surpass. At one time the mountain was covered with forests of gigantic pine and fir, much of which has suffered from the needs of our early settlers. Still, it is yet considered as being a wooded country, and in scenic beauty is hardly to be surpassed. It is a paradise for the hunter, and especially so if he is "after bear," or has an inclination to bring down a deer in season.

Black mountain is almost within a stone's throw of the temple, and yet there are but few who are aware of its importance and attractions, and fewer still who realize the fact that here exists a mineral belt which, if carefully prospected, systematically and energetically developed, might give to Utah another Park City; another Bingham.

It is true that mines have existed on Black mountain for many years. It is also true that these mines have been spasmodic shippers of very high-grade ore after being operated in a most crude and desultory manner. But truth, oftimes, is not attractive, and especially so when relating to mining operations within the radius of a few miles from a large city whose early residents were devoted to agriculture almost to which would stir mining circles from center to circumference were the district located in some out of the way region where death lurked in the gulches and where starvation prices faced the newcomer.

The Discovery of the Burro.

The Burro mine, on Black mountain, was not discovered by any of the veteran prospectors who invade the hills of our out-lying mining camps, nor at the instance of any of our successful mining operators. Still, the discovery cannot be traced to accident, but to the fact that an energetic, irrepressible mining engineer, out in the hills on his vacation, was most favorably impressed with the signs of mineral to be found on every hand, and so decided to do some prospecting on his own account.

The discovery was made by Pierre Peugeot, of Salt Lake, a consulting engineer who was with the U. S. engineering corps during the Spanish-American war, who has been on the engineering staff of the American Bridge company, the United States Smelting company, and who, at the time he made his discovery, was with the Silver Bros. Iron Works company.

In the summer of 1906 Mr. Peugeot established his family at Woods' Cross, a few miles north of Salt Lake, for the season, on account of the healthful nature of that locality. Most of his spare time he spent in

Sacked Ore, Ready for Shipment, at the Burro Mine.
Black mountain at a point about midway between the headwaters of City Creek canyon and Mill Creek. Here he found a great ledge which he prospected for a considerable distance. Another nearby fissure also engaged his attention, and the group of eight claims he later on located embraced two very prominent ledges within their environments. Mr. Peugot began the development of the Burro group in the spring of 1907, and, since July of that year, work has been continuous, while the property has since been placed upon a producing basis.

The Burro group is located in Salt Lake and Davis counties. The nearest route to the mine is up City Creek canyon, but is rarely used, as the wagon road does not lead to the summit, and heavy rains, of late, have almost obliterated the foot-path leading over the divide. From Bountiful the distance is eight miles to the east, and about seven from Woods Cross, in the same direction, the latter being the shipping point for the Burro company, at which place it has the choice of three railroads in the shipment of ore and supplies, with three or four competing smelters to chose from in the marketing of its mine output.

Formation and Geology.

The geology and formation of the district is most favorable for ore occurrences. In commenting on the possibility and probability of rich mines being developed within its boundary lines a well-informed mining engineer says:

"The general structure of the region is simple and strikingly uniform, consisting of immense reefs of dolomite lime and quartz running parallel to the north for miles. The mineral values lie in the filling of great fissures and ore channels which extend between those ledges, forming very persistent veins; as they belong to the class of true fissures they may be reckoned with as extending to depth.

The mineralization is, therefore, a general characteristic feature of the veins, and not a local occurrence; though, of course, shoots of relatively rich ore are found alternating with sections or areas of lean or low grade material."

Mine Development.

Outside of the prospecting accomplished in the shape of shallow shafts, trenching, and pot-holes in tracing the continuation of the ledges, a large amount of work has been done in the way of mine development. The main workings comprise the crosscut tunnel on the silver-lead vein, which will be the chief avenue through which the product of this vein will seek the outside. This crosscut was driven for a distance of 435 feet before encountering the vein, which was tapped at a vertical depth of 350 feet, giving 800 feet of back on the dip of the ore-body. Where the vein was tapped by the tunnel the ore-body is about four feet wide between walls, the values being lead and silver, copper and gold; lead and silver values predominating; the whole mass being of shipping grade. To the south a drift has been driven for a distance of 123 feet, the vein maintaining its size and value the entire distance. At the mouth of this crosscut tunnel the main upper terminal of the gravity tram is located.

Four hundred feet above the crosscut a 75-foot shaft has been sunk on the vein— all, the way in pay ore, a prominent feature of the Burro lead-silver vein being that it is all pay, even at the grass-roots. From the shaft collar a drift has been run on the vein, to the south, for a distance of 100 feet, the face being in a four-foot body of pay ore. At the apex of the vein, 400 feet above this shaft and drift, a thirty-foot shaft is bottomed in the same ore body, thus proving its continuity for a long distance.

The gold-bearing vein has not been as
Improvement and Equipment.

Already the Burro presents the appearance of a flourishing mining camp, and every effort has been made to provide for economical operation and the comfort and convenience of the working force. A comfortable bunkhouse has been erected which will accommodate twenty men. The cookhouse and the dining house are in separate buildings, but will be connected by covered passage way, so that the storms of winter will bring no discomforts. Then there is the superintendent’s office, storehouse, teamsters’ quarters, ore house, stable for six horses, powder magazine and assay office and laboratory, the latter being up-to-date and finely equipped. A gravity tram, 1,200 feet in length, has been constructed, the upper terminal of which is at the portal of the main crosscut tunnel; while a five-phone telephone line connects all of the mine workings with headquarters and with the lower terminal of the tramway. This line will soon be connected with the system of the Bell Telephone company, so that long distance communication will be established. The Davis County Light & Power company has offered to run a transmission line to the mine. The Burro company has built several miles of wagon road, which reaches a point 4,400 feet below the lower terminal of the tramway. Steel bridges have been thrown over several small mountain streams, and this thoroughfare gives a down-hill pull to Woods’ Cross.

The Gravity Tramway.

The gravity two-bucket tramway loads at the entrance to the main crosscut tunnel, the transfer of the ore between the two being accomplished on stone boats, to each of which a mule is harnessed. Each stone boat can handle about three tons of ore daily. From the loading station at the wagon road to Woods’ Cross the distance is six miles. The company is figuring upon the proposition of installing a standard aerial tramway from the mine to the wagon road, with the ultimate intention of extending the same to the railroad at Woods’ Cross.

Ore Shipments.

From time to time the Burro company has been making small ore shipments to nearby smelters. Now, however, the output is regular and steadily increasing, and present shipments average about ten tons daily, or 300 tons per month. The policy of the management, so far, has been one of “mining in the ground rather than in the newspapers,” and consequently no statement has been made as to the net earnings of the company. To The Mining Review, however, Manager Pierre Peugeot rather reluctantly stated that the ore shipments are netting the company in the near neighborhood of $50 per ton, or at the rate of $4,500 monthly at the present production, which certainly leaves a snug little surplus which can be used in further mine development and equipment.

This is certainly a fine showing for a mining proposition which is still in its swaddling clothes, and this success means much for the future, and predicates an era of ultimate mammoth production and big dividend earnings.

Incorporation and Officers.

The Burro Mining company was incorporated under the laws of Utah with a capitalization of $75,000, of which $50,000 has been issued, leaving $25,000 still in the treasury. The officers and directors are: Pierre Peugeot, president and manager; Leon Peugeot, vice president and superintendent; A. B. Sawyer, Jr., secretary and treasurer; Paul Eckstrom and Charles A. Kyle.

Steve Miller, the efficient foreman at the mine, is enthusiastic over the future outlook for the company’s property.