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CODY-RECO MINES LIMITED

Sandon, B. C.
January 15th, 1952

Mr. D. M. Kline,
Canada Metal Co. Ltd.,
721 Eastern Ave.
Toronto, Ont.

Dear Sir:

In reply to your letters of Jan. 9th, 10th & 11th, 1952.

The large generator or in other words the G.M. Diesel develops 200 K.W. at full load, according to the rated H.P. on the Diesel engine name plate. Working this out into H.P. we get $\frac{200,000}{746}$ Watts = 268 H.P. However this is a sea level rating and we have to take off 10% for loss in efficiency at altitude of 4000'. Therefore our rated H.P. should be 241 H.P. provided that the engine is working as well as possible. Therefore if this is so I fail to see how one can get more H.P. out of a machine than it develops or in other words Hercules Electric are talking up their hat. Mr. Trickett's diagram of the wiring for the mill has been sent in this mail to Victoria to the electrical inspector.

With regard to the ball mill motor, we do not have a motor here at this time which is suitable for the ball mill.

The motor that is currently hooked up to the compressor is rated at 125 H.P. as indicated on its name plate and that H.P. is called for in the compressor specifications as laid down by Ingersoll-Rand, therefore would you kindly indicate if a motor is on its way for the ball mill.

Your instructions re the mine have been passed on to Mr. Riddell and are going to be carried out as soon as possible.

With regard to roads, we have made a start on the new road from Cody or the mill camp up to the mine via the Bluebird slide.

As far as the Danes are concerned we still maintain our position that we have too many labourers and not enough men for the special type of work that is starting to be our main objective. Therefore shortly some of these Danes will have to be laid off and Mr. Vallance concurs with me in this regard.

On discussing with Mr. Turnbull his requirements for an assistant we both were of the final opinion that one of the Danes would not be suitable because none of them would be willing to work in the office for the rate that would be paid. Mr. Turnbull is endeavouring to obtain a man who would be suitable and his rate of pay would be as formerly established for that type of work.

With regard to insurance, would you please inform me what coverage if any is applied to the personal effects of employees. Under some mine insurance policies, employees' personal effects are

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covered up to a value of \$50.00.

We located the Denver machinery data in the office
file.

Yours very truly,

"Stewart Cameron Brown"

C O P Y

Cody-Reco Mines Limited

January 17, 1952
Sandon, B. C.

Mr. D. M. Kline,
c/o Canada Metal Co. Ltd.
721 Eastern Ave.,
Toronto, Ont.

Dear Sir:

To-day I wired to you requesting the overall width of the idler standards for the short and long conveyors and the diameter of the head and tail pulleys for each conveyor.

The telephone last evening was not good, there seemed to be an "echo effect" which made it very difficult to understand your conversation.

With regard to the hiring of a Master Mechanic, this man of course would be what is known as a working master mechanic and the man I had in mind is now employed and would not be available at this time. Another man who I know of, is now employed at New Calumet Mines and would not care to leave there. I would suggest that you place an advertisement in the Northern Miner as I do not know of any good Master Mechanics who are available at this time.

On speaking with Mr. Vallance re the matter of a working master mechanic, he had some suggestions to offer and we will try locally to get a man; if we do not succeed then we shall advise you and you can place your advertisement in the Northern Miner. We should know here in a couple of days whether or not we can get a suitable man.

With regard to an electrician, we cannot start any electrical wiring in the mill until the department approves our electrical set-up and a plan has been sent to them for approval along with a covering letter. We have made a survey of the available electricians and have a man lined up for the job. But it would be fake economy to hire him until our plan is approved by the Government as we cannot start to work until this is done.

A sketch follows showing the length of the various conveyors, distances shown are from $\square$ to $\square$ of head and tail pulleys.

With regard to pumps Mr. Vallance recommends that we get one 3" Wilfley or SRL pump and two 2" Wilfley or SRL pumps. Please advise what pumps you have ordered and probable delivery date.

Yours very truly,

"S. C. Brown"

c/o 721 Eastern Avenue,
Toronto 8, Ontario.

January 17, 1952.

Mr. S. C. Brown,
General Manager,
Cody-Reco Mines Limited,
Sandon, British Columbia.

Dear Mr. Brown:

There are several things which I wish you would keep in mind.

One is a small hydro electric generator plant, not to exceed 100 h.p. to 150 h.p. As you are aware, I have been looking around for over a year for a Pelton Wheel and Generator and to date, nothing that would suit our purpose has turned up. The one in Vancouver does not look too good.

The second is, we are in the market for 12 lb. or 16 lb. rails. I believe the 12 lb. will suffice, owing to the serious steel shortage. Somewhere in the Mine there are some old rails that have been taken up and can possibly be straightened out and used again. Maybe they are up on the 8th level, I don't recall.

Outlining our general work programme for the development of ore, we are now looking for a surveyor. You might approach Riddell and see if he would care to go on straight engineering and then we could use possibly McLeod or someone else in his place up on the mountain.

Noble "5" Mine

It is predicated on having sufficient air within a very short time to carry on various projects. Unwater the 1900 foot level and this will also give us an opportunity to examine the North-East Heading in that same drift. If you will examine the ore

reserve section, I do not recall the map number, you will note there is a hole below the 1900 foot level showing that they cut ore. We may decide to do some more diamond drilling below that level.

There is also the project of extending the No. 10 level to the North-East. I do not have the map number to give you the distance but as I recall, it is 500 feet or so to get out under the ore that has been developed or shows in that area and also applies to levels 12, 14 and 16. Off the main raise somewhere in there, there is an ore body between the No. 10 and No. 16 levels and it is up to us to locate it.

Surprise Vein

To the north, the Rambler Vein extended down to the 5000 foot contour, to the south the Noble "5" ore extended down below the 5000 foot contour and I believe it is safe reasoning to expect the downward extension of the Surprise Vein, as it is located between the two. This has not been discussed previously, but believe our first point of attack on the Surprise Vein will be from the No. 8 level. It will require a drift of about 1800 feet long to reach the downward extension of the Surprise Vein on the 6000 foot level. It may be taking too much of a chance to drift out from No. 18 level, that is 1700 feet below the last work on the Surprise Vein.

American Boy, Last Chance

As you have been advised it has been my idea to work through No. 9 portal to the American Boy. This can be altered after we get the No. 9 adit opened. I am not sure if there is another tunnel below this or not. Seems to me that there is, but it is a very poor one. This tunnel can be extended under the Last Chance Property. As in the case of the Surprise Vein, no development work has been done below the 6700 foot elevation point. This last statement does not apply to the American Boy.

If possible, I believe we should carry our drifts 6 feet wide and 7 feet high. In other words, large enough to carry ventilation pipe, which, as you know, will have to be used on any of the large cross-cuts. The Surprise ore body was mined at a great disadvantage, everything being pulled up by hand winch and hand tramping to the surface through the Last Chance works. I am convinced that we can build a road to the American Boy with not too great an expense.

No. 8 Portal, Noble "5" and American Boy

We are trying to get away from the bottle-neck underground through that big raise. If we had sufficient electric power available it would be a different story. Those air hoists are in good condition, as the year before last we pulled loads up to the 8th level that would average over 2 tons, without any difficulty.

However, we could use it as a man hoist. If we use the hoist constantly, we will have to maintain not only a hoist man, but a skip man. By bringing the ore out the 8th level, and taking it from there down to the mill by truck, we can eliminate that bottleneck. I was advised by the former operator that between the tramway and the hoist it was almost impossible to get over 25 tons a day out of the mine. He said there was no reason to have more miners because they could not get it out. That is why I was anxious to see a road get started from the lower tram terminal so that we would shorten up the haul.

I forgot to bring to your attention that you should contact Finning Tractor to see if they have the strip that goes on the pads for summer work. I understand these strips are available. I realize that it is quite an expense but we better keep it in first class condition.

As suggested last evening, believe you should get your mechanic "Ewart".

Labor

As suggested last evening, lay off men in the order of length of service, providing the ones who were hired later are better men. Select the best workers. I advised Vallance not to keep men when not really needed. I realize men will be scarce this coming summer.

Very truly yours,

CODY-RECO MINES LIMITED,

Duane M. Kline.

DMK:HB

#1900-

1 8" belt worn.

2 ~~60~~ feet.

January 21, 1952

Mr. S. C. Brown,
Cody-Reco Mines Limited,
Sandon, B. C.

Dear Brown:

The Ball Mill motor is here in Toronto. Link Belt are making a speed reduction gear and both will be shipped when complete; that should be about March 15. The above fits the base as now placed. I advised Vallance at the time that we had the motor and that the reduction gear was being made by Link Belt. He possibly forgot.

As advised, three Wilfley type pumps, all the same size, 4 inch suction, 2½ inch discharge, were ordered from Wemco. They should be in Sandon within ten days or two weeks. Suppose you should receive drawing and specifications very shortly.

I have written Hercules Electric asking the manager to come up to Sandon as soon as weather permits.

Very truly yours,



D. M. Kline

DMK:VN

c/o 721 Eastern Avenue,
Toronto 8, Ontario.

January 24, 1952.

Mr. S. C. Brown,
General Manager,
Cody-Reco Mines Limited,
Sandon, B. C.

Dear Mr. Brown:

I just had a call from the Hercules Electric of Los Angeles and they are writing us a letter, one copy will go to Sandon and the other to Toronto. They claim that the general motor unit that we have will stand up under a constant load of 298 h.p. This motor has been run for 8 hours at sea level under a 325 h.p. load. The other point that they brought out was to the effect that the machine does operate with a proper voltage regulator, which I believe is on the job contained in the panel unit. Regardless of this, we will have either two caterpillar units of the same h.p. as you have, or one Fairbanks Morse 150 kilowatt output. I am more in favour of the two caterpillar units similar to the one we have as then we can shut down or put on a full load as needed.

Please be advised that we do have the 175 h.p. motor that goes with the Ball Mill. The motor will be held until the Pinion and Reduction Gear are complete before shipment. Under full load, this will have a grinding capacity of 250 tons per 24 hours, 1-1/4 inches to minus 60 mesh. However, we do not need to run this motor under full load and as advised, I believe that its requirements will not exceed 100 to 125 h.p.

Very truly yours,



Duane M. Kline.

DMK:HB

c/o 721 Eastern Avenue,
Toronto 8, Ontario.

January 24, 1952.

Mr. S. C. Brown,
General Manager,
Cody-Reco Mines Limited,
Sandon, B. C.

Dear Mr. Brown:

Regarding the Workmen's Compensation, last summer a number of men carried on the payroll as miners were actually working on the tram-way, outside work, on which we were paying the underground rate for Compensation. Now that the men are underground, this should be carried as underground work and so reported to the Compensation Board. It is certainly not my instructions not to carry them as such.

Very truly yours,
CODY-RECO MINES LIMITED,



Duane M. Kline.

DMK:HB

c/o 721 Eastern Avenue,
Toronto 8, Ontario.

January 24, 1952.

Mr. S. C. Brown,
General Manager,
Cody-Reco Mines Limited,
Sandon, B. C.

Dear Mr. Brown:

I am in receipt of your letter of January 18, 1952, regarding the salary and expense account of George S. Riddell. I cannot understand Riddell making the statement that we had promised to pay his expenses to Kirkland Lake and return to Sandon at Christmas time. Riddell has asked a number of times that we give him his board in addition to his salary. As I recall, I advised Riddell that he would have to show more ability than he has in the past to warrant any increase. That was sometime last Fall, prior to your coming with the Company. You can look at the payroll and find out that we paid his salary during his absence, which I think is fair.

I expect to be out in Sandon about Wednesday, January 30, 1952, at which time I will discuss this matter with you.

Very truly yours,

CODY-RECO MINES LIMITED,

Duane M. Kline.

DMK:HB

Mr. Taylor

c/o 721 Eastern Avenue,
Toronto 8, Ontario.

January 24, 1952.

Mr. S. C. Brown,
General Manager,
Cody-Reco Mines Limited,
Sandon, B. C.

Dear Mr. Brown:

Your letter regarding the 3% Sales Tax with the enclosed bulletin, received. To my knowledge most of the 3% tax has been paid on everything that has passed through this office. There may be a few things on which no price has been set yet and the Ball Mill may be one of those. I have asked Mr. Emerson to check and find out the equipment on which sales tax has not been paid. We are aware that when the time is convenient, an inspector will check up on same and if so, they can always check our books here in this office. There is nothing to be alarmed about so far as I know, at this time, unless I incorrectly interpreted the law.

Insurance:

You may be well assured that all equipment including air-lines. Vessels under pressure are insured.

Anything that you do regarding the unwatering of the winze is in order. If we do not try, nothing will ever be done regardless if it works.

Very truly yours,

CODY-RECO MINES LIMITED,

DMK

Duane M. Kline.

DMK:HB

c/o 721 Eastern Avenue,
Toronto 8, Ontario.

January 25, 1952.

Mr. S. C. Brown,
General Manager,
Cody-Reco Mines Limited,
Sandon, B. C.

Dear Mr. Brown:

I am in receipt of your letter of January 20, 1952, regarding the oil bath for the Ingersoll-Rand Compressor. I talked this over with their local general manager, Falconer, who advised me that it was not important to have an oil bath, especially in a country where we have so much snow, and for that reason it was not ordered at the time of the machine, although it was included in the proposal.

If we have to have an Air Receiver, equipped with a safety valve and air gage on the compressor, the thing to do is to bring that one down from underground and we will have to get another pop-off valve for the pressure release and gage. In my opinion, one of those Receivers will cost around \$1200.00 to \$1500.00.

I note your remarks regarding the cook, Morrissay, and notice he is doing a good job. Whatever you do regarding Charlotte McCannell, I will stand back of.

We had an experience last Fall which I do not care to go through again or wish to see you go through. For over six weeks we were looking for a cook and the best we could do in the west was \$400.00 per month, clear of income tax and board with all expenses paid to the camp and return in case they did not like the place. Some of the things we went through were beyond belief. Some of the men trying to cook were only helping out and we could not say much, although they were getting \$1.90 per hour and they were paid on an hourly basis, which meant overtime. In desperation we employed women, for after going to Nelson, Calgary, Vancouver and Revelstoke, we were unable to locate a suitable cook.

January 25, 1952

I was told it was easy to get a cook. In fact, Hall had two hired but never materialized and what we ate during that time was beyond belief. I believe I am correct in saying we were unable to locate anyone in the above named places who would work in the kitchen. The man who was waiting on table put a dish of raw eggs on the table deliberately to stir up strife. Certainly he was fired at once. Everytime I think of the condition that existed, I feel we were well justified in employing women. Kootney Bell are employing them over at Retallack and I believe also some at Sandon. Walter will give you some cook experiences. The cook that quit last summer, left without notice and for that reason, I had in view the idea of the second cook taking the place of the one that left and making sure that they were in no way related.

You did right in paying Miss McCannel's fare from Toronto to New Denver, that is coach and bus fare, as I personally am responsible for her coming out there through a friend here in Toronto.

I believe as time goes on you will find that the cook job is a headache. When the jobs get plentiful believe you me, they will drop Cody-Reco like a hot potato, as we are no exception.

Regarding women in camp, some of the men there on the job have been asking to bring their wives up and then they and their wives board at the cook house. In fact, I was against Paige bringing his wife, but little I could do. When we can get a few houses built to accomodate married people, that will be different.

Very truly yours,

CODY-RECO MINES LIMITED,

Duane M. Kline.

DMK:HB