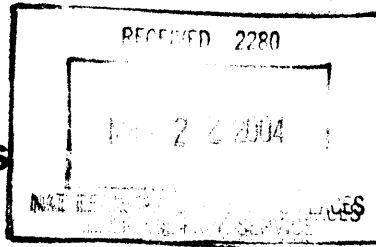


United States Department of the Interior
National Park Service
National Register of Historic Places
Registration Form



This form is for use in nominating or requesting determination for individual properties and districts. See instruction in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Martin Mining Complex

other names/site number 5SA1056

2. Location

street & number 6350 County Road #2 [N/A] not for publication

city or town Silverton [X] vicinity

state Colorado code CO county San Juan code 111 zip code

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this [X] nomination [] request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property [X] meets [] does not meet the National Register criteria. I recommend that this property be considered significant [] nationally [] statewide [X] locally. ([] See continuation sheet for additional comments.)

Signature of certifying official/Title: Giuseppina Contegeglia, State Historic Preservation Officer, Date: 3/10/04

Office of Archaeology and Historic Preservation, Colorado Historical Society
State or Federal agency and bureau

In my opinion, the property [] meets [] does not meet the National Register criteria. ([] See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- [X] entered in the National Register [] See continuation sheet.
[] determined eligible for the National Register [] See continuation sheet.
[] determined not eligible for the National Register.
[] removed from the National Register
[] other, explain [] See continuation sheet.

Signature of the Keeper: Edson A. Beall, Date of Action: 5/5/04

Martin Mining Complex
Name of Property

San Juan County, Colorado
County/State

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not count previously listed resources.)

Contributing	Noncontributing	
<u>1</u>	<u>0</u>	buildings
<u>2</u>	<u>0</u>	sites
<u>4</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>7</u>	<u>0</u>	Total

Name of related multiple property listing.

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register.

0

6. Function or Use

Historic Function

(Enter categories from instructions)

Institutional Housing
Transportation/rail-related
Extractive Facility

Current Functions

(Enter categories from instructions)

Hotel

7. Description

Architectural Classification

(Enter categories from instructions)

Late 19th and Early 20th Century American
Movements

Materials

(Enter categories from instructions)

foundation Stone
walls Weatherboard

roof Metal
other Brick

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

Martin Mining Complex
Name of Property

San Juan County, Colorado
County/State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey

- recorded by Historic American Engineering Record

Areas of Significance

(Enter categories from instructions)

Architecture

Industry

Transportation

Periods of Significance

1882-1929

Significant Dates

1929

Significant Person(s)

(Complete if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Mears, Otto

Fassbinder Arthur

Primary location of additional data:

- State Historic Preservation Office
- Other State Agency
- Federal Agency
- Local Government
- University
- Other

Name of repository:

Colorado Historical Society

Martin Mining Complex
Name of Property

San Juan County, Colorado
County/State

10. Geographical Data

Acreeage of Property 42.6

UTM References

(Place additional UTM references on a continuation sheet.)

- | | | | | |
|----|------|---------|----------|---------|
| 1. | 13 | 274443 | 4196316 | (NAD27) |
| | Zone | Easting | Northing | |
| 2. | 13 | 274914 | 4196316 | |
| | Zone | Easting | Northing | |
| 3. | 13 | 274914 | 4196233 | |
| | Zone | Easting | Northing | |
| 4. | 13 | 275223 | 4196233 | |
| | Zone | Easting | Northing | |

[X] See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Nik Kendziorski
organization _____ date December 10, 2003
street & number 112 Spruce Drive telephone 970-382-0591
city or town Durango state CO zip code 81301

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional Items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name H. Robert and Theresa A. Brokering
street & number 122 Sunny Acre Road telephone _____
city or town Glenwood Springs state CO zip code 81601

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

**National Register of Historic Places
Continuation Sheet****United States Department of the Interior
National Park Service**

Martin Mining Complex

San Juan County, Colorado

Section number 7 Page 1**DESCRIPTION**

The Martin Mining Complex is a 42.6 acre parcel that straddles both the east and west side of the Animas River about ½ mile north of the townsite of Eureka and 8.3 miles north of Silverton, Colorado. The complex is located at an elevation of approximately 9,975 feet. To the east and west of the Animas River gorge, which bisects the nominated property, steep slopes rise up the sides of Eureka Mountain (12,929 feet) and Niagara Peak (13,807 feet). The vegetation surrounding the site is a mix of spruce and fir trees with dense low shrubs. Other plants such as raspberry, currant, snowberry, and grasses are also present. The only standing structure contains a two and one half story boardinghouse with full basement that is situated near a narrow rocky ledge above a steep river gorge in the narrow upper Animas River Valley above the gravel floodplain of the river near Eureka, Colorado. Other mining associated features include 13 other features associated with the mining complex, a segment of the abandoned railroad grade of the Silverton Northern Railroad, a segment of the abandoned road grade of the Otto Mears Toll Road from Eureka to Animas Forks, the remains of a cabin and artifacts of an unknown miner's camp, a segment of the abandoned road grade of the Old Eureka/Animas Forks Road, and three historic features consisting of a can scatter, a mine prospect trench and a mine prospect trench/tunnel.

Martin Mining Complex**Feature 1-Martin Boardinghouse or "miners' hotel."**

The dimensions of the Martin Boardinghouse, or "miners' hotel," are 106 feet long with an additional 8 feet added on to the south end for a entry porch and a width of 33 feet. Construction technique for the Martin Boardinghouse is very basic with few embellishments. The structure faces east with framed stairs leading to the centermost door on the first floor above the aboveground stone basement. A second door on the south side provided primary access in 1945 with a straight-stair approach. The Martin Boardinghouse has a simple rectangular-linear floor plan. It is two and one-half stories tall with an additional floor as the basement level. The wall foundation is of rough, native cutstone and masonry laid in an irregular fashion. The stone wall forms an aboveground basement on the east side. On the west side the foundation and basement are buried by the hillside. The structure itself is of braced frame and balloon frame construction. The external wall cladding is 6" x 1" flush boards covered with 2" bats. The roof is a steep pitched gabled roof. There are entrances on every side of the building. The southern end has a porch and the kitchen is on that elevation. Presently, that is the most common entrance. The porch or veranda is completely enclosed with 2 pairs of south-facing windows and one east-facing window and appears to have been built after the main structure. The porch is supported by high (8') 4" x 4" posts installed independent of the main foundation. The roof is built of common rafters generally on 18" centers. The roof slope is interrupted by 11 dormers. To the east are 8 dormers and to the west are 3. They are wall dormers with double hung sash windows and each has 8 panes of glass. The pitch of the roof of the dormers matches the pitch of the building roof. All roof material is corrugated galvanized tin. The windows on the first and second floors are double hung sash windows. On the second story, each window has 12 panes of glass. On the first floor there are double windows of the same sash type and glazing as above. The casing is plain wood, nailed in square joints. Each window is capped by a narrow, tapered wooden lintel, which extends about 1 ½ inches from the wall. The doorways have much the same type of casement. The original doors appear to have been 5 horizontal panel doors. Some of them have been replaced with more modern paneled doors. The chimney is of brick and is located on the north end of the building. It extends along the full length of the elevation. The site was previously recorded as 5SA489.

The Bureau of Land Management initially recorded this site in 1998 as the Martin Boardinghouse, an associated bridge remnant, and a stone building foundation. When Durango Archaeological Consultants looked at the surrounding area in June of 2002, and Nik Kendziorski did additional historical research, it became clear that a mine complex was present at the site with several additional related features from the 1910s-1920s.

National Register of Historic Places Continuation Sheet

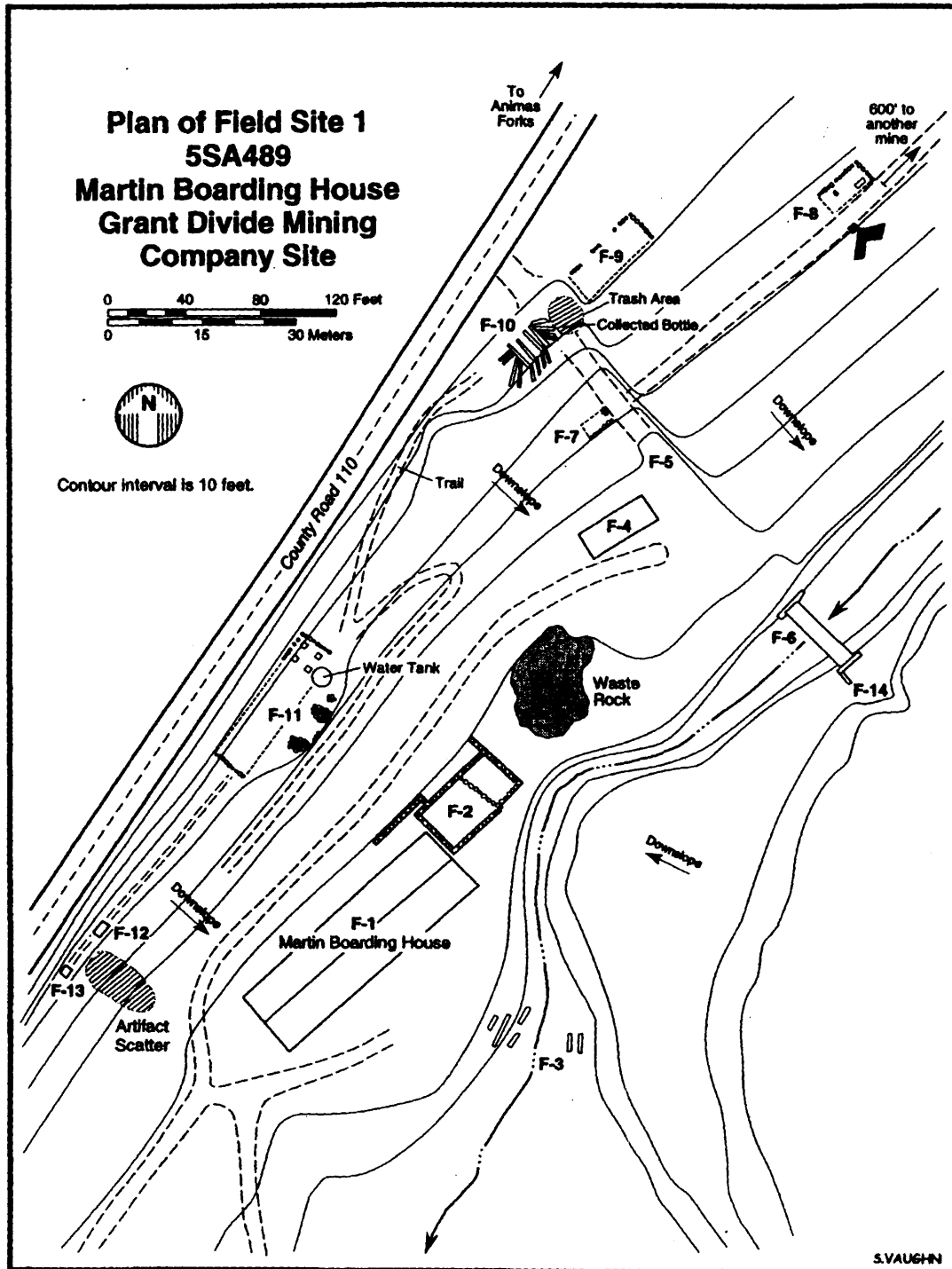
United States Department of the Interior
National Park Service

Martin Mining Complex

San Juan County, Colorado

Section number 7 Page 2

Site Map of Martin Boarding House Site
Ross Curtis and Shearon Vaughn, 2002



**National Register of Historic Places
Continuation Sheet****United States Department of the Interior
National Park Service**

Martin Mining Complex

San Juan County, Colorado

Section number 7 Page 3

Boardinghouse Alterations

The porch on the south end of the building was apparently added after original construction, but the exact date of the addition is not known. The porch was present in 1945.

General Site Features

Feature 2—Stone foundation of compressor house, approximately 55 feet long and 30 feet wide.

Feature 3—Large timber remnants of a bridge, recently washed away.

Feature 4—Standing wood frame shed, 40 feet long and 16 feet wide.

Feature 7—Stone building foundation with artifacts, 18 feet long and 10 feet wide.

Feature 8—Blacksmith shop defined by stone foundation, leveled area, coal bin, artifacts, 24 feet long and 14 feet wide.

Feature 9—Leveled building pad with stone retaining walls, 47 feet long and 18 feet wide.

Feature 10—Collapsed wood frame building, approximately 15 foot square.

Feature 11—Large rectangular building pad on hillside with stone retaining wall, 80 feet long and 20 feet wide. Two 2-ft square concrete machinery mounts in the center. In proximity to Feature 11 is a large metal water tank. The water tank is approximately 10 to 12 feet high and has a diameter of 6 to 8 feet. The water tank was moved to this location by the present owners to provide a back up source of water in case of a fire.

Feature 12—Rectangular privy hole, 6 foot long and 4 foot wide. Not vandalized.

Feature 13—Privy hole 4-foot square. Not vandalized. Associated artifact scatter to east.

Feature 14—Filled in prospect cut across Animas River from Feature 5.

Can Scatter

The feature is a historic scatter of five hole-in-cap food cans, and one hand soldered rectangular cooking oil can (ca. 1870s – 1910s) in an approximately 20-foot diameter area. The find is located on a slope below a small level area and may represent a temporary miners' camp.

Prospect Cut

The feature is a historic prospect trench 10 feet long, 3 feet wide, and 2 feet deep cut into a hillside. The trench likely represents exploratory mining from the 1870s – 1910s. The prospect cut runs in a general west to east direction.

Tunnel

The feature is a historic prospect trench 60 feet long, 2 feet wide, and 2-8 feet deep. On its eastern edge is a partially filled in tunnel that is filled with water and extends for at least 10 feet. The opening is presently only about 3 feet long and 3 feet wide, but was likely large at one time. A hole-in-cap food can was found adjacent to the feature. The prospect represents somewhat involved exploratory mining in the period from ca. 1870s – 1910s. The tunnel and prospect cut run in an approximate west to east direction.

**National Register of Historic Places
Continuation Sheet****United States Department of the Interior
National Park Service**

Martin Mining Complex

San Juan County, Colorado

Section number 7 Page 4

Mine Portal

Mine portal, open but closed by steel gate, 8 feet high and 8 feet wide and extends into mountain approximately 1,000 feet (**Feature 5**).

Bridge

Steel frame, wood deck, 43 feet long and 8 feet wide on concrete foundations. This bridge is placed in a narrow gorge over the Animas River and it connects the east and west sides of the property. Samuel Martin constructed the bridge near the mouth of the new tunnel entrance. In a letter from a later owner of the property who knew Lawrence Martin, the son of Samuel Martin, the owner states that the bridge was intended to haul the ore from the mines and down to the Kittimac Mill. (**Feature 6**)

Silverton Northern Railroad Grade

Located on the west edge of the nominated parcel, and just west of the existing San Juan County Road 110, is a section of the Silverton Northern Railroad grade. The railroad grade is intact within the nominated parcel, and is defined by an approximately 10-12 foot wide leveled bed (800 feet long in the present project area and runs in a general south to north direction). The rails and ties no longer remain, and there are sections of an approximately 1-foot diameter steel water pipe that parallels the west side of the grade, and can be seen eroding from up-slope side of the grade. On the up slope or west side of the railroad grade is a dry laid, rough cut stone retaining wall. The stone retaining wall is generally 3 courses or 2 to 2 ½ feet high in most places. The section of railroad grade remaining in this area was left isolated after construction of County Road 110 to the immediate east of the grade. This site was previously recorded as 5SA108.

Otto Mears Eureka to Animas Forks Toll Road

Located on the west edge of the nominated parcel and just east of the existing county road (Road 110) is a section of the Otto Mears Eureka to Animas Forks Toll Road. The road goes through the Martin Mining Complex (5SA489), and is defined by a leveled roadbed 8-10 feet wide. The roadbed is primarily intact as it goes through the nominated parcel (1,300 feet long in the present project area and runs in a general south to north direction) but is missing small sections (ca. 200-300 feet long) on the south and in the approximate center due to later road construction, and natural erosion of a talus slope. The site was previously recorded as 5SA143.

Miner's Cabin Location

Across the Animas River to the east of the Martin Boardinghouse are the remains of a log cabin with an associated artifact scatter that was likely an earlier miner's residence on the property. The remains of the cabin are defined by a single remaining course of rotted logs covering an area 12-foot square. To the west on the feature is a collapsed rock fireplace, and a possible cellar is defined to the north by a 1-foot deep depression, 7 foot long and 3 ½ feet wide.

An artifact scatter surrounds the feature and includes hole-in-cap cans, square cut nails, ceramic tableware fragments, sun-colored amethyst glass fragments from hand finished bottles. The artifacts suggest a date in the period from ca. 1870s-1910s. The site may have been a camp used while prospecting or conducting other exploratory mining activities in the area. The site was previously recorded as 5SA842.

**National Register of Historic Places
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**United States Department of the Interior
National Park Service**

Martin Mining Complex

San Juan County, Colorado

Section number 7 Page 5

Old Eureka to Animas Forks Road

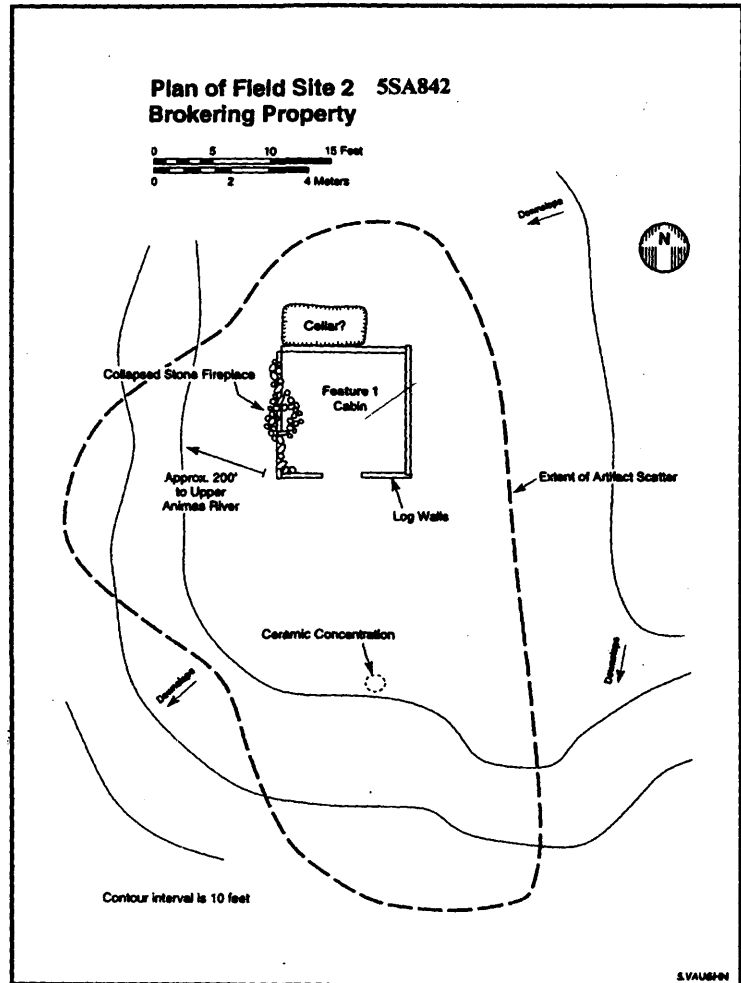
Also located across the Animas River to the east of the Martin Boardinghouse is an abandoned road grade that defines a segment of the old Eureka to Animas Forks Road that predated Otto Mears Toll Road from Eureka to Animas Forks. Historic research indicates that prior to the construction of Otto Mears Toll Road on the west side of the Animas River, a road existed on the east side of the Animas River. The road segment is approximately 8 feet wide, and cut into the mountainside (600 feet long in the present project area). The road grade disappears near the north edge of the nominated parcel where avalanche chutes and talus slopes are present.

The grade cannot be followed to the north because of erosion of the talus slope. The intact grade extends to the south outside of the project area towards Eureka for an unknown distance. The site was previously recorded as 5SA843.

Resource Summary

Buildings	
Boardinghouse	1
Structures	
Mine Portal	1
Bridge	1
Railroad Grade	1
Toll Road	1
Sites	
Mining Complex	1
<u>Miner's Cabin</u>	<u>1</u>
Total	7

**Site Map of Miner's Cabin
Ross Curtis and Shearon Vaughn, 2002**



**National Register of Historic Places
Continuation Sheet****United States Department of the Interior
National Park Service**

Martin Mining Complex

San Juan County, Colorado

Section number 8 Page 6

SIGNIFICANCE

The Martin Mining Complex is significant under Criterion A for its association with the mining industry in the San Juan Mountains and the Eureka Mining District. The complex displays the development of industrialized hard rock mining and the transportation infrastructure needed to make such mining profitable in a rugged region. The Martin Mining Complex is representative of the boom and bust cycle that was always present with industrialized mining. Due to the national economic collapse as a result of the stock market crash in 1929, Samuel Martin ran out of financing and was never able to complete the complex. Another pattern in San Juan mining that is more difficult to prove through research, in the case of the Martin Mining Complex, is that Samuel Martin was promoting this complex and building it up to attract investors and then sell the property without ever extracting any ore. This pattern of development in the San Juan Mining region proved at times to be more profitable than extracting any ore. Prospectus books touted the potential of mines without ever extracting extensive amounts of ore, and the mines were then sold to unsuspecting investors. It was early twentieth-century marketing without verification of company assets or a mine's proven productivity. The period of significance begins in 1882 with the survey of the first claim that would form part of the Martin Mining Complex, and ends in 1929 with the economic collapse of the enterprise.

The Martin Mining Complex is also significant under Criterion C for its architecture. The 1929 Martin Boardinghouse is one of the best-preserved and largest boardinghouses still standing in the San Juan Mountains. More precisely, the Martin Boardinghouse can be called a "Miners' hotel" and is one of the largest and best preserved examples of a "miners' hotel." In the book *The Mining Camps Speak* by Beth and Bill Sagstetter, the authors note that early company boardinghouses didn't consider comfort as a main feature. Many typical boardinghouses had one large room where supplies and materials jostled with double wooden bunks three tiers high. Sometimes 20 or more men lived in this single large room. It was essentially a room where materials and men were stored between shifts. These boardinghouses were hot in the summer and cold in the winter. Cleanliness was not a high priority either. Tobacco juice was mixed with the dirt floors and flies and rodents were always a problem. However, boardinghouses began to change. The Sagstetters state on page 188:

The larger mining companies quickly figured out that the better the accommodations, the more stable their work crew. Better living conditions also attracted the best miners. Most important of all, a well-run company boardinghouse could actually turn a profit. Hence, good accommodations became good business. Some writers claim that the Camp Bird Mine boardinghouse near Ouray, Colorado, was the turning point in the evolution of company boardinghouses. And because the owner of the Camp Bird had at one time been an innkeeper, this might well be true. Thomas Walsh, owner of the Camp Bird Mine, believed that if he treated his miners right, later, when talk of strikes came up, his men would treat him right. Therefore, he spared no expense when he built what is thought to be the first 'miners' hotel,' instead of a typical primitive company boardinghouse. Walsh insisted on individual bedrooms upstairs, two men to a room. No double wooden bunks for these men: Each man slept on his own iron bedstead with springs. Indoor bathrooms offered hot water for showers. A library was kept stocked with books, magazines, and newspapers. There were no tin plates and cups – the nearly two hundred men ate from hotel china. The cook plied his trade on a giant cast-iron cookstove stretching sixteen feet that was so big it had three fireboxes in a row. The Camp Bird boardinghouse was a well appointed as any fine hotel in its day.

National Register of Historic Places Continuation Sheet

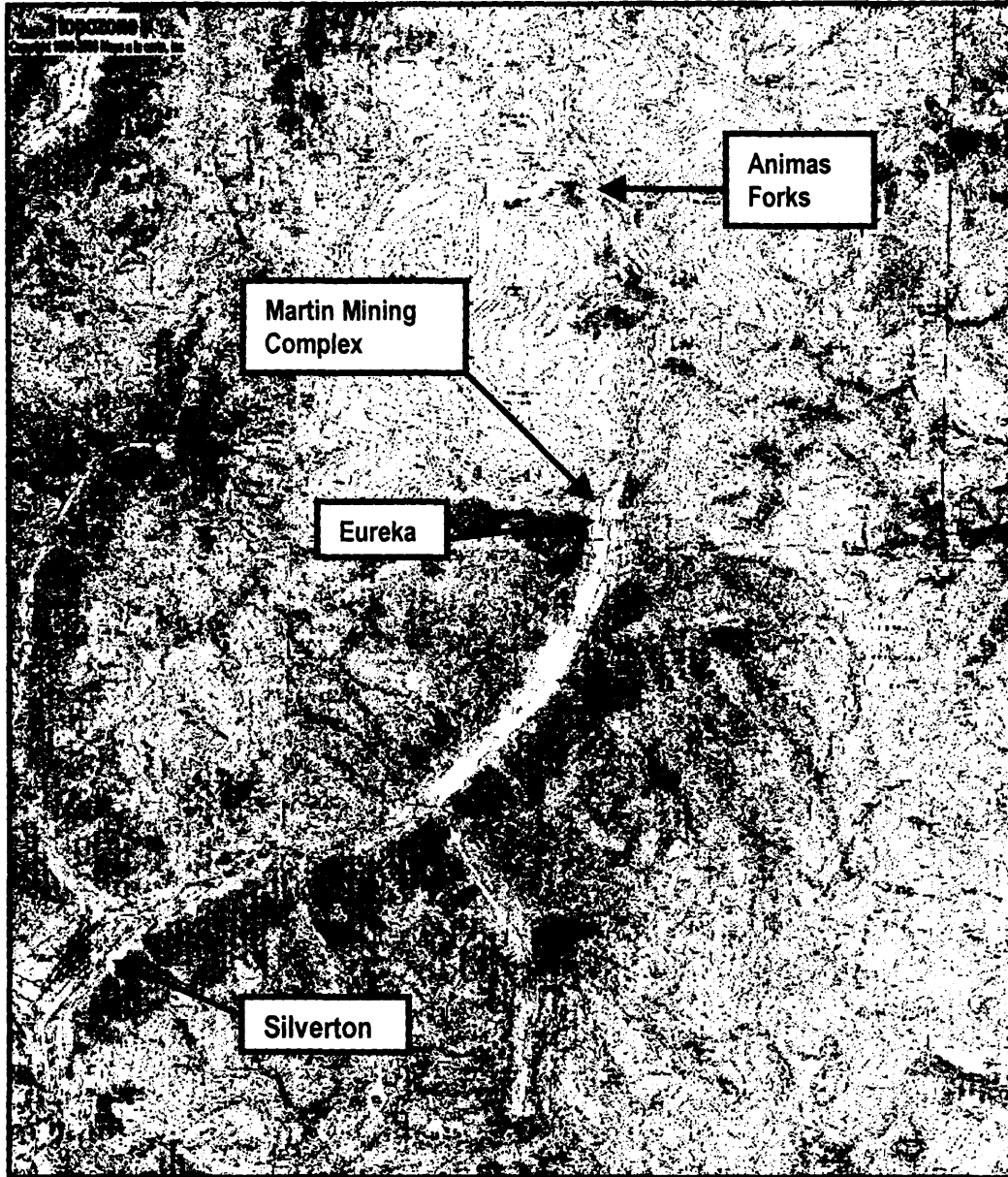
United States Department of the Interior
National Park Service

Martin Mining Complex

San Juan County, Colorado

Section number 8 Page 7

Topographic Map of Silverton Area



0 1 2 3 4 5 km
 0 1 2 3 4 5 mi
 Map center is UTM 13 272855E 4194165N (NAD27)
 Howardsville quadrangle
 Projection is UTM Zone 13 NAD83 Datum

MN
 GN
 MN=12.7
 GN=1.587

National Register of Historic Places Continuation Sheet

United States Department of the Interior National Park Service

Martin Mining Complex

San Juan County, Colorado

Section number 8 Page 8

The “miners’ hotel” type of lodging began to be adopted by other remote large mines. Amenities such as game rooms with pool tables appeared at the larger, most successful mines and other companies boasted of first-aid rooms staffed by a doctor and a nurse. However, only the largest and most successful mines could afford to construct these “miners’ hotels” and by the turn of the century there were only a few that were notable. The Union-Smuggler Mine above Telluride, Colorado and the nearby Tomboy Mine were places that could afford to construct such buildings.

Dr. Andrew Gulliford recently reviewed the work of Freda Peterson regarding avalanches involving boardinghouses in the San Juan Mountains. Though thousands of miners came to the San Juans to mine gold and silver between 1860 and 1920, only a very few historic miners’ cabins and boarding houses remain. Many structures burned, but a number were destroyed by avalanches, which makes the existing structures valuable as historic and cultural resources. From the book *Death in the Snow* by Freda Peterson (2003), which is an analysis of all the people who died in area avalanches and were buried in the Silverton, Colorado, cemetery, these facts emerge on the devastation that avalanches wreaked to boardinghouses and bunkhouses. Boarding houses crushed by snow included:

Sampson Mine near Gladstone
Sampson Mine Boarding House

March 10, 1884

The spring slide killed “Long John” Radamacher and demolished the recently completed Sampson concentration and smelting works, all the new machinery, boarding house, stable and lower end of the tramway. Author Freda Peterson writes, “Radamacher and Charley Herrick were both in the boarding house when the avalanche hit. Herrick was recovered alive, but Long John’s body was not found for a month. He was in the very room he had occupied when the slide hit, and in his mouth, unbroken, was the pipe he had been smoking when swept into eternity.” P. 100.

Sampson Mine near Gladstone
Sampson Mine Boarding House

January 1886

From the *Silverton Weekly Miner* of January 26, 1906 (Peterson, p. 141).

In January 1886 Olaf Arvid Nelson, his wife, Lousia, and their children, five year old Anna and two year old Oscar, lived in the boarding house near the Sampson Mill. After a San Juan storm had dumped several feet of snow on the mountains, the family was sitting together after supper, Olaf, holding the baby, Oscar was in a rocking chair. Suddenly a thundering avalanche of snow, ice, rock and timber swept down the mountainside annihilating everything in its path including the boarding house. Olaf managed to pull the stovepipe out of the debris inside the smashed structure and pushed it up through the cement like snow which covered them. He succeeded in working a hole large enough to get himself through, then was able to rescue Louisa, who was six months pregnant, and their daughter, Anna, out of the wreckage. Olaf then climbed down into the wrecked cabin to look for the baby and discovered heavy timbers had fallen across the arms of the rocking chair and pinned little Oscar there, unhurt. He was so firmly wedged, Olaf had to cut away the back of the chair to get the baby out. Olaf’s quick thinking and his marvelous physical strength had saved him and his family from awful deaths. Their escape from the tragedy was nothing short of a miracle.

**National Register of Historic Places
Continuation Sheet**

**United States Department of the Interior
National Park Service**

Martin Mining Complex San Juan County, Colorado Section number 8 Page 9

Shenandoah Mine Snowslide, Cunningham Gulch
Highland Mary Mine Boarding House

St. Patrick's Day 1906

In places the snow was 150 feet deep. "The slide struck like a thunderbolt as the twenty-one men were finishing supper in the boarding house." p. 4 "The Iowa Mill was knocked to pieces and the Highland Mary Boarding House and engine room were swept away."

Twelve miners died that day and nine managed to escape. The dead included Bert Albert, Flake Blanton, Emil Bro, Peter Carlberg, Dominic Ferraglio, Nels Gustafson, Gus Heise, Addison J. "Ed" Kirk, Antonio Oberto, Jesse Shaw, Jacob Theobald and Giacomo (James Vercelli. P. 88.

Last Chance Mine on King Solomon Mountain
Unity Tunnel Boarding House
Last Chance Boarding House
And a cabin

St. Patrick's Day, 1906

At the Unity Tunnel "a slide destroyed the boarding house but most of the men were working in the mine, and the only man injured was a cook, Nels Hansen, who suffered a broken leg. The slide continued down the mountain, struck the Last Chance workings, a part of the same property where Italians were employed. The bunkhouse was destroyed and Rodolfo Paveglio was carried away to his death. . . . Below the Last Chance the slide struck the cabin occupied by Elmer Johnson and his wife, near the bottom of Arrastra Gulch. After turning the cabin over several times the slide landed Mrs. Johnson, apparently uninjured, several hundred feet from the starting point." P. 95

Silver Wing Bunkhouse near Animas Forks

St. Patrick's Day, 1906

Bunkhouse destroyed and George Abbott and "Lucky Bill" Thompson killed. P. 133.

Sunlight Bunkhouse near Animas Forks

St. Patrick's Day, 1906

Bunk house hit by an avalanche and Joseph Walker killed. P. 133.

Tom Moore Boarding House Slide

Dec. 16, 1908

A severe storm began on a Monday night. "One early Wednesday afternoon at the Tom Moore Boarding House two miles above Eureka, Bill Mundell was sitting near the furnace in the northwest corner of the basement. A monstrous snowslide hit the building on that very corner then crashed through into the basement. Hit by flying timber, wreckage and the full weight of the snow, Bill was instantly killed then buried under the mass of snow, timber and debris. No one else was hurt and the building was struck only on that corner." P. 80.

Gold King Mine Boarding House near Gladstone

March 11, 1911

Men had been laid off a few weeks before at the Gold King Mine, and Francis Schnee left her baby daughter with her mother and went to Silverton to look for work. She never saw her daughter or her mother again as both the grandmother and the daughter and another woman were killed by a slide, which destroyed the kitchen on the ground floor and also swept away Samson Hore who had been in the upper story of the boarding house. He was found 300 feet down the gulch covered with three room partitions and twelve feet of snow.
p. 54.

**National Register of Historic Places
Continuation Sheet****United States Department of the Interior
National Park Service**Martin Mining Complex San Juan County, Colorado Section number 8 Page 10

Today, a boardinghouse at the Alta mining camp in Colorado is also considered a "miners' hotel." The Alta miners' hotel is 56 feet long by 28 feet wide. In comparison, the Martin "miners' hotel" is 106 feet long with an additional 8 feet added on to the south end for an entry porch and is 33 feet wide. Constructed in 1929, the Martin Boardinghouse was going to be the most refined and comfortable boardinghouse in the region. Leather-seated dining chairs had been ordered for the boardinghouse and sinks in every room were to be installed. There was going to be only two men to a room and they were going to have their own cot or bed and a sink.

The Martin Boardinghouse is a rare surviving example of an intact miners' hotel in the greater San Juan mining area.

Historical Significance

The Martin Mining Complex consists of four mining claims in the Eureka Mining District and approximately 2.54 acres that the current owners acquired in 1998. The legal description for the 2.54 acres is New Mexico Principal Meridian, Colorado, T. 42 N., R. 6 W., Tract 39. This parcel of 2.54 acres is included because a portion of the boardinghouse was located on this land and it was not completely on the Great Western Lode. The 2.54 acres was Bureau of Land Management property and was acquired by the current owners after a survey was completed by the BLM. However, historically, it appears that Samuel G. Martin owned the land when he began construction of the boardinghouse. Total acreage based on survey notes is 42.6.

The Canon Lode, Mineral Survey #1262 was the first to be surveyed. On September 25, 1882 the claim was surveyed for D. F. Watson and according to notes contained cuts and a tunnel. The La Plata Grande Lode, Mineral Survey #1263 was the next to be surveyed on November 2, 1882 and it was also the claim of D. F. Watson. The notes from the survey mention that a discovery shaft and a cut and a tunnel were present on the claim. D. F. Watson also had the Great Western Lode, Mineral Survey #1603 surveyed on July 16, 1883 and the notes state that improvements on the property included a discovery cut, a tunnel and a shaft. The last claim that comprises the current property is the Barhoff Lode, Mineral Survey #19738 and it was surveyed on February 28, 1916 for Samuel G. Martin. The notes state that two cuts and a tunnel were on the claim. The map for the plat also shows that two roads and the Silverton Northern Railroad went through the claim.

The first exploration for mineral resources occurred in the region in the early 1860s and camps were established in areas such as Bakers Park. However, numerous factors made the exploration short-lived. Events such as the Civil War, difficulties with the Ute Indians and limited access to easy gold deposits along with the remoteness of the region curtailed any extensive exploration or formation of mining camps. The Brunot Agreement of 1873 removed the Utes from the San Juan Mountains and a major hurdle in the development of mineral resources in the region.

In 1874 the rush was on to exploit mineral resources in the San Juan Mountains and the region around Silverton and north up the Animas River Valley saw the establishment of a number of mining camps. Places like Mineral Point and Animas Forks date back to 1873 and the camp of Eureka was situated at the mouth of Eureka Gulch in 1874. As more and more people entered the region and gave these camps a sense of permanence, reliable transportation routes were needed to bring in goods and haul out valuable ore. Miners at first began to follow old Ute trails throughout the mountains and these routes eventually became widened with use and some were turned into wagon roads to provide routes to the mines and mining towns.

Throughout the 1880s and 1890s, prospectors, miners and people selling goods and services that supported the miners continued to come to the San Juan Mountains and towns and mines continued to grow and be developed. The Denver and Rio Grande Railroad made its way to Silverton in 1882 and provided an important link to economically move goods and ore to and from the isolated region. Soon more roads and railways began to connect the various mining districts, towns, and mines and allowed them to operate in a more profitable manner.

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In 1893, the "Silver Crash" had a significant effect on the region and the steep drop in silver prices hurt numerous mines. However, the region near the Martin Mining Complex was able to weather this depression due to the presence of gold. Gold was present in this area when the crash occurred and another gold strike happened in Animas Forks in 1902 and convinced Otto Mears to extend his Silverton Northern Railroad to that town in 1903.

It was not the mere presence of gold that allowed the region to continue to operate but also the development of efficient new ore reduction processes and the construction of mills near mine complexes. New technology and industrialized processes allowed low-grade ore to be mined for a profit. Such new technology and processes needed large capital investments and corporations to back the mines. In his report titled, "Recording of Historic Mining Properties in the Galena Mountain Study Unit, San Juan County, Colorado," Ross Curtis states,

By the early part of the 20th Century a distinct pattern is seen in the historic records of mines and mine facilities being developed with 'rather optimistic' projections for profitability. It appears that during this period the profit from getting investors to put their money into some of the mines of the San Juan Mountains may have begun to rival the profit from actually mining the hard rock... The large capital investments required good returns, and it is known that many of the mines never produced these kinds of profits. Riding on the coat tails of the earlier bonanza loads with their high-grade ore, it appears that many a mining 'entrepreneur' lured investors into putting their money into the next big strike in the San Juan Mountains.

The district contains all the elements that made the San Juan Mountains a great mining region and has basically preserved them in a landscape that has not changed much from that period in time. Only a handful of excellent mining sites in the San Juans have such time depth and unaltered archaeological and historic integrity. Very few sites contain wagon roads, stone retaining walls, railroad right-of-ways, cabin remnants, a steel bridge, and an unaltered, never lived-in, 11,000 square foot building.

A key factor in developing a prosperous mining region is reliable transportation routes, especially in such a rugged environment. In his article, "A Country of Tremendous Mountains': Opening the Colorado San Juans, 1870-1910", Duane Smith states, "Without an adequate transportation system, it would be difficult to ship ore to smelters, bring in needed equipment, reduce the cost of living, or entice investors to come." Along with individual prospectors, roads and trails were some of the first things to appear in the mining areas. This is also true of the Martin Mining Complex. The camps/towns of Animas Forks and Eureka were formed between 1873 and 1874. The first trail or road between these two towns followed a route up the east side of the Animas River and a visible and intact section is currently located on the Martin Mining Complex. Research has not provided a specific date for the construction of this road between Eureka and Animas Forks, but it is likely that it was made shortly after the mining towns were formed. A photograph of the road on the east side of the Animas River near the site of the Martin Mining Project is in Allen Nossaman's second volume of his *Many More Mountains* series. The photograph is a Luke and Wheeler photo and it appears to have been taken from a point looking north up the Animas River and may have actually been taken from one of the mining claims that comprise the Martin Mining Complex. This road may have been built by or maintained by the county, which at this early time was called La Plata County. It was not until Colorado became a state in 1876 that the northern part of La Plata County was split from the southern part and it then became San Juan County.

Otto Mears and his road building success is well known throughout Colorado, and the path that he carved between Silverton and Ouray continues to amaze people today as the "Million Dollar Highway." He was involved in numerous other toll roads and railroads such as the Silverton Railroad that made its way over Red Mountain Pass. Otto Mears was also active in the Eureka and Animas Mining Districts and he connected many of the mining communities in the region with his network of roads. In July of 1875, Otto Mears began work on a road from Eureka to Animas Forks. The commissioners of La Plata County authorized \$600 for work on the road

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on west side of the Animas River and hired Otto Mears. It does not appear that Otto Mears operated this section of road as a toll road, but that the county retained ownership of this right-of-way.

In 1884, San Juan County approached Otto Mears with a proposed toll road operation from Silverton to Animas Forks. The county owned road was becoming a liability and difficult to maintain. The commissioners knew that a poorly maintained and difficult to travel road would hinder development of the mining towns in the upper Animas River region and discourage further investment. The county commissioners offered Otto Mears the old road, \$15,000 in county warrants and complete control over the new toll road if he would take control of the construction. Thus, it appears that the section that Otto Mears built in 1875 from Eureka to Animas Forks would now become part of a larger toll road that he controlled from Silverton to Animas Forks. The road was quickly constructed from Silverton to Eureka during 1885, but the Eureka to Animas Forks section created more problems due to its steep geography and ruggedness. It was not until October of 1886 that the final section was completed between the two points. This toll road was the last toll road that Otto Mears was ever involved with and marked a transition for him to the construction of railroads.

Currently, segments of the first road out of Eureka and the Otto Mears Toll Road are located on the Martin Mining Complex. It is not clear why the first road on the east side of the Animas River was abandoned. It may have been a county road and when Otto Mears was employed in 1875 and again in 1884 to create a road between Eureka and Animas Forks, he decided at that point that the eastern approach was not as good as placing a road on the west side of the river. However, the remaining segments are vital remnants that show the evolution in transportation in the region and the importance of good transportation in the development of the mining region.

Otto Mears was not finished with his construction or engineering success in the region. While working on the Silverton to Animas Forks Toll Road, he had been thinking about the possibilities of a railroad into the region. In 1893, the repeal of the Sherman Silver Purchase Act dramatically affected the price of silver but it had no effect on the price of gold. There were several gold producing mines in the upper Animas River region and Otto Mears felt that the ore from these mines could support a railroad. The Silverton Northern Railroad was organized in late summer of 1895 and incorporated in November of 1895. By the summer of 1896 the tracks were laid quickly to Eureka, but it would be several years before any further activity would push the rails to Animas Forks. Due to engineering difficulties with the rugged terrain and its resulting costs, the section beyond Eureka was held up by a lack of funds. However, a significant ore deposit was discovered in Animas Forks in 1902 and thus made the extension of the Silverton Northern Railroad more attractive.

During the summer of 1903, surveying was completed for the extension of the Silverton Northern Railroad from Eureka to Animas Forks. At first, the surveyor for the grade was focusing his work on the east side of the Animas River but found it to be difficult and steep. The surveyor suggested to Otto Mears that it would be better suited on the west side where the current toll road was located. Otto Mears was purported to have stated that it was his toll road, he built it so why not go ahead and take it for the railroad. Thus, in many areas the Silverton Northern Railroad grade followed the old toll road. However, in the Martin Mining Complex it is believed that the railroad did not follow the toll road path. Thus, by mid summer of 1903 the grading and track laying had begun for the extension to Animas Forks. Four hundred men were employed in construction of the grade that would reach 7 and 7.5 percent in some places and eventually the four-mile extension would be finished in late summer of 1904. However, it appears that the steep terrain limited the profits on this extension because not very many cars could be used on the line to haul ore. By the late 1910s or early 1920s, it appears that the section of railroad from Eureka to Animas Forks was discontinued due to poor profits and difficult operating conditions. The discontinued operation of the Silverton Northern Railroad from Eureka to Animas Forks affected the future operation of the Martin Mining Complex.

Mining activity on the four mining claims that make up the Martin Mining Complex was limited to small individual prospectors following their initial mineral surveys until 1918. A prospectus book dated 1918 from the

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Treasure Mountain Mines, Inc., which was headed by Samuel G. Martin, discusses a tunnel that was started on the Barhoff claim. It is in this prospectus book that the company touted the possible future development around this tunnel. The portal of this tunnel was on the Barhoff claim and the tunnel was situated right near the Silverton Northern Railroad tracks. This tunnel was to be cut thousands of feet into the mountain and to access valuable veins of ore. It would provide year round access to the railroad and be free from winter snow slides and other natural disturbances. A 1925 prospectus book continued to offer favorable views on this development. However, it was not until 1929 that significant development was begun on the four mining claims by Samuel G. Martin and his Treasure Mountain Mines, Inc.

Samuel G. Martin, the owner of the Martin boarding house and surrounding four mining claims in 1929, first appeared in the area in the late 1880s. By the early 1930s, he was described in the newspaper as a "veteran promoter" and miner in the San Juan Mountains. In November of 1897 Samuel Martin obtained a lease with the Tom Moore Mining Company and through the year 1899 there are other entries of Mr. Martin in the grantee books at the San Juan County Clerk's Office that connect him to the Tom Moore group of mines. In the years 1900 and 1901, Samuel G. Martin was active in buying numerous claims, right of ways and a number of lots in the town of Eureka. Mr. Martin bought the Great Western Lode in 1901 from the county because taxes had not been paid on the claim since 1895 and no bid was received in 1897 at a public sale. Mr. Martin continued to buy mining claims and lots in Eureka through 1907 and in the year 1908 he organized the Martin Mining and Power Company in the Arizona Territory. In this same year, the Martin Mining and Power Company purchased a number of claims, including the Canon Lode, the La Plata Grande Lode, and the Great Western Lode. The Martin Mining and Power Company is a regular entry in the grantee and grantor records from this point and through the 1910s and 1920s the company and Mr. Martin are active in purchasing claims. Mr. Martin was also involved with another corporation called the Treasure Mountain Mines, Inc. that had numerous claims in its holdings. Prospectus books from 1918 and 1925 exist in the San Juan County Historical Society Archives and provide a glimpse into the operation of the company. There is no mention of the claims that make up the property surrounding the Martin Boarding House, however a map in the 1918 prospectus that depicts the property of the Treasure Mountain Mines Inc. does include the area that would be covered by the boarding house and the four mining claims around it.

Throughout the 1910s and early 1920s, Samuel G. Martin corresponded with Silverton surveyor James Dyson. The correspondences depict Mr. Dyson as being frustrated with Mr. Martin and his promises of ore and money. A seven-page note written by Mr. Dyson in July of 1918 outlined his history of dealing with Samuel Martin and the tone was not pleasant. In the end, James Dyson writes that he declined an offer to patent some claims for Mr. Martin because he didn't want to mix himself up with Mr. Martin and his business, as prospects for payment did not look good. James Dyson's intuition proved to be correct. This leads to an important question.

Was Samuel G. Martin trying to swindle investors with an impressive mine complex with promises of high profits or did he truly believe that the next big strike would be realized in this mine? The correspondence of James Dyson would indicate a person who could not be trusted, but Mr. Martin's length of activity in the San Juan Mountain region would indicate a person who was not just after a quick dollar who would leave the region in a hurry with his profits. Acquiring 266 claims and the infrastructure such as water rights, power plants and pipelines indicates a person serious in developing his mines.

In 1929, Samuel G. Martin began construction of a boarding house, a compressor house and several large shops. The 1918 and 1925 Prospectus books mentioned that a tunnel would be constructed on the Barhoff claim in a spot that was adjacent to the Silverton Northern Railroad. However, by 1929, the railroad was no longer making trips between Eureka and Animas Forks. Therefore, it appears that site for the tunnel was moved down slope toward the Animas River and into the Great Western claim. The operation would no longer be able to use the railroad to haul the massive amounts of ore coming from the mines. To remedy this situation, Martin constructed a bridge that crossed the Animas River and was near the mouth of the new tunnel entrance. In a letter from a

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later owner of the property who knew Lawrence Martin, the son of Samuel Martin, he states that the bridge was intended to haul the ore from the mines and down to the Kittimac Mill. The Kittimac mill site was one of the mine sites that Samuel Martin was developing in conjunction with the Martin Mining Complex. The ore would have crossed the bridge and then possibly would have traveled down the road bed on the east side of the Animas River, the first road between Eureka and Animas Forks, to the Kittimac mill site which was located south of the Martin Mining Complex and down the Animas River Valley.

Research suggests that the Martin Mining Complex site was intended to be used as a central hub to support a substantial mining and milling operation from Eureka to Middleton. Middleton was located a short distance to the south of Eureka and down the Animas River Valley. Samuel Martin had acquired approximately 266 patented and unpatented claims in the area, including the four mining claims that make up the property today, and he intended to create a large operation. In addition, Mr. Martin and his corporations also had a number of right of ways, pipelines and water rights. The accumulation of so many mining claims and the infrastructure to support them verify an attempt to create large-scale mining operations.

In 1929, the Silverton Standard newspaper provides the best timeline and description of the development of the four mining claims. In April of 1929 the newspaper announced that Samuel G. Martin had been maturing a major development project for renewed operations in San Juan County. No other specifics were discussed in the article. The May 11, 1929 edition of the paper announced that Samuel G. Martin, "one of the well known pioneer mine operators of San Juan County," and his New York and London associates had developed their plans and secured funds for a major project that would be centered in the Eureka and Animas Mining Districts. The claims that they had acquired up to that point adjoined and traversed the vein system that furnished the successful Sunnyside mine. They felt that this assured sizeable profits.

The newspaper also announced that Samuel G. Martin and his associates continued to acquire additional claims. The first noticeable work on the extensive project was reported in June of 1929. Work crews repaired buildings and erected office buildings in Middleton, which was just north of Howardsville. This may have been at the Kittimac Mine and mill. Samuel G. Martin was associated with this mine. Later in June it was reported that work crews had constructed a spacious boarding house that would accommodate miners who would be involved in developing large-scale operations just above Eureka.

On June 29, 1929, the paper announced that workers were preparing the foundation for the Martin project's "mine hotel" just a short distance above the town of Eureka. The paper continued by stating that a compressor and other equipment would be placed at this site because this would be "the scene of the syndicate's major activities in [the] future." The project would require expenditures in excess of one million dollars and that numerous equipment was being purchased and buildings being constructed to house machinery and people. The project had begun to take shape by late summer and in the August 10th edition of the paper it was reported that the foundations for a 40 x 100 feet 2 story hotel and large compressor plant house were being prepared. The Silverton Standard stated, "Other related projects of the syndicate are integral units of importance, the whole constituting and representing a history-making industrial undertaking." They continued by emphasizing "that Samuel G. Martin, veteran, silver haired operator, is the one man entitled to the big credit mark. Hats off to him." Facts such as the size of the boarding house continued to change over the course of numerous articles, as did the type of equipment such as the compressor.

Today's Martin Mining Complex was but one of four major camps that Samuel G. Martin established in 1929 to develop the extensive number of claims that he acquired. Besides his main operations at Eureka, he also established camps at Middleton, Pole Creek and Picayune Gulch. Today, none of these other camps have any structures that compare to the boardinghouse. Most have only foundations and other small ruins. However, it was from the four mining claims just above Eureka that major operations were to be conducted. The August 24th Silverton Standard reported that a 8 x 12 foot double track crosscut tunnel was being developed that would

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intersect several veins. The boarding house was now 3 stories and 30 x 100 feet. Foundations for a compressor house and a repair shop were also being prepared. The end of September brought the completion of the first story of the "mine hotel" and by the middle of October the roof was being placed on the boarding house. Within the week, the 1700 cubic-foot compressor was due to arrive at the site and work progressed on the 9 x 12 foot double track tunnel. The October 26, 1929 edition of the paper provided one of the most detailed descriptions of the operation up to that time:

The 1700 cubic-foot Ingersoll-Rand compressor for the Martin syndicate arrived at Eureka last Saturday and is being placed in position a short distance from the portal of the 9 by 12 foot double track tunnel that is to be driven 9,000 feet. This bore will cut a series of parallel veins ranging in width from a few to 30 feet and at depths varying from a few to 3,000 feet. The 30 by 100 foot 3-story boarding house is nearing completion and will be one of the best equipped mine hostelries in Colorado. The syndicate has extensive acreage and has launched the biggest development project now featuring San Juan county mining operations, with production assurance to correspond.

Arthur Fassbinder, "a veteran carpenter of high repute", supervised the boardinghouse construction. Arthur Fassbinder came from a well-known family in Animas City, Colorado (now a part of Durango) and acquired his building skills from his father who was a carpenter by trade.

Despite the Wall Street crash in October, November of 1929 brought new developments in the major project just above Eureka. A steam shovel tractor arrived and was being utilized in building roads for the camp and excavating sites for large buildings that would house the blacksmith and repair shops. At the end of December, Arthur Fassbinder received three carloads of finishing lumber from Oregon mills to complete the interior of the boarding house. The last major article describing the Martin Project occurred on January 4, 1930 and prophesized:

The Martin Syndicate, organized and headed by Samuel G. Martin, launched a major development project in the Eureka district eight months ago, its principal camp being half mile above the town of Eureka, where a strictly up-to-date boarding house has been erected, blacksmith shop and other buildings constructed, compressor plant and other equipment installed for driving a long 9 x 12 feet crosscut tunnel that will penetrate a series of parallel veins ranging in width from a few to 30 feet and depth varying from 500 to 2000 feet. The syndicate for this project has acquired extensive acreage, much of it choice, the productive possibilities being unsurpassed. If this project is adequately financed and operating management competent and in keeping with its magnitude the results will undoubtedly justify an expenditure, in actual, systematic development, mine, tramline and mill equipment of million and half dollars. Local hope is that the dauntless veteran promoter and periodic operator will close his mining career with a notable success – an achievement that will be of broad benefit and that will perpetuate admiring memory.

However, as indicated by the letters of James Dyson, Mr. Martin had trouble securing money and with the crash of the stock market in the fall of 1929 he had overextended himself. The hope of the newspaper that adequate financing and competent management for the project would be found did not come true. Lien papers show that 144 leather-seated dining room chairs, 50 mattresses, 75 cots and 2 electric washers were to be in the boarding house and many of these items were put up for public sale in 1931. The boarding house was never completely finished. The exterior of the boarding house was completed, but the interior work, plumbing and the boiler were never finished or used. During 1930 and 1931 liens were put on his property and numerous companies and individuals brought him to court to receive payments. A number of newspaper articles continued to express hope

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that the project would be revived even into 1932, but notices of an Execution Sale for many of the items associated with this project put any of those hopes to rest.

The Martin Boardinghouse, mining complex, and transportation corridors are excellent intact elements representing late 19th and early 20th century mining in San Juan County. Even though the boarding house was never used for its original intent, it is representative not only of the mining architecture found in the area, but also the great risks that the mining industry posed to those daring enough to put together such a large operation.

The boardinghouse exists today as a three-story time capsule with 30 bedrooms. Even the pencil marks of the quality control inspector for the beautiful wainscoting still remain on the walls. Almost no interior painting, staining or plastering has ever occurred and the huge basement boiler was never utilized. The bedrooms contain plumbing for sinks for each miner. Because the fixtures never arrived, the galvanized pipe is stubbed into the walls and plugged with wooden stoppers pounded in 74 years ago. The boarding house and the cultural resources throughout the entire 42-acre property provide important information and display the progression of mining activities in the region.

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GEOGRAPHICAL DATA

UTM REFERENCES (CONT.)

5)	13	275223	4196126
6)	13	275184	4196126
7)	13	275184	4196036
8)	13	274730	4196036
9)	13	274730	4196128
10)	13	274335	4196128
11)	13	274335	4196250
12)	13	274443	4196250

VERBAL BOUNDARY DESCRIPTION

The Martin Mining Complex consists of four mining claims in the Eureka Mining District and approximately 2.54 acres that the current owners acquired in 1998. The legal description for the 2.54 acres is New Mexico Principal Meridian, Colorado, T. 42 N., R. 6 W., Tract 39. The total area being nominated is 42.6 acres.

The nomination boundary is a polygon defined by the following UTM reference points (NAD27):

	Zone	Easting	Northing
1)	13	274443	4196316
2)	13	274914	4196316
3)	13	274914	4196233
4)	13	275223	4196233
5)	13	275223	4196126
6)	13	275184	4196126
7)	13	275184	4196036
8)	13	274730	4196036
9)	13	274730	4196128
10)	13	274335	4196128
11)	13	274335	4196250
12)	13	274443	4196250

BOUNDARY JUSTIFICATION

The nomination includes the primary mining claims historically associated with the Martin Mining Complex.

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PHOTOGRAPH LOG

The following information pertains to photograph numbers 1- 17, except as noted:

Name of Property: Martin Mining Complex
 Location: San Juan County, Colorado
 Photographer: Dr. Andrew Gulliford
 Date of Photographs: Fall 2002 and Summer 2003
 Negatives: Dr. Andrew Gulliford

<u>Photo No.</u>	<u>Photographic Information</u>
1	Martin Boarding House and Compressor House, ca. 1940s. San Juan County Historical Society.
2	Bridge. Martin Mining Complex, ca. 1940s. San Juan County Historical Society
3	Martin Boarding House and surrounding property, looking south.
4	Martin Boarding House and foundation of compressor house, looking south.
5	North end of Martin Boarding House, looking south.
6	South end of Martin Boarding House, looking north.
7	South end of Martin Boarding House, looking north.
8	Southeast face of Martin Boarding House including basement, looking north.
9	Main tunnel on Martin Mining Complex, looking west.
10	Bridge across Animas River on Martin Mining Complex, looking north.
11	Road grade of Otto Mears Eureka to Animas Forks Toll Road, looking north.
12	Stone foundation of Feature 11, looking approximately northwest.
13	Stone foundation of Feature 9, looking approximately northwest.
14	Collapsed wood frame building, Feature 10, looking approximately southwest.
15	Artifact scatter near Features 12 and 13, looking west.
16	Silverton Northern Railroad grade and stone retaining wall, looking to the north.
17	Road grade of old Eureka to Animas Forks Road, looking to the north.

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USGS TOPOGRAPHIC MAP
Handies Peak Quadrangle, Colorado
7.5 Minute Series

