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\* "SUMMER WORK AT THE \*  
\* CHIQUITA MINE" \*  
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THE CHIQUITA GOLD MINING COMPANY

The Chiquita Mine is a gold mine located in Clark County, twelve miles from Goodsprings, Nevada. The nearest railroad is about twenty miles from the mine. The mine was originally located by Otto Schwartz and was later purchased by three brothers, Jack, Charley and James Smith.

The property is capped by limestone and the shaft lies to the west of the fault that is on the extreme eastern portion of the claim. Under the limestone cap was found a "porphyry" intruding the limestone. At or near the contact the gold values are found extending through the "porphyry".

The shaft dips at approximately sixty-five degrees to the north. Levels connect with the shaft about every one hundred feet down to the Eight Hundred Level. To the east of the main shaft about Five Hundred feet, a winze was sunk connecting the Four Hundred, Five Hundred, Six Hundred and Seven Hundred Levels. It is in this part that the high grade oxidized ore is found. Most of the work on the west side of the shaft is still development work blocking out the low grade mill ore.

When first starting to work for this company on May 18th, I was put on as a Mucker behind Ralph Jackson, a miner. We were running a drive following the contact between the limestone and "porphyry". We struck up quite a friendship and as a result I was soon helping him drill the round and capping the fuse and cutting the powder.

The first month was spent in following the contact between the "porphyry" and the limestone. The number of holes varied from nine to fourteen depending on whether it was mostly limestone or soft "porphyry". My job as mucker included helping the miner "set up", putting in air and water pipe, laying light rails for the tramming, boring down, mucking out the round and hoisting the waste. As no timbering was necessary I did not have to do any of same.

When I first started work they were sinking the shaft from the Seven Hundred Level (where I was) to the present Eight Hundred Level. I put in three or four shifts in the shaft drilling and mucking whenever another man was needed. I also helped on timbering the pocket at the Eight Hundred Level.

One week was spent in working in the mill during construction. This was very interesting work, but I liked the mine work better so down I went again. My last week was spent in helping the surveyor. We surveyed the new drifts, checked the shaft and completed the notes on the old drifts. The notes were then worked up and calculated and the results plotted on the map.

The mill is rated at Two Hundred tons per twenty-four hours at maximum, but for a time they are going to run One Hundred tons. The necessary equipment for the maximum tonnage will not be installed until it is needed. The ore for the mill will be broken down into chutes from raises and then trammed a short distance to the main shaft and thence hoisted to the surface. A one ton skip is now in use but

may be replaced by a ton and a half skip.

The board and room was very good and the pay above average for that part of the state; miners and muckers received Five Dollars for an eight hour shift, while other mines paid Three Dollars and Fifty Cents to Four Dollars and Fifty Cents. The air in the mine was very good. The temperature was perhaps fifteen to twenty degrees below that on the surface. Fresh air was always circulating except in some of the drives a few hundred feet from the station. Then too for a student it was most excellent because the mine was still developing and blocking out ore and the mill was under construction. The General Superintendent, James Smith, was on the job every day as was the Mill Superintendent, Mr. C. J. Ihe. This personal contact is very helpful to the student in forming ideas and learning the fundamentals of labor management.

In conclusion I would say that this really was my first taste of actual mining and I was anything but disappointed as it far excelled my wildest expectations, and what I learned there will "stick" with me for the rest of my life. The only criticism of the mine is that on the east side of the shaft the drifts all slope away from it. This will have to be changed in order to have a slope toward the shaft for easier tramming.