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(- 2 maps)*

REPORT ON PROPERTY
OF
GOLDEN CHARIOT JAMESTOWN MINING CO.
JAMESTOWN MINING DISTRICT,
JAMESTOWN, NYE CO., NEV.

Examined Nov. 11, 1920
Reported Dec. 4, 1920

By A. F. Carper

Copy sent J. H. W.

REPORT ON PROPERTY
OF
GOLDEN CHARIOT JAMESTOWN MNG. CO.
JAMESTOWN MINING DISTRICT
JAMESTOWN, NYE CO., NEV.

LOCATION

This property is located in the old town of Jamestown, thirty-one miles by wagon road east of Goldfield, the nearest postoffice and point for supplies. Stonewall Station on the Tonopah & Tidewater Railroad is twenty miles west and is the nearest shipping point.

CLAIMS AND AREA

This company owns three patented claims known as the Golden Chariot No. 1, Golden Chariot^{No. 2} and the Golden Chariot No. 3. All are full claims and embrace an area of sixty acres.

OWNERSHIP AND TITLE

The property is owned by the Golden Chariot Jamestown Mining Company, a company incorporated under Nevada laws for 1,000,000 shares, par value 10 cents. There were 300,000 shares of this stock placed in the treasury, the balance or 700,000 shares being promotion stock. There is at present 78,000 shares of stock in the treasury.

Mr. Carl Feutsch, of Tonopah, Nevada, is President, and holds control of a little over 600,000 shares.

HISTORY

The camp of Jamestown was discovered in 1906, at which time there was quite a boom. At this time and as late as 1912 there has been work done on this property by the company and by lessees. The majority of development being done by lessees.

FACILITIES

Transportation. There is a good road all over the flat country between the property and Goldfield which would allow trucks to pull capacity loads.

Power. The nearest electric power is at Goldfield. There is no timber in this country, requiring the use of fuel oil for power.

TOPOGRAPHY

This country is very flat, the hills rising only to a very small height. The greatest difference in elevation between any two points on the property does not exceed fifty feet.

GEOLOGY

The rock formation at and around Jamestown is a very coarse grained rhyolite or quartz porphyry. There is no noticeable fracturing or faulting. Along certain zones the plagioclase and feldspar in the rhyolite have been replaced by quartz, in other places the plagioclase has been dissolved and only the cast remains. Along other zones the whole rock is stained red by hematite (iron oxide). No veins are present, the enrichment in gold, silver and copper is found in these replaced zones and occurs in small chimneys, one about 10 feet in diameter and 60 feet deep was mined and shipped.

DEVELOPMENT

There has been a large amount of development on this property considering the surface showing.

On the Golden Chariot No. 1 claim the main working shaft 320 feet deep is located about 25 feet from the south sideline and 300 feet from the southeast corner. On the 220 foot level there has been 160 feet of crosscutting and drifting. On the 320 foot level there has been 335 feet of drifting and crosscutting. These workings are inaccessible as the shaft is filled with water to the 160 foot point. Beside this shaft there are fourteen shafts from 5 to 131 feet deep scattered over this claim.

On the Golden Chariot No. 2 claim there are six shafts 6 to 8 feet deep and seven cuts 18 to 60 feet long.

On the Golden Chariot No. 3 claim there are two shafts 10 feet deep and two cuts which are 21 and 52 feet long.

All of these shafts and cuts have been worked with the idea of trying to find some point where a vein might possibly cut the country and not be just a replacement deposit.

In the deep shaft water was encountered which filled the shaft to the 160 foot point. All of the deep shafts are in such condition now that they are too dangerous to inspect.

EQUIPMENT

The equipment consists of a 25 foot head frame, 25 hp. Western gasoline hoist, hoist house, cage and cable.

PRODUCTION

There has been one small shipment of fair grade ore shipped from the 220 foot level. It is impossible to learn the exact grade or the net return from this ore.

SAMPLING

No cut samples were taken as the workings are under water. One grab sample taken from a pile of ore containing three tons on the surface gave a return of .72 ounces gold, 3.58 ounces silver and 6.75 per cent copper.

PRICES AND TERMS

The following prices are placed on the outstanding stock: 80,000 shares at 3 cents, 600,000 shares at 7 cents, 50,000 shares at 5 cents, 63,000 shares at a price to be named with 60,000 shares sold and owners names lost. The control of the stock can be bought at a total cost of \$46,900.00. Terms, suitable for development, can be arranged with the final payment in a period of two years.

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THE TONOPAH MINING COMPANY OF NEVADA

BULLITT BUILDING

PHILADELPHIA, PA. July 25, 1922.

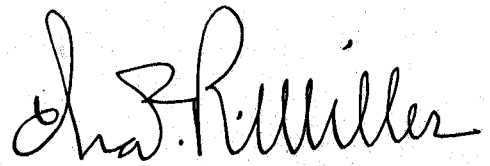
Mr. H. A. Johnson, Supt.,
Tonopah,
Nevada.

Dear Mr. Johnson:

I have your letter of the 17th inst., concerning the Golden Chariot. You will have to use your own judgment concerning this matter. I do not know exactly how to answer Feutch. Knowing his position in the district, I do not want to turn him down, so will leave the matter to be handled from your end, as you and Mr. Blackburn may decide.

I will retain copy of the report of John H. Tate, also the map, in case you want them returned, please advise me.

Yours very truly,


Vice President.

CRM.

July 17, 1922.

Mr. C.R. Miller, Vice-President,
The Tonopah Mining Company of Nevada,
Philadelphia, Pa.

Dear Mr. Miller:-

In answer to your letter of recent date together with enclosure of Mr. Carl Feutch concerning the Golden Chariot Jamestown Mining Company, I have interviewed Mr. Feutch and obtained what data he had concerning the property. Among other papers was found a report on the property made in 1912 by John H. Tate. This was made before the workings were under water and supplies all the information that could be gained by de-watering the shaft as suggested by Mr. Feutch. From this report it appears the vein is not very strong and the ore shoot spoken of is small as evidenced by the stope on the 220 foot level which was 10x 12 x 20 feet high. A copy of this report is enclosed.

Mr. Carper made an examination of the property in December 1920 and reported it was "not worthy of further consideration.

While I consented to make another trip to the property with Mr. Feutch at some future date the prospect is not very encouraging.

The shipment spoken of by Mr. Carper in his report consisted of 2129 pounds valued at \$78.00 per ton.

Yours very truly,

Superintendent.

(COPY)

Tonopah, Nevada, June 19, 1912.

TO THE DIRECTORS OF THE GOLDEN CHARIOT JAMESTOWN MINING COMPANY,
GOLDFIELD, NEVADA.

Gentlemen:

As per your request on the 16th and 17th of June, 1912, I examined the mine workings of the Jamestown Mining & Leasing Company, operating a lease on the Golden Chariot No. 1 lode in the Jamestown Mining District, Nye County, Nevada.

You have a good prospect, but it will be necessary before making a final estimate of its value to wait until the ore shoot, which was located on the 150 ft. and again picked up on the 220 ft., is found on the 320 foot level, where the work is now being prosecuted. Should this ore shoot be of any size and assay as well as it did on the two levels above, it will probably pay to sort and ship. Your ore contains grey copper, which is copper, antimony, sulphide carrying gold and silver, pyrite, and a large percent of iron oxide and is very silicious, and, consequently, a reasonable smelter rate should be obtained. Under the above conditions \$30.00 ore would yield a profit.

After examining the mine workings and platting old and additional work on the underground map, I concluded that the present crosscut was not being driven in the proper direction to crosscut the shoot, but was along the footwall; consequently, I informed your foreman where he should drive to pick up the shoot, provided, of course, it holds its same strike and dip as in the two levels above.

I herewith submit maps and other data and my preliminary report on your property.

Yours very truly,

(Sgd.) John H. Tate, E.M.

PRELIMINARY REPORT ON THE GOLDEN CHARIOT
GROUP OF LODE CLAIMS.

PROPERTY - Location:

The mining property of the Golden Chariot Jamestown Mining Company consists of three lode claims located as a group; Golden Chariot No. 1, No. 2 and No. 3, U. S. Survey 3971, Receiver's receipt for which has been issued to the company. The location is in the Jamestown Mining District, Nye County, Nevada, at the South end of what is known as Cactus Range, 30 miles southeasterly from Goldfield, five miles easterly from Gold Crater, two miles south of Wellington and eight miles southerly from the new camp of Antelope, where excellent gold-silver ore has been encountered and five or six leasers and the original company are now working; the S.W. Corner of Section 36, Township 4, South Range 46 East M.D.B. & M., bears North 35 degrees 24 minutes west 1487.83 ft. from Corner No. 1, the north side angle corner of claim No. 1. There is a fair auto road from Goldfield to Jamestown, the round trip being made in three hours. There is also a fair road to Ralston about twenty miles distant on the Tonopah & Los Vegas Railroad, the nearest shipping point. About four years ago Jamestown was quite a prosperous mining camp as several free gold showing were being worked, and many prospectors were in the neighboring hills. The original strike was made on the Mohawk lode, U. S. Survey No. 3962, and a shaft was sunk on it to a depth of 50 ft., but the lead was lost and the work abandoned. Good pannings may be obtained from this dump. This shaft is south 8 degrees west 73 feet from the main working shaft of the Jamestown Mining & Leasing Company. This vein strikes northeasterly and southwesterly, and dips to the northwest. The shaft on your property was sunk to catch this vein at depth.

WOOD AND WATER:

There is no timber in the vicinity, and fuel and timber for the mine must be gotten from Goldfield. Good drinking water is obtained from Gold Crater well, two miles to the west. The mine water contains some sulphuric acid and copper sulphate, and is therefore not good for drinking purposes.

TOPOGRAPHY - General Geology:

Small hills and shallow gulches make up the general topography in the immediate vicinity, but to the north are several high peaks: Notably Cactus 7550 ft. elevation and Antelope about the same elevation, and Mt. Helen 7100 ft. elevation to the Southeast. The elevation of Jamestown is 5300 ft. above sea level. The rocks that make up the formation consist of a rhyolite flow and dacite, and since some of the highest mountains in the Cactus Range are rhyolite, it is natural to assume that the rhyolite was erupted last and flowed over the surrounding country including the area now known as the Jamestown District. Subsequent erosion, which is quite commonly great in arid climates, has exposed on nearly all the small hills strong dacite outcrops, which are highly silicified and impregnated with iron oxide. Some of these croppings show free gold, and considering the amount of iron that is present on the surface it is not strange that copper has been found at depth. These croppings are in a way similar to those on the Jumbo claim in Goldfield. In the mine the dacite is much softer, and in some places very blocky, and some little water having been encountered in the mine workings makes the ground, generally speaking, very heavy. While there is no well defined vein system the strike is generally easterly and westerly with a northwest dip. The rake of the ore shoots is to the northwest. There have undoubtedly been several periods of eruption, and the fissures that were made during same have been filled in part by ascending mineral bearing waters. The country rock in close proximity to the ore is considerably brecciated, and with the many slips that are present shows that considerable movement has taken place before and since the formation of the ore.

EQUIPMENT:

The leasing company operating on this ground has a tent bunk house and frame blacksmith shop and engine house. The engine is a 18 H.P. Western gasoline hoist. The gallows frame has a self dumping arrangement, so that the hoisting engineer can not only run the engine but do top man's work as well. Two wagons and a team are also on the ground.

DEVELOPMENT:

The ground is opened up by a vertical shaft, square set timbers 4 x 6 ft. in the clear, with a 20 inch ladder way and 4 ft. hoist way, 4 x 6 dividers, 6 x 6 plates and posts for the most part and 1 to 2 inch lagging. There are some places in the shaft that will have to be retimbered as they are in bad condition. The shaft is 320 feet deep with 14 ft. sump, and stations have been cut and levels run out from it at the 150, 220 and 320 ft. depths. Although the 150 ft. level is badly caved in some parts, I was able to make a rough survey with a Brunton, and this I have platted on the map of the mine workings made by John Hagel, U.S.M. Surveyor, of Goldfield, Nevada, and the same is included in this report; also platted all of the new work and what old work he left out on the 320 ft. level. The patent survey map, which is also included, shows work done by the early leasers. The present lease operating on your property is working but three men; two in the mine and one on the surface, all development work being done on the 320 ft. level.

150 ft. Level

The ore was first picked up as a stringer in the cross-cut to the south and was drifted on both ways. It is about six inches wide and very highly oxidized showing grey copper, some malachite, copper sulphate and iron pyrite. No ore of any amount was encountered until the point to the west marked "Raise" was reached. A 24 ft. raise was made here, and at the top of this an intermediate level was run on ore. This varies in width from a few inches to several feet, and a grab sample of sacked ore on the surface from this level and raise gave returns of \$27.30 in copper,

gold and silver. This ore is practically all on the Mohawk lode.

220 ft. level

The ore was first struck in the crosscut to the south at a point marked "Raise" where a small seam 2 to 4 inches wide showed. It did not extend to the east, but shows in the back of the drift all the way to point marked "Raise", where it widened out, and a raise was started and afterwards a stope about 10 x 12 x 20 ft. high was made, and some good ore was stoped out. This ore is for the most part pretty hard, though in spots there is much talc. It is about the same character as that above, only runs higher in gold. The ore at the east end of the stope averages across ten feet about \$6.00 and at the west end about \$9.00 per T, and on the footwall, where the ore is very hard, about \$2.50 per T. The best ore, however, had already been removed. From the end of this stope in the back of the drift for 15 ft. was gotten an average of \$8.00 in gold, silver and copper. There has been some very high assays obtained from this level, but I believe it would require some sorting to bring the general average up to \$30.00.

320 ft. level

Some ore was encountered in this level in the two last drifts to the south, but it was either in small seams or bunches. The main stringer or seam was from four to six inches wide and dipped 30 degrees to the south. I consider this ore as simply a feeder to the main shoot, which lies to the north. In the top of a 25 ft. raise there is some good ore, and this is not far below the footwall of the main shoot. On all three levels many small bunches of ore were picked up, but they apparently had no definite connection with any ore shoot. The vein system as a whole is very poorly defined, and is made up of small stringers, which lead to a swelling in the vein or shoot. The accompanying map shows where the ore should be picked up and the direction of the crosscut to be driven is given.

CONCLUSION?

In all future work I would advise staying more closely with the ore, and before the work on the 320 ft. level was done both a raise and a winze should have been started from the stope on the 220 ft. level, which would undoubtedly have yielded valuable information and saved considerable money . It would depend on the size and value of the ore shoot upon the 320 ft. level as to the value of this prospect. It is my opinion, however, that there will be found several other pay shoots in this ground as the geological conditions call for same.

Yours very truly,

(Sgd.) John H. Tate, E.M.