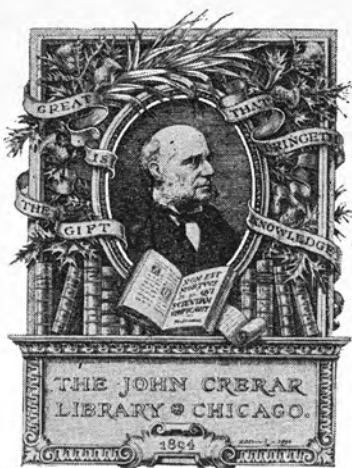


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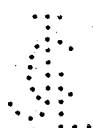
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REPORT

ON THE

Cherokee Gold Mine,

PLUMAS COUNTY, CALIFORNIA.

BY

PROF. W. P. BLAKE,

Consulting Engineer.





R E P O R T

ON THE

CHEROKEE GOLD MINE,

PLUMAS COUNTY, CALIFORNIA,

BY

PROFESSOR W. P. BLAKE.

CONSULTING ENGINEER,

JUNE 4th, 1881.



MINING RECORD PRESS.
61 BROADWAY, NEW YORK.
1881.

TO THE PRESIDENT AND DIRECTORS OF THE CHEROKEE
GOLD MINING Co :

Gentlemen:—

I herewith report the result of my inspection of the company's property at this place.

Until the last six weeks, or since the change of management at the mine, but little effective work appears to have been done since my examination last summer. A long and severe winter with considerable snow, at that elevation, not only retarded the mining, but prevented carting the quartz to the mill. When the snow finally melted away, the road to the mill was too soft to permit hauling over it. Sinking the new vertical shaft was continued, and it is now 145 feet deep. It is a double compartment shaft with a cage and guides on one side, and a kibble for sinking with on the other side. This shaft has not yet reached a depth sufficient to underrun the old work and strike the main body of the vein. At a depth of one hundred feet, however, a cross-cut has been run into the hanging-wall country and has intersected two strong branch veins of quartz which prospect well. A drift upon one shows that it

is growing larger, and it already supplies considerable quartz for the mill.

Mr. Rogers is also opening the old tunnel at the shaft level leading into the hill towards the Green Mountain claim, and expects to be able to extract a large supply of quartz from that portion of the claim.

The foot-wall country is also being opened by an incline under the large white vein croppings. The quartz below the surface is found to be friable and to prospect very evenly. It is now being sent to mill. A large quantity can be taken from these croppings, and just below them, at small cost. Many trials of the average ore gave satisfactory results by washing. The roads are now in good condition, and I see no reason to doubt that the mill can be kept supplied with ore during the summer while the shaft is continued downward to get below the old workings upon the main vein of the claims.

I advise sinking also upon the foot-wall, following the inclination of the vein. Such a shaft will give free ventilation in combination with the engine shaft, and will open up a very important part of the vein which has not yet been explored, while at the same time it will yield large quantities of ore for crushing. I confidently expect excellent results from opening this part of the ground, and believe that a chimney of high grade ore will soon be developed in it.

The difficulties of getting the quartz to the mill in the winter season have already been stated. Some

provision should be made during this summer to remedy this difficulty.

The absence of full water supply and the greater cost of crushing by steam, renders it almost necessary to send the quartz to the water-mill which is located just below the dam of the Round Valley reservoir, about one mile and a half from the mouth of the mine. This mill of twenty stamps is now operating with regularity. The quartz is carted to it at a cost of only thirty cents a ton during the summer; but even at this low rate, if travel were not interrupted the aggregate cost of carting would be about \$3,000 a year upon an assumed crushing of 10,000 tons. The cost by a suitable tramway would not exceed five cents per ton. The saving which would result would be sufficient to return the cost of a tramway in a few years. A tramway can be readily and cheaply laid. The contour of the surface is most favorable, being without ridges or valleys to cross, and consequently no cutting and filling is necessary.

The distance by line of survey is 450 rods from the ore bins to the top of the mill. A uniform grade can be had equal to one-tenth of a foot to the rod according to levels run by Mr. Higbie, the surveyor.

The barometer shows a difference of level between the top of the shaft and the level of the dam of the reservoir, of seventy-five feet. The fall is not sufficient to permit using elevated moving cables without power. A tramway will be useful also to transport

timber to the mine and may prove important as a feeder to a saw-mill which could be placed below the quartz mill, and be run with water power. Splendid timber is abundant along the line of the survey. Tall and straight white cedar trees cover the slopes and will furnish durable ties for the track at merely the cost of felling and splitting.

The total cost of a tramway with a twelve pound T iron rail will probably be less than \$8,000. A ropeway will cost not less than \$12,000. The construction of a tramway should be completed before the winter rains commence.

The property now seems to be in a condition to produce regularly so long as the road continues open. When the engine shaft reaches the unbroken ground below the old work, quartz of a higher grade is expected.

Respectfully, yours,

WM., P. BLAKE,

Consulting Engineer of Cherokee Mine.

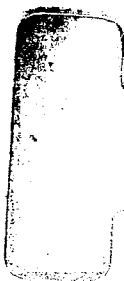
JUNE 4, 1881.

NEW YORK, Aug. 1, 1881.

Since my return, the superintendent of the Cherokee reports that the main shaft has reached a depth of 200 feet, and has struck the main ledge of the old mine. The first blast in the quartz caused an immense

deluge of water from the old workings. This water will now be rapidly pumped out preparatory to a resumption of sinking to a greater depth upon the vein and the exploration of portions of the old mine where ore is standing.

WM. P. BLAKE,
Consulting Engineer of Cherokee Mine.



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