

PROSPECTUS

OF THE

BRENTOR MINING COMPANY.

ON THE COST BOOK PRINCIPLE, IN 5,000 SHARES.

Committee of Management to be chosen at First General Meeting of Shareholders.

BANKERS: (pro tem.)—Messrs. GILL, SONS, & Co., TAVISTOCK.

PURSER: (pro tem.)—Mr. THOS. J. BARNARD, 5, ABBEY MEAD, TAVISTOCK.

OFFICE: (pro tem.)—5, ABBEY MEAD, TAVISTOCK.

THE Brentor Mine is situated at North Brentor, about four miles from Tavistock, and about one-and-a-half miles North West of the Great Wheal Friendship Mines.

The Sett, which is very extensive, is held on Leases from Earl Fortescue, and A. G. Vernon Harcourt, Esq., for terms of 21 years each,—both dated the 31st October, 1863,—and on favourable conditions.

It is needless here to say anything of the prospects of the enterprise, as the annexed reports and the unanimous opinions of three eminent and well known Mining Agents sufficiently attest its value.

The Property has been worked privately for upwards of two years; explorations were originally made for Iron Ore, which near the surface, intermixed with Gossan, was of an extraordinarily rich and rare quality; several hundred Tons were disposed of at a high price, but owing to its suddenly becoming (at a shallow depth impregnated with Sulphur Maudie, Iron Ore Sales could no longer be effected; and the existence of Black Oxide of Copper in the Lode, and the opinion of eminent men, prove, almost beyond doubt, that deeper sinking will discover extensive deposits of Copper Ore.

Since having the Mine inspected, and obtaining the annexed reports, explorations have been suspended, and the Steam Engine (18 inch cylinder,) has undergone thorough repair, and it is considered that it will, with the Water Wheel, give sufficient power to prove the Mine, so that more extensive Machinery can be provided, when required, out of profits.

All outstanding Accounts or claims upon the Mine up to June 1st, 1863, will be settled by the present proprietors; they only offer, in the first instance, to sell 1000 Shares, at 20s. each, as, in their faith in the speedy success of the enterprise, they are willing to support 4000 themselves.

Shares can be purchased of the proprietors Mr. JOHN HUTTON, Ludlow, Shropshire;
Mr. Wm. ALDRID, 28, Pall Mall, Manchester;
or, Mr. T. J. BARNARD, 5, Abbey Mead, Tavistock.

Orders to inspect the Mine, and any further information, can be obtained from the Purser, Mr. THOS. J. BARNARD.

REPORTS OF MINING AGENTS.

T. J. BARNARD, Esq., *The Devon Great Consols Mines, November 4th, 1863.*
Dear Sir.—In accordance with your request, I have inspected the Brentor Mining Company's Mine, situate at North Brentor, Devon, and I now beg to hand you my report thereon.

The sett is very large, extending $\frac{1}{2}$ of a mile from east to west on the course of the lodes.
The machinery consists of a small water wheel and a portable steam engine, applied for pumping and hauling purposes.

One lode only—having the same east and west bearing as most of the productive ones in the Tavistock district, and underlying moderately to the north—has been worked upon, and on this lode an engine shaft is sunk diagonally from the surface to the depth of 15 fathoms. The lode in the shaft is large—4, 6, and 8 feet in width, and for the first 12 fathoms, is composed of gossan and iron, the latter predominating. At the depth of 12 fathoms a layer is driven east 9 fathoms, and west 14 fathoms, on a portion of the lode, which proves to be of the same general character as that in the shaft. From the 12 fathoms level to the deepest point reached, the lode has undergone a decided change for the better. It now contains a less quantity of iron, and is composed chiefly of caple, congeal quartz, prlan, and peach, the latter containing black oxide of copper; and altogether it presents a most promising appearance. I would therefore strongly recommend a further trial of the lode in depth, and in my opinion, this trial will be attended with the opening up of a good and profitable Mine.

The water in the Mine being already quick, and it being more than probable—as the workings deepen and the lode is opened up in the usual way by drivages—that it will increase, you will find it well to be provided with machinery of sufficient power to keep the water under control. For this purpose an engine of not less than 30 in. cylinder will be required, and the present water power can be applied for hauling. The Mine can then be prosecuted with speed and economy, and, as I have before said, in all probability with success.

I am, dear Sir,
Yours very truly,
(Signed) JAMES RICHARDS

T. J. BARNARD, Esq., *The Devon Great Consols, November 5th, 1863.*
Dear Sir.—I have the pleasure of handing you my report of your Mine at Brentor, by which you will observe I have a very high opinion of your property.

I am, dear Sir,
Yours very truly,
(Signed) JAMES RICHARDS.

BRENTOR MINE.

Prince Arthur Consols, Limited, Tavistock, November 4th, 1863.
Sir.—As requested, I yesterday inspected this Mine, situate at North Brentor, about 4 miles from the town of Tavistock, and about $\frac{1}{4}$ miles north-west of the Great Wheal Friendship Mines, which have been in continuous working between 70 and 80 years, and during that time have paid upwards of £300,000 in dividends.

I find the lode on which you have commenced operations is running to the south of east, so far as proved, from 10° to 15° (which is considered a favourable bearing in this district,) and underlying north about 2 feet in a fathom. On this lode you have an extent from east to west of about $\frac{1}{2}$ of a mile. An engine shaft has been sunk on its course about 16 fathoms. To this depth the lode has varied from 4 to 8 feet in width, and until within the last 3 fathoms sinking, it was found to contain large quantities of iron and gossan.

At 12 fathoms from surface, the lode has been opened on some 23 or 24 fathoms. Throughout this drive it was found of just the same character as seen in the shaft, but in sinking below, it has undergone a very desirable change, the iron having to a great extent disappeared, and is now principally composed of caple, with large quantities of mundie, quartz, and peach, which, from assays, is found to contain black oxide of copper, and, judging from its general improved appearance, I consider it to be a well deserving of a spirited trial.

The machinery on the Mine is a water wheel, 40 feet high and 2 feet broad, and a portable steam engine, the latter being for the purpose of assisting the wheel in pumping and hauling, when the surface water falls short, and seeing you have but a very limited supply throughout the summer, and having no doubt a great many hindrances will be experienced through the winter months, I think the best and most judicious course for you to adopt will be to erect a steam engine at once; the water is at present quick and a considerable increase may be expected, as the shaft is deepened and levels opened out on the course of the lode, I therefore think you will do well to be provided with sufficient power to meet any such increase, and would recommend an engine of not less than 30 in. cylinder, which may at present be got at a very low price; and it is my opinion, with the water pumped from underground, you will then have sufficient for hauling purposes throughout the year. There is one great advantage you have for working this Mine, which is that the railway passes through the sett, with a siding very near your present workings.

Before concluding this report, I can but reiterate my expressed opinion, that, if machinery be supplied for economically proving the Mine, there is a good prospect of your meeting with success.

I am, Sir,
Yours obediently,
(Signed) WILLIAM GEORGE

T. J. BARNARD, Esq., *Brentor Mine, November 11th, 1863.*
Dear Sir.—I beg to hand you the following as my report upon the above-named Mine, the same being situated in the Parish of Brentor, in the County of Devon, and about $\frac{1}{4}$ miles to the north of Wheal Friendship Mine, which for its productiveness requires but little comment, having paid upwards of £300,000 in dividends.

The sett is extensive on the course of the lodes from east to west, being about $\frac{1}{2}$ of a mile, and from north to south upwards of $\frac{1}{4}$ mile.

The machinery consists of a water wheel 40 feet in diameter and 2 feet broad, and a portable steam engine of 18 in. cylinder rods, bobs, pit-work, drawing machines, &c.

The stratum in which the lodes are embedded is of a highly mineralized character, being light blue clay slate, similar to that of the Wheal Friendship Mines. The lodes are also intersected with clay congeal, and it is a well-known fact that in such cases in the counties of Devon and Cornwall they are found to be highly productive. The lode on which operations have been carried on has a north underlay of about 2 feet in a fathom, the bearing being from 10° to 15° south of east and north of west. This bearing corresponds with the richest lodes in the Tavistock District.

The engine shaft has been sunk diagonally from surface to the depth of 11 fathoms below the 12 fathom level, making a total of 15 fathoms.

The lode in the shaft from surface to bottom is large, varying in width from 4 to 8 feet wide. In the upper part of the shaft, the lode contains a quantity of gossan, iron, peach, and caple. At 12 fathom level east is extended on a portion of the lode 9 fathoms; in the present end the lode is full 6 feet wide, chiefly gossan. The 12 fathom level has also been extended west 14 fathoms on a portion of the lode, composed of gossan, quartz, prlan, iron, &c., a promising lode, and presents indications of becoming highly productive for copper ore at a shallow depth. The shaft has been sunk below the 12 fathom level 4 fathoms, and the lode in the last 3 fathoms sinking has undergone a decided change for the better, being full 7 feet wide, composed of fine caple quartz, prlan, peach, mundie, &c., and black oxide of copper intermixed. The sudden change which has taken place in the lode in the last 3 fathoms, presents every indication of proving highly productive at a shallow depth.

Born of the richest copper mines in Devon and Cornwall have similar beds of iron and gossan as those upon which your lode opened, and almost invariably in these cases the copper ore is of a rich quality. I am of opinion this will be the case in the Brentor Mine, as the lode of such a remarkable high percentage. I would therefore strongly recommend the sinking of the shaft, with a full set of men (not less than 20) during the winter season, whilst there is every probability of ample water to be made available for pumping, hauling, &c.

For the future development of the property, I would recommend that not less than a 30-in. cylinder steam engine be erected. The necessary work should be prepared during the season, whilst there is water for pumping; the present wheel can then be applied for hauling and other purposes.

If the above-named works are carried out, there is every probability of meeting with early success.

I would add that the railway passes through the sett, and has a siding close into the works, and renders the carriage of all kinds of materials and ores very cheap.

I am, dear Sir,
Your obedient Servant,
(Signed) JOHN GOLDSWORTHY.

N.B.—The passages in Italics in the above reports were not enumerated in the original documents, but have been so printed to draw attention to what will most interest proposing Shareholders.