



CONTACT INFORMATION

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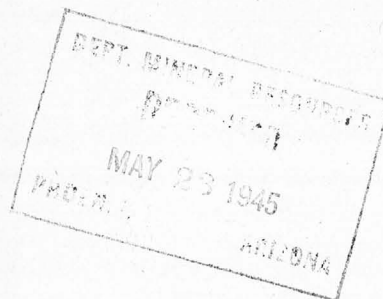
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RALPH R. LANGLEY
1045 SOUTH BEDFORD STREET
LOS ANGELES 35, CALIFORNIA

P. O. BOX 1266
KINGMAN, ARIZONA

Kingman Arizona,
May 20th, 1945



Mr. C. H. Dunning, Director
Department of Mineral Resources,
304 Home Builders Building,
Phoenix,
Arizona.

Dear Mr. Dunning;

I do not want to offend Mr. Eck but am wondering
what he will have to say to the enclosed.

Between the local board and the Phoenix office of
O.P.A. we surely have our tire troubles.

This for your information.

Sincerely,


Ralph R. Langley

Kingman Arizona
May 20th, 1945

Mr. J. M. Eck
Mileage Rationing Specialist
O.P.A.
P.O.Box 650
Phoenix,
Arizona.

Dear Sir;

On March 27th you wrote me calling attention to an error you thought I had made with respect to the delay I complained of in processing an application for a tire for my dump truck. I may have been in error of perhaps a week or thereabouts--but here is one in which I am not in error.

I applied for another tire about the first of April--through a member of the board here who told me he had put it through the local, office at about that time.

I have enquired about the matter on several occasions but could get no information except that the application "must have been sent to Phoenix because it is no longer in the local files and the clerks remember that it was approved so far as this office has the authority to approve it.

Today I talked with the lady who was in charge of the office here but who has been away on account of sickness for more than one month. She tells me she distinctly remembers sending the application on to Phoenix just before she left on her period of absence--which she says was about five weeks ago.

I am still waiting for the certificate for the tire. Had I not been able to borrow a tire my truck would have been idle and possibly I would have had to stop the production of lead and zinc ore. I cannot go on using this tire much longer.

Can you tell me anything about the application?

Please also advise me to whom I may write to enquire regarding possible violations of prices of equipment and repairs .

Sincerely,

Ralph R. Langley

RALPH R. LANGLEY
1045 SOUTH BEDFORD STREET
LOS ANGELES 35, CALIFORNIA

P. O. BOX 1266
KINGMAN, ARIZONA

Kingman Arizona
May 12th, 1945

Summit Alpha
Mr. C. H. Dunning,
304 Home Builders Building,
Phoenix, Arizona.

Dear Mr. Dunning;

I should have answered your letter of the 7th sooner. Have been just too busy.

Am enclosing chack for \$25.00 for the Holt account. I wish I felt that I could spare more at this time. This is a heavy month for me. I have been dping a lot of development work with little production and big payroll. Should be in substantial production in another week.

I knew nothing of the Dietrich or Holt car matter until Mr. Jayton told me lsat evening. I met Dietrich only once and was not impressed. Do hope we lofate the car.

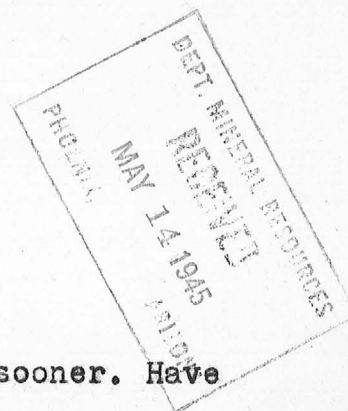
I am leaving for Los Angeles early in the morning to take in the crank shaft of my truck motor to have metalized and reground--otherwise am out the use of my truck. Think best to take it in personally.

I am taking the films for the pictures in with me and will see about enlargements and prints for you. Will send the camera back the first of the week --postoffice is closed now.

Am writing Bill Broadgate as per enclosed copy.

Sincerely,

Ralph R. Langley
Ralph R. Langley



Kingman Arizona,
May 12-1945

Mr. W. C. Broadgate,
Technical Consultant,
* Carl Hayden, Senator,
Senate Office Building,
Washington, D.C.

Dear Bill;

Thanks for your letter. When you know the names of the Senators and Representatives on the committee let me have them promptly--also tell me what states they are from--and I will get busy. Give me any suggestions you may think of.

As I understand the matter, the bill would now go through the House all right for one year extension but without the non-Cancellation clause? Is that right.

I think I can organize the situation here. Let me know what the time element is--how much time we have to work with.

Sincerely,

Ralph R. Langley

Summit

May 7, 1945

Mr. Ralph R. Langley
P. O. Box 1266
Kingman, Arizona

Dear Mr. Langley:

In regard to the pictures I would like to have them not later than June first.

These would be used in our annual report and you are probably familiar with its size, but in case you do not have one we are sending one under separate cover.

Let us know if you hear anything about Holt's car. We have not heard anything further from Holt, nor have we seen anything of Mr. Dietrich.

Yours very truly,

Chas. H. Dunning
Director

CHD:LP

RALPH R. LANGLEY
1045 SOUTH BEDFORD STREET
LOS ANGELES 35, CALIFORNIA

P. O. BOX 1266
KINGMAN, ARIZONA

Kingman Arizona
May 4th, 1945

Mr. C. H. Dunning,
Department of Mineral Resources
Builders Home Builders Building
Phoenix,
Arizona

Dear Mr. Dunning;

How soon will you need the pictures or cuts for the publication you intend to use them in?

I have the developed films and small prints from the first two rolls. They are clear and sharp and will develop--or rather enlarge fine. You will remember I told you I had to get across the canyons from the road in order to get good views--and that they will have to be enlarged.

I rather take them to a certain place in Los Angeles personally but can send them in if your time is limited.

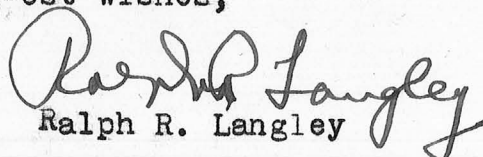
Some of the pictures are in panamoyan--two taken in conjunction in order to get the scene in--so I will connect the films as they should be.

How large a cut can you use? If you have a copy of the phamplet you wish to use them in maybe better send me an old copy so I can work out the cut sizes.

I am a little selfish about this as I think we can get some fair publicity which will not hurt.

I reserved three exposures to retake any that did not come out right and will retake one, or two tomorrow and then have the last film developed and return the camera.

Best wishes,


Ralph R. Langley

1945 APR 26 AM 12 09

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1201

SYMBOLS

DL=Day Letter
NL=Night Letter
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

SA 505 NL PD=KG KINGMAN ARIZ 25

C H DUNNING=

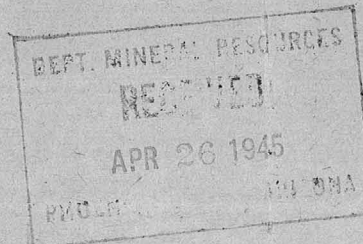
MINERAL RESOURCES BOARD HOME BUILDERS BUILDING PHOENIX

ARIZ=

PLEASE ENDEAVOR RESERVE ROOM ADAMS OR ELSEWHERE THURSDAY
NIGHT AM STOPPING BAGDAD ENROUTE SO MAY ARRIVE LITTLE LATE
WOULD LIKE SEE BROODGATE FRIDAY MORNING THANKS=

RALPH R LANGLESY.

San Carlos



THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RALPH R. LANGLEY
1045 SOUTH BEDFORD STREET
LOS ANGELES 35, CALIFORNIA

Kingman Arizona
March 29th, 1945

P. O. BOX 1266
KINGMAN, ARIZONA

Mr. Charles H. Dunning, Director,
Department of Mineral Resources,
Home Builders Building,
Phoenix,
Arizona.



Dear Mr. Dunning;

Thanks for attending to the tire ration situation as you did. I got the certificate for a new tire quite promptly--Possibly mailed before your letter reached them. But your letter is a fine statement to have in their records.

I have also had some confusion regarding the non-highway gasoline rations--due probably to what may be an error by someone in the Board's office here in noting on their record that the allotment is due every ninety days--3 months-- rather than every 30 days as it should be and as my application and your certification states.

It is probable that the Board will fix that up in a day or so--but just in case, and to show you how these matters do come up, I enclose copy of my letter to the Board about the matter.

The shortage was temporarily covered up by the fact that the Bank here deposited my ODT gas check of 2000 gallons in my non-highway account by mistake and the other checks referred to had not come in--until, a few days ago when the Bank discovered its error. By correcting the error my non-highway account was overdrawn and that caused me to look into the matter in detail and to discover that there has been authorized for my use 16,020 gallons more than they have issued to me and 12,415 gallons more than I have used--so the Board should have no objection to issuing the 2820 gallons I need to balance my account to the first of April after which if they issue the 5220 gallons each month I will be well taken care of.

We have had very bad weather here nearly all month--also last month, which caused us to be idle most of the time. The road builders have had a hard time of it also but are getting along very well now. They are building me a good road and I will have some good pictures of the work as soon as they are a little farther along.

Looks like the weather has cleared up now--so we should get back on production yet this week--and I hope stay that way.

Regards,

Ralph R. Langley
Ralph R. Langley

Kingman Arizona
March 26th, 1945

War Price and Ration Board,
Kingman,
Arizona.

Gentlemen;

Due to several confusing factors I find my non-highway gasoline account overdrawn at the bank. Upon checking your and my records I find this is due to the fact that I have actually drawn MUCH LESS gasoline over the past seven months than was applied for and allotted to me rather than to the use of more gas than allotted.

The fault is partly mine for not keeping a better record and that in turn is due to the urgency of other immediate matters and to the fact that I knew I was using less gasoline than had been allotted. The allotments were based on the capacity of my equipment when in full use whereas, due to rain and snow, bad roads and awaiting certain marketing arrangements to develop, operations have been curtailed the past three months.

The weather having settled (I hope), having acquired my own trucks to haul the ore and the Government having built me a greatly improved road in order to speed up production, I now expect to use the full amount of the most recent allotment as certified by the Arizona Mineral Resources Department--namely 5220 gallons each month --not each three months as I find noted on the record in your office.

I have progressively increased my compressor equipment thus requiring more power and more gasoline for the full use of the equipment. Last fall you began requiring an Engineer of the Department of Mineral Resources of Arizona to inspect producers equipment and report and certify to the amount of gasoline needed to operate the equipment--equipment used to produce critically needed metals. On the 7th of November Mr Holt reported the need of 3900 gallons monthly to run my equipment to capacity. You issued one check in that amount but failed to issue the next check due about the 7th of December and also failed to issue a similar check as of about the 7th of January. Early in January I increased my power capacity and revised my application. The Mineral Resources Board certified to the need of the increase to 5220 gallons monthly and you issued a check for that amount as of about January 30th. Another check in that amount was due about February 28th but was not issued. I did not press the matter because I had not detected any need for more gas--due to the confusions above stated. Another

check in the amount of 5220 gallons was due me as of about the 30th of March--which when issued would temporarily make up the present shortage but that would only be temporary because I expect to need and use the full allotment of 5220 gallons monthly now--or as soon as the weather permits. Therefore you should issue me a check for enough gasoline to balance off what I have used and for which you have not yet issued checks (which were authorized some time ago) and then also issue a check for the April allotment of 5220 gallons. That will clean the slate and hereafter we can keep it clean.

I have no use for more gasoline than actually needed for production and am not interested in buying and paying for more than actually necessary.

I suggest that your office be instructed to issue a check for 5220 gallons the first of each month--unless I advise in writing just before that date that a lesser amount for the coming month is needed.

I will appreciate having the check for the 2820 gallons at once --and the check for 5220 gallons on the first of April.

Sincerely,

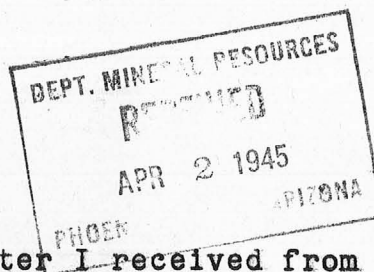
Ralph R. Lengley.

RALPH R. LANGLEY
1045 SOUTH BEDFORD STREET
LOS ANGELES 35, CALIFORNIA

P. O. BOX 1266
KINGMAN, ARIZONA

Kingman Arizona
March 29th, 1945

Mr. C. H. Dunning,
Department of Mineral Resources,
Home Builders Building,
Phoenix,
Arizona.



Dear Mr. Dunning;


I think you have a copy of the letter I received from Mr. Eck.

I signed the application on February 23d--and Mr. Wheeler's records confirm that. I simply signed it in blank and Wheeler makes the inspection and passes the application on to the Board--of which he is a member.

I will so advise Mr. Eck--just to have the record straight--as soon as I get the gasoline allotment straightened out. I notice he sent a copy of his letter to the Board here --so I will defer my reply until after the gasoline situation is adjusted as it may not be wise to stir matters up here in meantime.

I think the troubles here are entirely due to poor or inexperienced girls in the office and the Board depending too much on them rather than giving the matters personal attention. I think we will get along OK.

Best wishes,


Ralph R. Langley

Damned if it is not snowing again. I figured up today that we have lost 58 days in the last 90 days on account of snow and rain. Let us hope that ~~the~~ winter is finally over.

Do you have Mr. Lewis's address here?

Arizona District Office

P. O. Box 650
Phoenix, Arizona

March 27, 1945

Mr. Ralph R. Langley
P.O. Box 1266
Kingman, Arizona

Dear Sir:

Your letter under date of March 20th, regarding an application for a large size truck tire, has been received as an attachment to a letter written to me under date of March 26th by Charles H. Dunning, Director, Department of Mineral Resources, Phoenix.

Apparently you are erroneous in your statements in your letter that you filed this application of February 23rd and the board had not forwarded this application to Phoenix for processing and certificate issuance.

For your information, the application in question is dated 2/27/45, the Central Truck Tire Inspection Station date is 3/2/45 and this application was received in this office on 3/22/45. Certificate #867094 was issued on 3/23/45, for one 8:25x20 truck tire. This certificate was mailed to you on the date of issuance at the address P. O. Box 1266, Kingman, Arizona,

You probably have received this certificate by now as it should have been in your mail on or about the 26th of March.

We trust that the above information will clear up this matter for you.

Yours very truly,

J. M. Eck

J. M. Eck
Mileage Rationing Specialist

JME:npo
cc: C. H. Dunning
WP&RB 81.8.1

Summit

March 26, 1945

Mr. J. M. Eck
Office of Price Administration
Security Building
Phoenix, Arizona

Dear Mr. Eck:

The enclosed communication from Mr. Ralph Langley of Kingman speaks for itself.

We do not know the facts of the matter other than Mr. Langley states, but we do know that Mr. Langley is an important and consistent producer of lead and zinc and that those two metals are vitally needed for the war. We also know how impossible it is to operate a mine on a "run today, close down tomorrow" basis.

It is also a fact that in our administration of gas for mining purposes throughout the state, and recommendations for tires and priorities, we have had very few complaints, and that 80% of those have been because of negligence at the Kingman Board.

We trust you can fix up Mr. Langley.

Yours very truly,

Chas. H. Dunning
Director

CHD:LP
Enc.

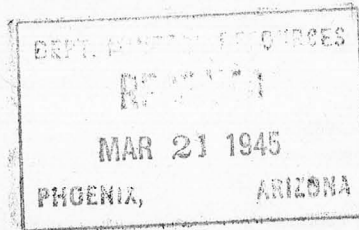
CC: Mr. Ralph R. Langley

RALPH R. LANGLEY
1045 SOUTH BEDFORD STREET
LOS ANGELES 35, CALIFORNIA

P. O. BOX 1266
KINGMAN, ARIZONA

Kingman Arizona
March 20th, 1945

Mr. C. H. Dunning, Director,
Department of Mineral Resources,
Home Builders Building,
Phoenix,
Arizona.



Dear Mr. Dunning;

On the 23d of February I filed an application for a new truck tire--8;25 x 20 -- with the Ration Board here. I learned last evening that the application has not yet been forwarded to the Phoenix office. The young lady who is in charge here is away from the office for a couple days on account of illness so I do not know all the details but I do know that such delays are likely to curtail production of lead and zinc by laying off my truck and also laying off my crew for a few days.

I have no spare tire and with some of those on the truck none too good and with the character of roads we have to contend with am likely to have a blow out any time.

I have filed with the board a letter from Mr. W. L. Wheeler here stating that he is holding a tire for me--in fact I have asked him to hold three tires which he has in stock.

I had some bad luck with one tire some weeks ago by a rock getting between the two dual tires but that is likely to happen to anyone anytime. Other than that I am not using more than a normal amount of rubber. As you know, the Government is now building some new road for me and repairing the old part of the road which will be a great help and saving on rubber. Every agency and individual seems to be cooperating with the lead and zinc production program here except the tire section of the local ration board.

I suggest that you take the matter up with Mr. Eck of the Phoenix office and see if something cannot be done to expedite this tire situation--perhaps a certificate can be sent up without waiting for the application to go down from here. I will appreciate whatever you can do.

Sincerely,


Ralph R. Langley

Summit Alpha

March 19, 1945

*Film Mailed
S.P.*

Mr. Ralph Langley
P. O. Box 1266
Kingman, Arizona

Dear Mr. Langley:

We have your letter of the 18th and
are sending you another film.

We are glad to know that your road is
progressing and that the mine prospects look so
bright.

Yours very truly,

Chas. H. Dunning
Director

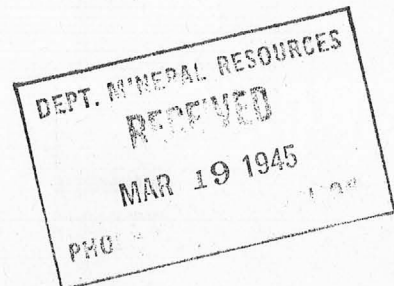
CHD:LP

RALPH R. LANGLEY
1045 SOUTH BEDFORD STREET
LOS ANGELES 35, CALIFORNIA

P. O. BOX 1266
KINGMAN, ARIZONA

Kingman Arizona
Maych 18th, 1945

Mr. Charles H. Dunning,
Director,
Department of Mineral Resources,
Home Owners Building,
Phoenix, Arizona.



Dear Mr. Dunning;

If you feel that you can spare one, please send me one more roll of films for your camera.

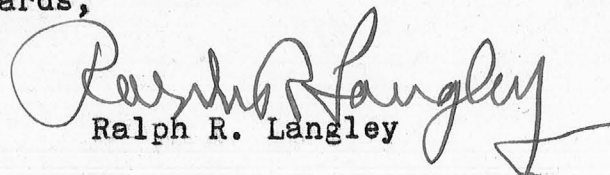
The topography and the weather here make it uncertain what the results will be in each case so I want to make sure of getting some really good pictures. Due to some steep grades it is necessary to take some of the places in sections which takes more film.

The Grazing Service and Public Raods Administration men are working every day the weather permits and I am quite pleased with the work they are doing. They also want some good pictures taken and are very much interested in that phase.

I am starting to sink the winz from which I have been producing, another 120 feet of depth--we hope--which will open up about 12,000 more tons of the same grade of ore we have been shipping the past year. With that and another stope we are developing we should really use this new road .

I am having the Keystone mill make a run of some ore from the Alpha-Summit. If the results are what I think they should be I think I can keep that mill busy and that the result to me will be quite advantageous.

Regards,


Ralph R. Langley

Summit - alpha

February 19, 1945

Office of Price Administration
137 North Second Avenue
Phoenix, Arizona

Attention: Mr. Eck

Gentlemen:

Mr. R. R. Langley of Chloride was in the office and told us of some of his operating difficulties - some of which had to do with tires and trucks.

Mr. Langley is an important producer of critical lead and of zinc, and we trust that any of his difficulties that may come before your department will be expedited all possible.

Yours very truly,

Chas. H. Dunning
Director

CHD:LP

CC: Mr. R. R. Langley

DEPARTMENT OF MINERAL RESOURCES

REPORT TO OPA ON ACTIVE MINING PROJECT

Date 2/16/45
Name of Mine Sunburst
Owner or Operator Ralph R. Langley
Address Koryman
Mine Location Ariz.

Filing Information

File System.....

File No.....

This chart to be used for gallons of gasoline required per month.

PRESENT OPERATIONS: (check X)

Production X; Development.....; Financing.....; Sale of mine.....;

Experimental (sampling).....; Owner's occasional trip.....;

Other (specify).....

PRODUCTION: Past and Future.

Tons

Approx. tons last 3 months

Approx. present rate per 3 months

Anticipated rate next 3 months

If in distant future check (X) here

EQUIPMENT OPERATED:

Type	Quantity or Horse Power	Miles or Hours Per Month	Gallons Required Per Month
Personal Cars
Light or Service Trucks
Ore Hauling Trucks
Compressors
Other Mine or Mill Eqpt.

PRODUCT PRODUCED OR CONTEMPLATED: Name metals or minerals.

Lead Zinc

REMARKS:

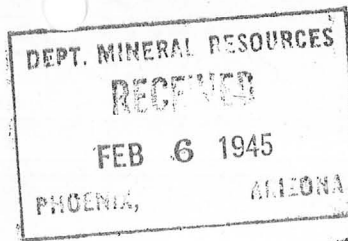
Mr. Langley's production of lead and zinc is critical and important. He is having much trouble and any assistance rendered him will be greatly appreciated.

ARIZONA DEPARTMENT OF MINERAL RESOURCES

By Chas. H. Drumm

Summit Alpha

P.O.Box 1266
Kingman, Arizona.
2-4th, 1945



OKH
no reply

Mr. Chas. H. Dunning,
304 Home Builders Building,
Phoenix,
Arizona.

Dear Mr. Dunning;

Thanks for your letters of January 17th and 18th. I appreciate the prompt and proper way you attended to both matters.

Have had a short visit with Mr. Holt--he is not looking so good but says he is improving.

We are having a little winter here--which shuts us down for a couple days or more on top of the mountain every time it snows or rains too hard. Our access road will cure that if and when we really get it built.

Best wishes,

Ralph R. Langley
Ralph R. Langley

White to Loggins
Pink to Holt

ODT

DEPARTMENT OF MINERAL RESOURCES

REPORT TO OPA ON
ACTIVE MINING PROJECT

Date 1/18/45
Name of Mine Summit etc.
Owner or Operator Ralph Loggins
Address Krogenan Ariz
Mine Location North of Krogenan

Filing Information

File System.....
File No.....
This chart to be used for gallons of gasoline required per month.

PRESENT OPERATIONS: (check X)

Production ☒; Development.....; Financing.....; Sale of mine.....;
Experimental (sampling).....; Owner's occasional trip.....;
Other (specify).....

PRODUCTION: Past and Future.

Tons

Approx. tons last 3 months
Approx. present rate per 3 months
Anticipated rate next 3 months Considerable
If in distant future check (X) here

EQUIPMENT OPERATED:

Type	Quantity or Horse Power	Miles or Hours Per Month	Gallons Required Per Month
Personal Cars
Light or Service Trucks	<u>1</u>	<u>600</u>	<u>45</u>
Ore Hauling Trucks
Compressors
Other Mine or Mill Eqpt.

PRODUCT PRODUCED OR CONTEMPLATED: Name metals or minerals.

Lead & Zinc

REMARKS:

Operator has been a consistent producer and this gas is evidently needed and fully approved

ARIZONA DEPARTMENT OF MINERAL RESOURCES

By Chas H. Manning

January 18, 1945

Mr. Ralph R. Langley
P. O. Box 1266
Kingman, Arizona

Dear Mr. Langley:

We have your letter of the 16th regarding gas and although Holt may be in Kingman before this gets to you, we are signing the report here and enclosing same herewith.

It is often better to send these signed reports direct to the applicants for them to take to their rationing board, instead of our sending them to the board, for they sometimes get mislaid in those offices.

So if you will take this signed report to your board, they should fix you up without delay.

Yours very truly,

Chas. H. Dunning
Director

CHD:LP
Enc.

White mailed to Langley 1/18

DEPARTMENT OF MINERAL RESOURCES

REPORT TO OPA ON ACTIVE MINING PROJECT

Pink & Holt

Date 1/18/45
 Name of Mine Summit & Alpha
 Owner or Operator Ralph R. Langley
 Address Kingman Ariz
 Mine Location Cerbat Range

Filing Information

File System.....

File No.....

This chart to be used for gallons of gasoline required per month.

PRESENT OPERATIONS: (check X)

Production ☒; Development.....; Financing.....; Sale of mine.....;

Experimental (sampling).....; Owner's occasional trip.....;

Other (specify).....

PRODUCTION: Past and Future.

Tons

Approx. tons last 3 months 3000

Approx. present rate per 3 months 3000

Anticipated rate next 3 months 5000

If in distant future check (X) here

EQUIPMENT OPERATED:

Type	Quantity or Horse Power	Miles or Hours Per Month	Gallons Required Per Month
Personal Cars
Light or Service Trucks	<u>One</u>	<u>1200 mi</u>	<u>120</u>
Ore Hauling Trucks	<u>One</u>	<u>5200 mi</u>	<u>800</u>
Compressors	<u>4-185 HP</u>	<u>250 hrs</u>	<u>4300</u>
Other Mine or Mill Eqpt.	<u>Steel sharpener</u>	<u>250</u>	<u>included ↑</u>
	<u>ventilator blower</u>	<u>350</u>	
<u>Total</u>			<u>5220</u>

PRODUCT PRODUCED OR CONTEMPLATED: Name metals or minerals.

Lead - Zinc - Copper

REMARKS:

Property is an important producer of critical metals

ARIZONA DEPARTMENT OF MINERAL RESOURCES


By.....

Chas H. Dunning

Mr. Dunning;

Will you please get this letter to
Mr. Holt as soon as possible--unless you can
take care of it there in the Phoenix office.

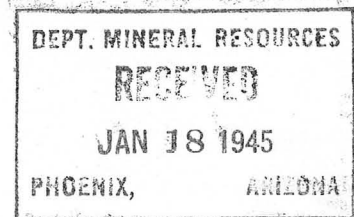
Thanks


Ralph R. Langley

RALPH R. LANGLEY
1045 SOUTH BEDFORD STREET
LOS ANGELES 35, CALIFORNIA

P. O. BOX 455
KINGMAN, ARIZONA

Kingman--January 16th, 1945



Mr. Elgin B. Holt,
Phoenix,
Arizona.

Dear Elgin;

The gas board here requires your "report" on the amount of gas I need for the coming season. They gave me the attached forms for you to fill out and send them together with my application--also attached.

I have penciled in on the form what the facts are and as close an estimate as I can make and still be safe.

I have two--210 compressors with 40 H. P. motore and also a 280 portable compressor at the Summit. They take just about the amount of gas I have indicated on an 8 hour--30 day basis. Of course I do not run every day for 8 hours but if I do not need the gas of course I do not buy it. I have one gas engine running the ventilator blower at the Summit--which we run about 12 hours daily--also another engine which runs the grinder and steel sharpener.

At the Alpha we have a Wakashaw engine of 85 H.P and a Fairbanks M Morse 320 feet compressor.

I had so much trouble getting the ore hauled that I bought a dump truck --also bought an International pickup truck to transport the men from Chloride to the Mines and back each day and for usual pickup use.

I will appreciate it if you will fill these forms out and send to the board here quickly as possible. I am about out of gas.

Sorry to learn that you are under the weather. I have been laid up with a bad cold. Am here for only two days as I am under subpoena as a Government witness in a matter in Chicago coming up on Monday so will not be here for several days after tomorrow. The engineers who will do my access road job will be here tomorrow to go over the route with me. I think the work will start at once.

I think will start production from the Silver Legion claims--part of the Summit group--next month--which will require more gas

Best wishes,


Ralph R. Langley

Summit
January 17, 1945

Mr. Ralph R. Langley
P. O. Box ~~455~~ 1266
Kingman, Arizona

Dear Mr. Langley:

We have just received your letter of the 16th regarding application to the O.D.T. for certificate of war necessity.

We take pleasure in approving this application and because you have sent us the original of your letter of January 16 to Mr. Corbell, together with all your papers, we presume you wish us to attach our recommendation to this letter and papers and mail to Mr. Corbell.

We have therefore done this and trust the approval will come forth direct to you without delay.

Holt has been on the sick list but will be back in Kingman in the next few days. During his absence your local board there was supposed to temporarily grant all reasonable applications and send copy here (for him) for his subsequent check-up.

We are glad to hear about your road and trust all your mining operations are progressing satisfactorily.

Yours very truly,

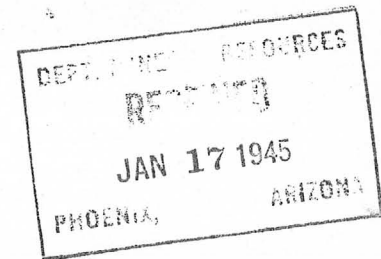
Chas. H. Dunning
Director

CHD:LP

RALPH R. LANGLEY
1045 SOUTH BEDFORD STREET
LOS ANGELES 35, CALIFORNIA

P. O. BOX 455
KINGMAN, ARIZONA

Kingman Arizona
January 16th, 1945



Mr C. H. Dunning,
Mineral Resources Department
Home Builders Building,
Phoenix, Arizona.

Dear Mr. Dunning;

You will see by the enclosed letter to me that Mr. Corbell needs a "recommendation" in order to act upon the enclosed application.

I do not find Mr. Holt in Kingman so am sending this along to you with the request that you make the recommendation and mail it with these original papers to Mr. Corbell.

I need this truck badly in order to transport the men from Chloride to the Summit mine and home every day-- and for usual pickup purposes.

Thanks very much,

Ralph R. Langley
Ralph R. Langley

P. S. Looks like we get the access road we applied for some time ago. The WPB approved and the Bureau of Mines men were here and now the roadbuilders are meeting me here Thursday to go over the route with me and arrange to build the road. I will advise you when the work is started.

R.R.L.

EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE FOR EMERGENCY MANAGEMENT

Highway Transport Department
328 Security Building
Phoenix, Arizona

January 13, 1945

Mr. Ralph R. Langley
Kingman, Arizona

Dear Sir:

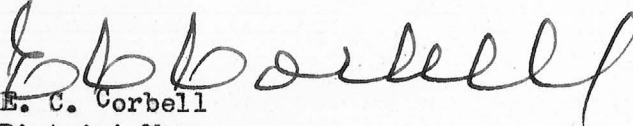
We are returning your application for a Certificate of War Necessity in which you list your business operation as lead and zinc mining.

Before we can properly act on your request, it will be necessary that you furnish us a recommendation, either from the Arizona Department of Mineral Resources, or the Technical Advisor of the War Production Board, as to the amount of gasoline and miles needed in your operation.

Return the application, together with the recommendation from either of these departments, and we will be in a position to act on your request.

Yours very truly,

OFFICE OF DEFENSE TRANSPORTATION


E. C. Corbell
District Manager

11
Enc.



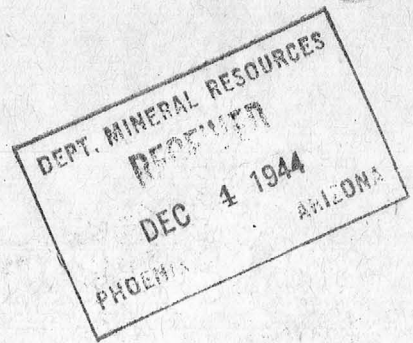
Summitt

Dec. 19, 1944

I forgot to say that I got a nice letter from Mr. Langley saying that he felt he had received valuable help.

Bill Broadgate

*Summit
access road data*



Washington, D.C.
Dec. 1, 1944

TO: C.R.DUNNING
FROM: W.C.BROADGATE
ON: LANGLEY ACCESS ROAD

You can inform Langley (Ralph) that his access road application has been approved by the War Production Board and sent out with authorization for a field examination.

It is up to him to make a good showing.

I am afraid nothing can be done about Layton's road as he simply has nothing to go on. I asked Langley to plead Layton's case, as they are associated, in a way. But the results were about nil.

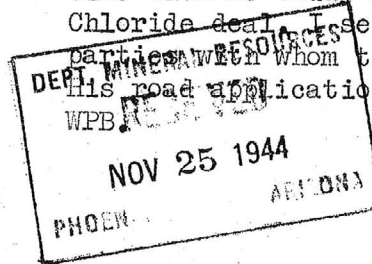
However, will try again if possible.

Bill Broadgate

Summit

Washington, Nov. 21. *g/m*

Ralph Langley is in town and spent some time with me today regarding his Chloride deal. I sent him to the right parties with whom to plead his cause. His road application had not yet reached



Bill Broadgate

Washington, D.C.
Nov. 17, 1944

Summary
SUBJECT: LANGLEY AND LAYTON ACCESS ROADS

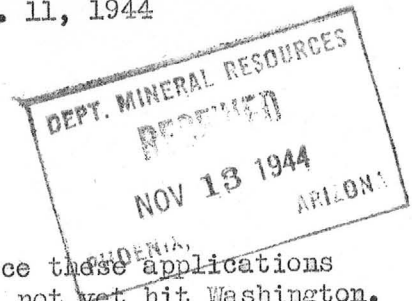
Up to this morning the applications could not be located here.

Had a letter from Langley that he will be in Washington the 21st.

Bill Broadgate

Nov. 11, 1944

MEMO: C. H. Dunning,
FROM: W. C. Broadgate



ACCESS ROADS, LAYTON AND LANGLEY

Up to this morning, I could not trace these applications through either WPB or PRA. Apparently they have not yet hit Washington. It takes quite a time to get them processed when they get here. I understand Langley intends to come to Washington the 16th. If it is on this deal it probably will be a waste of time, as there could be no determination.

Still more important, I hear that the Access Roads fund has been about all allocated, and from now on applications will probably be held up for lack of funds. I am checking back and should know Monday if they have any cash left or if it all is now earmarked.

It appears we will have to slip more money into the next deficiency appropriation, and I will take it up with Hayden as soon as he gets back.

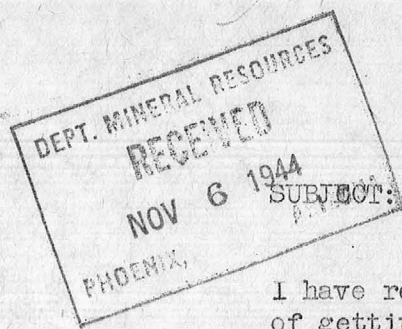
CC/ Langley

Nov. 11, 1944

MEMO: C. H. Dunning

As far as I can determine, the Chemi-cote application is still somewhere in the field, and not in the WPB here. I wish you would have the field office checked and find out whether it has been lost there or here, so I can go after it further.

Bill Broadgate



~~DEPT.~~ NOV. 2, 1944

SUBJECT: Access roads, Fortunatus and Summit

I have read these applications over, and there may be a chance of getting them through.

I was interested to note in Langley's letter a phrase which recurs constantly in my correspondence in one form or another. He says, "It is assumed that lead, zinc and copper production is needed for the war effort or the RFC and WPB would not have encouraged and financed these projects." Now, that is fallacious thinking. The sentence should have been written with WAS needed, not IS needed, and it would hit the nail on the head better. After all, Langley and others should realize that there has been a considerable lapse of time since they got their RFC loans.

I think you should tell all these people to lay stress on lead. That is the only hope of getting attention. The zinc people are very busy discouraging all production they can. Copper is in such balance that a few men in the large mines can help more than new properties starting up. We are not in a position, however, where we can afford to lose any lead production.

I seriously doubt the sense of encouraging Layton to spend money trying to open up a new zinc-lead mine. I feel that there is a much better chance of Langley getting a road improved to a present producer than to get one extended to a new prospect.

However, when the applications reach here, which will probably be some days, I will see what can be done to push them.

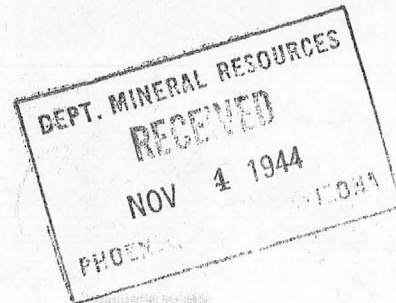
Knowing what I do about conditions, it is hard for me to understand the optimism which induces the opening of new base metal properties at this time, unless they are extraordinarily rich and will pay under almost any conditions, especially if much capital expenditure is needed.

Bill Broadgate

P.S.

Have been in bad with the flu the last few days, but think I will be around again tomorrow.

NOVEMBER 2ND, 1944.



MR. G. L. McLane,
Senior Highway Engineer,
P.O. Box 70,
Phoenix, Arizona.

Dear Sir;

I have just received your letter of October 31st in which you advise that I apparently was misinformed regarding the manpower and equipment desired in conjunction with the application filed as of October 18th for an access road for the Summit-Alpha Mines in Mohave County. I now understand that you want a statement as to the manpower employed at and available for the mine and also the equipment employed at and available for the mine rather than for use in building the road. I am sending herewith revised statements covering those phases.

Regarding the Fortunatus mine application, I understand that Mr. Layton filed an application to have the Summit-Alpha road extended from the Summit Mine to a point on the Fortunatus claims where he intends to start work. I am not informed as to what the manpower and equipment situation is as to that project but understand Mr. Layton has ample equipment. The opening up of the Fortunatus Mine is an additional need for an improved road.

Yours very truly,

Ralph R. Langley.

Mr. Dunning;

I think the above and the attached will explain themselves.

Am sending Bill Broadgate a copy.

Sincerely,


Ralph R. Langley.

STATEMENT Re-Access road for Summit-Alpha Mines
Mohave County, Arizona.

AVAILABILITY OF MANPOWER:

The additional labor which I will need to employ is definitely available without drawing on other essential activities. This is especially true due to the fact that many other mines have closed for reasons other than shortage of labor and because about all Government work in the district has discontinued. Recently the Tennessee Mine at Chloride ceased operations thus leaving a considerable number of local resident men out of employment. We now have a fairly extensive list of applicants for jobs at the Summit and Alpha Mines.

AVAILABILITY OF EQUIPMENT FOR OPERATING THE MINES:

At the SUMMIT MINE I have two 210 CUP and one portable 270 CUP compressors in use. They furnish ample air for our present output and for all the output we contemplate. These compressors are in first class condition. Also at the Summit we have a steel sharpener, blacksmith shop, change room, ventilating blower and motor and plenty of drill steel on hand for our contemplated enlargements.

We are well equipped with stopers, drifters and jackhammers, also have three mine cars, water and fuel tanks, inside and outside ore bins, tigger hoist, ore buckets etc etc--all ample for our present and contemplated operations.

At the ALPHA MINE I have one Fairbanks Morse 320 CUP compressor driven by a Wakashaw 100 H.P engine, jackhammers and stoper, air and water tanks and lines--all installed and waiting for use. The Alpha is a tunnel and upraise operation so hoists etc not needed. Steel used at the Alpha will be made up and sharpened at the Summit forge and steel sharpener which has ample capacity to serve both mines.

At the Alpha we have a 100 ton ore bin in good condition, ore cars and all small equipment needed. Change room in good condition.

Our camp for both the Summit and Alpha Mines is located at the Alpha workings and is ample for both operations.

It will be noted from the above that we are well equipped for our contemplated additional operations at both mines and will need practically no additional equipment or tools.

Respectfully submitted

Ralph R. Langley.

October 26, 1944

MEMORANDUM

TO: W. C. Broadgate
FROM: Chas. H. Dunning

I am herewith enclosing copies of two applications for access roads, as follows:

1. Access road to Summit-Alpha mines, Mohave County, sponsored by Ralph R. Langley; and
2. An extension of this road to the Fortunatus mine, by J. E. Layton, member of the Board of Governors of this Department.

Kindly do what you can to get these applications by the War Production Board.

EBH:LP
Enc.

CC: J. E. Layton
R. R. Langley

October 26, 1944

Mr. Ralph R. Langley
P. O. Box 1266
Kingman, Arizona

Dear Mr. Langley:

Referring to your letter of October 18 to Mr. Dunning, in which you enclosed your application for an access road to the Summit Mine, kindly be advised that he turned the same over to me.

I then attached to your application two copies of my report on the Fortunatus mine, including copies of my map of the two access roads, yours and Mr. Layton's. Copies of these are herewith enclosed for your files.

Also, I drew up an application for the Fortunatus access road and sent it to Mr. Layton for his signature. As soon as this is returned to our Phoenix office, we will put the two applications together and deliver both to Mr. P. J. Schiale, Director of the Grazing Service here and he will deliver the said applications to the Public Roads Administration of this city.

We will also forward copies of both applications to Bill Broadgate in Washington, asking him to do his level best to get them past the War Production Board, as in case this Board turns thumbs down, no further action will be taken.

Very sincerely yours,

Elgin B. Holt
Field Engineer

EBH:LP
Enc.

CC: Mr. J. E. Layton
Mr. W. C. Broadgate

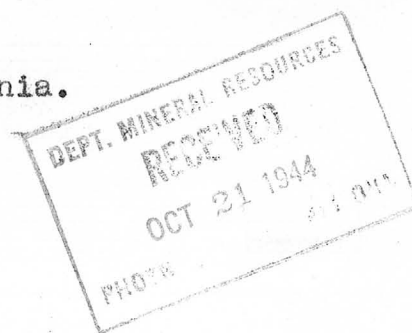
Summit

RALPH R. LANGLEY
1045 SOUTH BEDFORD STREET
LOS ANGELES 35, CALIFORNIA

I266
P. O. BOX 486
KINGMAN, ARIZONA

Los Angeles 35, California.
October 18th, 1944.

Department of Mineral Resources,
413 Home Builders Building,
Phoenix, Arizona.



Dear Mr. Dunning;

I am handing you herewith an application for an access road with the request that you examine it, make your suggestions and recommendations and pass it on to the proper party-- I assume to Mr. McLane.

Please write me to Kingman, Box I266 regarding any suggestions or additions.

When I left Kingman Mr. Holt was away--perhaps in Phoenix, so am sending this direct to you but will have copies with me when I get back to Kingman this week end, which will go over with Mr. Holt. Perhaps he will have something to submit also.

A useable road is very necessary and important to this part of our district and particularly to my operations at the Summit and Alpha. I hope favorable and prompt action can be had so we can get the improvements made before any early snow may fall.

I now have a very good crew at the Summit-Alpha Mines and have re-arranged the workings so we can produce a very substantial amount of ore--they boys think 9 cars weekly, but I am not so sure of that amount.

Some time ago I received a letter with suggestions from Mr. C. F. Dierking of the Grazing Service--to whom I am sending a copy hereof.

Sincerely,

Ralph R. Langley
Ralph R. Langley.

Los Angeles 35, California.
October 18th, 1944

Mr. C. F. Dierking,
Regional Grazier,
504 Heard Building,
Phoenix,
Arizona.

Dear Mr. Dierking;

I am sending the application for access road to the Department of Mineral Resources at Phoenix today with the request that they look it over for suggestions and additions and then pass it on to the proper parties. No doubt Mr. Dunning will be in touch with you regarding the matter.

If you desire a copy of the application for your office, or other data regarding the matter, please advise and I will furnish whatever you care to have.

I have given the matter a lot of consideration and believe the most practical plan is to improve the present road, with an occasional new section to eliminate some of the grade.

Thanks for your interest in the matter.

Sincerely,

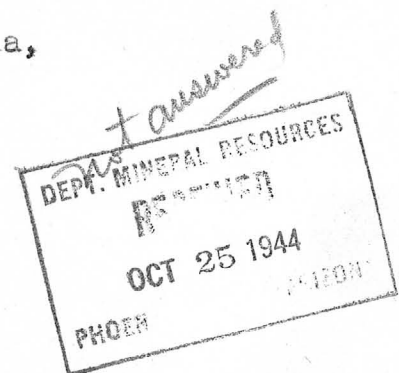
Ralph R. Langley.

RALPH R. LANGLEY
1045 SOUTH BEDFORD STREET
LOS ANGELES 35, CALIFORNIA

1266
P. O. BOX 455
KINGMAN, ARIZONA

Los Angeles 35, California,
October 18th, 1944

Mr. W. C. Broadgate,
Harrington Hotel,
Washington,
D.C.



Dear Bill;

Thanks very much for the aid. The wire was fine. I had not had the confirmation or letter from the legal department when I left Kingman a couple days ago. The situation will work out all right--but I was a little uneasy for a few days because I had soent some money at the Alpha and had established a camp there.

I finally have what seems to be a dependable organization at the Summit--and the Alpha also--after many months of having to put up with men of no capacity or men who were drunk so much that I was tied down very closely continuously. I am now pretty free. If the present situation continues I will be free to give my time to some further developments and to trying to get the Stockton Hill project financed permanently on a comprehensive scale.

As matters look now I will be going east soon after election and of course will spend a couple days or so in Washington. Will advise you meantime.

I am sending an application for access road to Mr. Dunning today for him to pass on in the right channels. Perhaos it will get in your hands?

Best wishes,

Ralph R. Langley
Ralph R. Langley

RALPH R. LANGLEY
1045 South Bedford Street
Los Angeles 35, California

P. O. Box 1266
Kingman, Arizona

Kingman, Arizona
October 18th, 1944

Mr. G. L. McLane
Senior Highway Engineer
Public Roads Administration
P. O. Box 70
Phoenix, Arizona

Re Access road for Summit-Alpha Mines
Mohave County, Arizona.

Dear Sir:

I am attaching hereto application for access road, form PR-DA-3, two maps showing location of road on large scale (duplicates), sketch map of district showing location with respect to highway between Kingman and Chloride, Statement as to availability of manpower, statement as to availability of equipment, both in duplicate, and a duplicate copy hereof.

This project has been considered before but I do not know for what proposed route. I understand for a complete relocation. The application was filed by others. At that time I was not shipping ore but I did file a supporting application without specifying a specific route.

I am now and for some time have been, shipping ore and am in position to ship a much greater volume in the immediate future if transportation is improved. An improved road is essential.

I have walked out all other possible routes for relocation and am finally forced to the conclusion that, with a few short diversions or detours, the present route is as good as can be had except by spending a much greater sum of money.

The present road can be made quite serviceable by putting three culvers in the washes, taking out some sharp curves, widening in places, leveling up the roadway where it is now on a lateral slope, by-passing some especially rough sections and smoothing some hard rock surfaces.

It will still be a heavy grade in places but the improvements suggested will accomplish the most necessary requirement.

After conferring with experienced road builders, I estimate the cost of doing a good job to be about \$2,000 per mile average or \$7,500 for the 3 and 3/4 miles needing improvement.

The Summit and Alpha mines lie adjacent to each other. Shipments of ore have been made for the past year from the Summit Mine while development work was being done for larger production. The Alpha mine has been developed and equipped and is now ready for production. Both mines were financed by the RFC for lead-zinc production. The two mines are capable of producing 80 tons of ore daily normal production, for a long period of time.

It is assumed that lead, zinc and copper production is needed for the war effort or the RFC and WPB would not have encouraged and financed these efforts. It is quite possible that production cannot continue long unless the roads are improved. The cost of trucking is absurdly high, due to lack of even reasonably fair roads. The wear and breakage of trucks, particularly tires, and of ordinary transportation such as automobiles and pickup trucks used to bring in supplies, is a very serious matter.

The Stockton Hill area is a highly potential mining district where metals for post war use can be obtained and where much postwar labor can be absorbed. Rugged topography and rough, unimproved roadways may defeat such activities--even discourage further development of the area.

There are many other potentially productive claims which are entitled to be worked and will be worked if made accessible by useable roads. This same road will open up all these possibilities, one of which is the Fortunatus mine which can be reached by an extension of this road from the Summit Mine.

This roadway requires equipment for keeping it in good condition after the requested improvements are made--especially during the winter months. The applicant will be prepared to provide such equipment and will undertake to keep the road in good condition.

The actual improvement of this road should be done by someone who is personally and seriously interested in the immediate district. The applicant would be interested in doing the work and if given the contract or authority to do it, will acquire the necessary equipment, including a bulldozer, which will be needed and used continuously or periodically, to keep the road in condition, especially during winter months.

I repeat--this roadway is seriously needed both as an aid to producing war material and also as a post war industrial necessity. The application should be approved and fund made available without loss of time so that the road can be improved before the winter snows occur.

Respectfully submitted,

Ralph R. Langley

Re- Access road for
Summit-Alpha Mines
Mohave County, Arizona

AVAILABILITY OF MANPOWER

Very little manpower is needed in improving this road. The work must be done almost entirely with an air compressor and bulldozer. When both are in use only three men will be needed. When only the bulldozer is used only one man is needed.

Men who operate bulldozers are usually not otherwise employed. That is true in this instance. Two or three men capable of operating bulldozers reside in this district and none of them are regularly employed at other work. Any of them are available at most any time without drawing away from war work jobs.

Portable air compressor men are also available without drawing from war work jobs. If necessary, I can use men now in my own employ, not engaged in war work, long enough to do this job.

This is in fact a war work job. There are no other war work jobs or enterprises in the district.

Respectfully submitted,

Ralph R. Langley

AVAILABILITY OF EQUIPMENT

Two suitable portable air compressors are idle and available for immediate use--or, I can supply a suitable compressor--thus availability of compressors is no problem.

One bulldozer is available on reasonably short notice--with competent operator. However, I prefer to do this job myself, in which case I will acquire a bulldozer for permanent use and thus be equipped to take care of the road after the improvements are made.

Respectfully submitted,

Ralph R. Langley

APPLICATION FOR
ACCESS ROAD TO RAW MATERIAL

Date October 18th, 1944

Project No. _____
(Leave blank)

Serial No. _____
(Leave blank)

TO THE PUBLIC ROADS ADMINISTRATION:

We, the undersigned, hereby make application for access road assistance to serve our property which we believe is essential to the war effort.

We agree to furnish two copies of this application, properly filled out, together with two copies of a map showing the location of the property and the road in question. We will also furnish any other information about this project upon request.

We understand that this application is to be filed with the District Engineer of the Public Roads Administration (whose name and address are on the last page of this form) in the district where the property is located.

We further agree to furnish any additional right-of-way necessary for the proposed road on property owned by the applicant.

Arizona Metals Group-- a Partnership

Name of Company

Ralph R. Langley

Official Representative

At Kingman, Box 1266

Street Address.

At Los Angeles, 1045 South Bedford St.

Town

State Los Angeles 35

At Los Angeles--Bradshaw 2-3947

Telephone No.

No telephone at Kingman

INFORMATION FOR MINE ACCESS ROAD

LOCATION OF MINE

State Arizona County Mohave Elevation From 4000 ft. to 5300 ft.
 Township 23 Range 17 Section 36-21-32
 Name of mine or claims Summit Mine and Alpha Mine

MINERAL RESOURCES OF PROPERTY

Kind of minerals or material Lead-zinc-copper and some silver and gold
 Specific nature and extent of sampling, exploration and development See statement attached

	Tonnage	Assay or analysis
Blocked out	15,000	Au .058, Ag 5.0, Cu .61%, Pb 4.67%, Zn 7.3%
Probable	30,000	Same
Possible	150,000	Same

PRODUCTION AT MINE

Operating season Twelve months--subject to road condition.
 Present daily production 30 tons Number of men employed eight
 Estimated daily production with proposed access road 80 tons daily
 Number of men to be employed 14 to 16
(Custom mill)

LOCATION OF MILL OR SMELTER WHERE ORE WILL BE DELIVERED

Name U.S. Smelting & Refining Co. Address Midvale, Utah
 Township _____ Range Mile to railroad--20 miles Section _____
 Distance from mine to mill or smelter Railroad to custom mill--500 miles
 Type of transportation _____
 Daily capacity of mill or smelter 300 tons

FINANCIAL INFORMATION: Has any Government loan been granted? Yes
 If so, by what agency? Reconstruction Finance Corporation
Summit Mine B-ND-4511 \$25,000.00
 Docket No. Alpha Mine ND-8110 Amount of loan 5,000.00

ADDITIONAL INFORMATION

Where information is not available, draw a line through question.
 Attach to this form, sheets containing any other information that
 will aid in determining the need for the proposed access road.
 If on Government lands, give name of area or administrative agency.

**INFORMATION
FOR TIMBER ACCESS ROAD**

LOCATION OF TIMBER AREA

State _____ County _____ Elevation _____

Township _____ Range _____ Section _____

Name of timber area _____

TIMBER TO BE MADE ACCESSIBLE

Board foot volume	Species and type of growth
_____	_____
_____	_____
_____	_____

Amount to be hauled this year _____

Total to be hauled over road _____

Essential end uses of lumber to be produced _____

LOCATION OF MILL

Name of mill _____

State _____ County _____

Township _____ Range _____ Section _____

Distance from timber area to mill _____

Present production from timber area _____

Production increase that will result from construction of access road _____

FINANCIAL INFORMATION

Has any Government loan been granted? _____

If so, by what agency? _____

Docket No.: _____ Amount of loan _____

ADDITIONAL INFORMATION

Where information is not available, draw a line through question.
Attach to this form, sheets containing any additional information
that will aid in determining the need for the proposed access road.

OF DISTRICT ENGINEERS
PUBLIC ROADS ADMINISTRATION

STATES
IN
EACH DISTRICT

Mr. W. H. Lynch,
P. O. Box 3900,
Portland, Oregon.

Montana, Oregon,
and Washington.

Mr. C. C. Morris, Acting,
720 Phelan Building,
San Francisco, California.

Arizona, California,
and Nevada.

Mr. B. W. Matteson,
254 New Customhouse,
Denver, Colorado.

Colorado, New Mexico,
and Wyoming.

Mr. M. D. Williams,
419 Federal and Territorial Building,
Juneau, Alaska.

Alaska.

Mr. B. J. Finch,
Federal Building,
Ogden, Utah.

Idaho and Utah.

Mr. A. E. Palen,
1109 Main Post Office Building,
St. Paul, Minnesota.

Minnesota, North Dakota,
South Dakota, and
Wisconsin.

Mr. Clifford Shoemaker,
729 U. S. Courthouse,
Kansas City, Missouri.

Iowa, Kansas,
Missouri, and
Nebraska.

Mr. J. A. Elliott,
Room 502, U. S. Courthouse,
Fort Worth, Texas.

Arkansas, Louisiana,
Oklahoma, and Texas.

Mr. J. T. Voshell,
South Chicago Post Office Building,
Chicago, Illinois.

Illinois, Indiana,
Kentucky, and Michigan.

Mr. C. D. Snead,
P. O. Box 80,
Montgomery, Alabama.

Alabama, Florida,
Georgia, Mississippi,
and Tennessee.

Mr. A. G. Bruce,
76 State Street,
Albany, New York.

Connecticut, Maine,
Massachusetts, New Hampshire,
New Jersey, New York,
Rhode Island, and Vermont.

Mr. C. E. Swain,
Public Roads Administration,
Washington, D. C.

Delaware, Maryland,
Ohio, and Pennsylvania.

Mr. N. S. Anderson,
Montgomery Building,
Spartanburg, South Carolina.

North Carolina, South Carolina,
Virginia, and West Virginia.

NAME OF MINE: SUMMIT - *Alpha*

COUNTY: MOHAVE
DISTRICT: WALLAPAI
METALS: ZN, PB, AU, AG

OPERATOR AND ADDRESS:

MINE STATUS

DATE:		DATE:	
5/1/44	Box 1266 R. R. Langley, Kingman	5/1/44	Developing
		6/44	Closed
		9/44	Shipping
		5/45	Developing
		7/45	Shipping to Keystone mill
3/47	R. E. Lord, Supt., Box 267, Chloride	3/47	Shipping

The specific nature and extent of sampling, exploration and development of the Summit and Alpha mines is:

As to the Summit:

A 400' shaft, crosscut into workings 400', working drift on vein 900', upraises from and winzes below the drift. Considerable stoping above the drift and drifting off of bottom of winze thus opening up and blocking out a large tonnage of ore.

The values are about as indicated. These values are taken as an average from the smelter returns--custom mill returns--of the many shipments made.

As to the Alpha:

A 1200' working drift on the vein at one level and a 400' drift 200' above the other. An upraise connects the two drifts and continues about 125' to the surface.

One winze with considerable drifting and stoping below the lower drift and three other winzes started.

General:

At the Summit we have two 210' compressors and one portable 280' compressor--steel sharpener, change room and ample tools for efficient production.

At the Alpha we have one 320' compressor with ample tools for production. We sharpen steel at the Summit for the Alpha. Our camp is at the Alpha which is a short distance from the Summit workings. We have ample water at the Alpha for both mines.

Ample orebin space at both mines and a large tonnage developed. We are well set for production--with the one exception of not having even fairly good roads.

DEPARTMENT OF MINERAL RESOURCES
STATE OF ARIZONA
FIELD ENGINEERS REPORT

MINE: SUMMIT MINE
DISTRICT: WALLAPAI, MOHAVE CO., ARIZ.
SUBJECT:

DATE: July 13, 1943
ENGINEER: Elgin B. Holt

B R I E F R E P O R T

OWNER: L. L. Robinson, 315 West 5th St., Los Angeles, California

LESSEE: El Dorado Rover Mining Co.; J. D. McPherson, General Manager; W. S. Eddleman, Superintendent, Kingman, Arizona.

INSERT B: About January 1, 1944, the Summit Mine was taken over under a lease and option arrangement by Ralph R. Langley, Kingman, Arizona. At the present time, May 25, 1944, Langley is operating the mine and shipping ore. Also, he has secured financial help from RFC.

LOCATION AND AREA: The Summit Mine, consisting of 40 mining claims, is located near the crest of the Cerbat range at an elevation of 5,650 feet. The property is reached from Kingman by following U. S. Highway 93 north about 12 miles; thence east over a fair mountain road 6 miles to the mine.

METALS: Zinc, lead, copper, gold and silver; ore consisting of complex sulphide material suitable for treatment by selective flotation.

The following information, which is reliable, was recently furnished the writer by McPherson:

MINE WORKINGS: Main shaft is 300 feet deep. A cross-cut tunnel, 365 feet in length, cuts the shaft at the 160-foot level, on which there is a drift on vein east 200 feet and west 550 feet. Drifting is now being carried out on the 300-foot level. The vein is 6 feet wide.

ORE RESERVES: McPherson stated there is no ore now blocked out in the mine; but that possible ore might be figured in this way: Length of ore shoot is around 500 feet and width of vein is 6 feet. Hence each foot of stoping would yield about 250 tons. Therefore, should the ore in the vein prove, through further development work, to be continuous between the 160-foot and 300-foot levels, there should be around 35,000 tons in this block of vein material. Also, on the said 160-foot level the ore is sulphide material, averaging as follows:

Zinc-----	4.0% plus
Lead-----	4.0% plus
Copper-----	0.5% plus
Gold-----	0.10 oz.
Silver-----	3.0 ozs. plus

PAST PRODUCTION: This property, through the years, has produced a large amount of desirable shipping ore; but a record of such shipments is not available at this time.

RECENT ORE SHIPMENTS: Mr. McPherson stated that during 1943 his company had shipped from the property in question 23 car loads of ore to the U. S. Smelting, Refining & Mining Company's flotation plant at Midvale, Utah; said shipments averaging as follows:

Zinc-----	6.5%
Lead-----	6.3%
Copper-----	0.5%

Ralph R. Langley,

At the Summit mine located in the Wallapai mining district of Mohave County, operated by / Ralph R. Langley, Box 1266, Kingman, a 500 ft. drift is being driven ^{west} on the 300 level to get under an ore chute which is being worked at a higher level. Considerable other development work is being done in other parts of the mine while some production is being kept up on the 200 level. The R.F.C. is advancing part of the cost of the development work. The drift is being run by C. G. Patterson of Chloride with a crew of local miners. A new mucking machine was recently added to the equipment at the mine. Ore from the Summit is being milled at the Keystone mill in Mineral Park, operated by the Mineral Park Milling Company, owned by D. F. Zlatnik and Frank McEntee.

mining World
10-146

Loam



You are representative of most all business men, so let's talk business. You want business and then more business. What will you pay to get it? If I bring you new customers will you pay me a commission of 3 cents on the dollar? Is it not worth 3% to get new business which you are not getting now? Sure, I know you would gladly pay 3% of your gross income to be assured of 40 to 50 percent more business. You would not pass it on to the customer. This new business comes after your overhead is paid. **THEREFORE, THE TAX DOES NOT PYRAMID.**

The \$60 at 60 annuities must be spent by the recipient within 35 days, you and other business men benefit **FIRST FROM THIS SPENDING.** It is practically all new business.

A similar tax is now operating very successfully in the state of Indiana, and The Hawaiian Islands.

Two hundred-ten Congressmen in Washington, D. C., have signed a petition for a similar Federal law. The states of Oregon, California and Washington are also voting on similar measures including 3% gross income tax.

From the total 3% tax collected 25% not to exceed 5½ million dollars per year will be deposited in the State's general tax fund approximate to the amount now being collected by the present State Sales Tax—the State legislature can then repeal the present State Sales Tax—therefore, the 3% gross tax **WOULD NOT BE** an additional tax. \$60 at 60 will reduce other taxes now being used for charity, old age and unemployment relief.

You can have this new cash business!

Vote **YES** on Proposition 100 November 7th.



Arizona's economy has been dominated for several years by the Phelps-Dodge Copper interests. Exorbitant profits from the State's natural mineral wealth have been drained off, year after year for distribution on New York City's Wall Street.

The Phelps-Dodge fortune has for so long dominated political groups throughout the state that whenever "big money" wants to fight a genuine people's measure they call on controlled newspapers and create so-called committees, who depend upon corporation largess.

Typical is the so-called "Committee Against Gross Income Tax" also controlled newspapers who are making desperate and vicious attacks of half-truths, and twisted statements against the \$60 or more at age 60 State Mutual Insurance Plan.

These corporations know, when the \$60 at 60 Plan is in operation, they will be compelled to pay taxes on the millions of dollars in profits they are now taking away from Arizona. They know, when this war ends, the **\$60 AT 60 PLAN WILL PREVENT PUBLIC AUCTION OF UNEMPLOYED LABOR.**

These corporations hope to keep the supply of labor plentiful so workers will have to bid against each other for every available job.

They know the \$60 at 60 plan requires recipients coming from other states after July 1, 1943 shall establish 10 years residence.

Yes, they know all these things are true, but they wish to keep the truth from the voters.

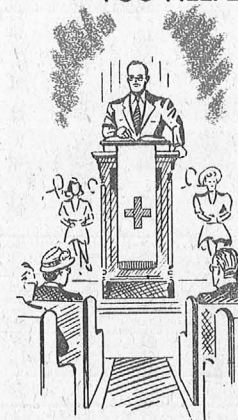
Corporations feel important and they are making a loud noise. They control most of the newspapers, and Radios, they are able to pay more for space and time than those working for the \$60 at 60 program, but they are not nearly loud enough, or important enough to frighten the people into voting against **THEIR OWN INTEREST THIS TIME.**



\$60 at 60 insures you against old age Poverty or becoming dependent on your children or relatives.

You will not have to forego marriage in order to support your parents.

Comfort and security for Mom and Dad the rest of their days—Insurance for you against disability between 18 and 60 and at 60 your fair share of health, comfort and security **WHICH YOU HELPED CREATE.**



CHURCHES

"Poverty often deprives a man of all spirit and virtue."—Franklin.

The old folks contributed morally, materially and financially in building the Churches and if given a chance will continue to do so. Let us Honor our Fathers and Mothers.

Churches, educational, charitable, Civic and all non-profit organizations are tax exempt under the \$60 or more at age 60 Plan.

DISABLED VETERANS



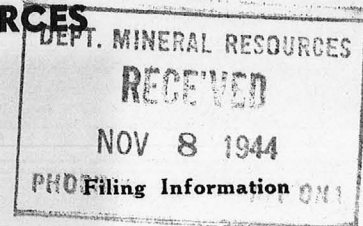
The \$60 at 60 Plan pays you the annuity in addition to your federal pension which is tax exempt.

Policemen, firemen, postoffice and other Civil Service employees, at retirement draw the \$60 or more in addition to their earned pensions.

Vote **YES** for yourselves and Mom and Dad. Proposition 100 November 7th.

DEPARTMENT OF MINERAL RESOURCES

REPORT TO OPA ON ACTIVE MINING PROJECT



Date November 7, 1944

Name of Mine Alpha and Summit Mines

Owner or Operator Ralph R. Langley

Address Box 1266--Kingman, Arizona

Mine Location About 17 miles north of Kingman, Arizona

File System.....

File No.....

This chart to be used for gallons of gasoline required per month.

PRESENT OPERATIONS: (check X)

Production XX; Development.....; Financing.....; Sale of mine.....;

Experimental (sampling).....; Owner's occasional trip.....;

Other (specify).....

PRODUCTION: Past and Future.

Tons

Approx. tons last 3 months

Approx. present rate per 3 months

Anticipated rate next 3 months

If in distant future check (X) here

EQUIPMENT OPERATED:

Type	Quantity or Horse Power	Miles or Hours Per Month	Gallons Required Per Month
Personal Cars	Compressor 40 H.P.	260 Hours	1300 Gallons
Light or Service Trucks	40 HP	260 Hours	1300 gallons
Ore Hauling Trucks	Compressor 60 HP	260 Hours	1300 gallons
Compressors			3900 gallons for next three months
Other Mine or Mill Eqpt.			

PRODUCT PRODUCED OR CONTEMPLATED: Name metals or minerals.

zinc, lead and silver

REMARKS:

Has been operating steadily and shipping carlots of ore to Midvale, Utah where ore is treated.

ARIZONA DEPARTMENT OF MINERAL RESOURCES

By

Elgin B. Haet

Thursday, February 3, 1944

Fourth War Loan Thermometer

\$375,000
\$360,000
\$340,000
\$320,000
\$300,000
\$280,000
\$260,000
\$240,000
\$220,000
\$200,000
\$180,000
\$160,000
\$140,000
\$120,000
\$100,000
\$80,000
\$60,000
\$40,000
\$20,000
\$0,000

Summit Mine Shipping Ore

A partnership group of which Ralph R. Langley is the general manager, has begun work at the Summit mine and will start shipments of ore next week. The Summit mine was opened up and further developed during the past year by the El Dorado-Rover Mining company of Nelson, Nev., under a \$40,000 RFC loan. Twenty-seven cars of ore were shipped to Midvale, Utah.

Failure to get the premium payments authorized in time and the unwieldy terms of the RFC loans were responsible for the lessee surrendering its lease.

Langley succeeded in getting the premiums authorized and transferred to his group also in getting the terms of the RFC loan revised on a workable basis.

The old shaft is collapsed above the 160-foot level. The new lessee will sink a winze in the ore shoot from which the 27 cars were shipped, will develop and mine that shoot of ore and upraise to the surface thus providing a new working shaft.

The same group has taken a lease with option on the Keystone mill and will endeavor to obtain some government agency financing to recondition and operate the mill thus having an economical market for their own ore and that of some of the neighbors.

Langley holds the Cashier and Alpha properties under the lease which gives his group a continuous vein system from the foothills on the northwest over and through the Stockton Hill ridge to the southeast. He also holds the Golden Gem and the Idaho properties at Cerbat under lease. Considerable ore has been developed in these several properties, with RFC financing or otherwise over the past several months. If his plans for the Keystone mill are realized an economical market for the ore from these properties will thus be available.

Del Sanderson is in charge of the work.

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Kingman Defeats

FORM 3813

No. 14813

Postage 14 cts.

Insurance fee paid 10 cts.

Fragile

Perishable

Eggs

Accepting employees will place his initials in space applicable to indicate endorsements and insert the fee paid.

Postmaster should write the name of the addressee on back, brief as in identification. Preserve and send to the post office within 6 months from date of mailing. Indemnity claims must be filed within 6 months from date of mailing.

RECEIPT FOR INSURED MAIL

DOMESTIC (Including Canada and Newfoundland)

POSTAGE

INSURANCE

REGISTERED MAIL

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By POSTMASTER, Mailing Office)

1944

16-13285

Form **WPB-541**

(3-1-45)

UNITED STATES OF AMERICA
WAR PRODUCTION BOARD

APPLICATION FOR PRIORITY ASSISTANCE

Form Approved,
Budget Bureau No. 12-R569.22. Date of application
May 14, 1945

Field case No.

3. Your Ref. No., if any

Washington case No.

4. Your 'phone No.
Blue 119

See instructions on the back. Prepare three copies. Keep one copy and send the original and one copy to the nearest WPB field office.

5. Where will the items be used or delivered? (Street, City, Zone, State)

Kingman, Arizona

1.

Name and address of applicant
(Street, City, Zone, State)**Mr. Ralph R. Langley
PO Box 1266
Kingman, Arizona**

6. Will the items be used:

- A. ☒ As capital equipment
☐ to repair, ☒ replace, ☐ expand, present facilities? ☐ for reserve?
 B. ☐ To incorporate in a product?
 C. ☐ As operating supplies?
 D. ☐ Otherwise? (Specify).....

7. Total value of items on this application
\$ 15,800.008. What is the nature of your business? (For example, manufacturing electric motors; farming)
Mining - Lead, Zinc and Copper

9. What will you manufacture or produce, or what service will you render, with the items?

Lead, Zinc and Copper

10. Items for which priority assistance is requested. (Fill in columns (f) and (g) only if you check 6B or 6C).

Name and description of item (a)	If equipment, state make, model, capacity. If material, unit of measure (yards, pounds, etc.) (b)	Quantity (c)	Purchase price per unit (d)	Required delivery dates (month, day) (e)	Quantity in inventory (f)	No. of mos. q'n't'y requested will last (g)	WPB USE ONLY	
							Quantity approved (h)	Rating (i)
Le Roi Model 500 D-C Compressor mounted on 4-pneumatic tired wheels.	Le Roi, Model 500 D-C, 500'.	2	7900	6/14/ '45				

SPACE BELOW FOR WPB USE ONLY

Time stamp, recommendations, etc.

AUTHORIZATION OR DENIAL

You are authorized, unless denied below, to apply the preference ratings assigned in column (i) above to the items described in block 10 for the quantities indicated in column (h).

11A. Have you applied for the identical items before? ☐ Yes ☒ NoIf "Yes," is application ☐ Pending? ☐ Approved? ☐ Denied?☐ By field office? ☐ By Washington?

B. If "approved" or "denied", give:

Form No.

Date

Case No.

13. If for export, state:

A. Name and address of foreign consignee

B. His business

C. No. and type of export license

12. (Answer only if you check 6B.)

If you have orders scheduled, fill in column (a) for your plant (or entire business if plant records are not available). Otherwise fill in column (b). Do not fill in both columns.

Rating

Orders on your books scheduled for delivery in next three months

Sales or billings during past three months

Percent

(a)

(b)

(c)

AA-1 and above

\$

\$

AA-2 to AA-4 (inclusive)

\$

\$

All other (rated and unrated)

\$

\$

Total

\$

\$

100

14. A. Name and address of probable suppliers

Le Roi-Rix Machinery Co.
3817 Santa Fe Avenue
Los Angeles 11, California

15. Why is it necessary to buy at this time?

Present equipment is worn out and is no longer serviceable.

B. Will the items be secured from ☐ manufacturer? ☐ wholesaler? ☒ retailer? ☐ other? (specify).....

16. (Answer only if you check 6A).

A. How many hours a week will the requested equipment be used? 112

B. Have you any equipment similar to that being applied for? ☐ Yes ☒ No

If "Yes," state:

Make, model, size

Age

Condition

No. of units

Total capacity (All units)

C. Explain how you now do the work for which you request the equipment, and why your present equipment is inadequate.

The present equipment is old and inadequate and also expensive to operate. They will soon reach the point where they will become unserviceable.

We have contacted the R.F.C. and several equipment dealers in an effort to secure new or rental equipment of this capacity and type but have been unsuccessful.

17. CERTIFICATION.—The undersigned and any official executing this certification on behalf of the undersigned hereby certify that the information contained in this application is correct and complete to the best of their knowledge and belief.

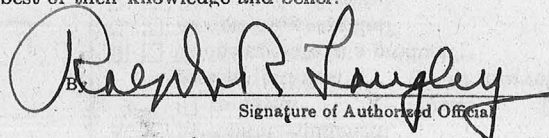
SIGN
ORIG-
INAL
ONLY

Ralph R. Langley

Legal Name of Applicant

May 14, 1945

Date



Signature of Authorized Official

Owner

Title

Section 35(A) of the United States Criminal Code, 18 U.S.C. Sec. 80, makes it a criminal offense to make a willfully false statement or representation to any department or agency of the United States as to any matter within its jurisdiction.

INSTRUCTIONS

GENERAL—Send 2 copies of the application to your nearest WPB field office. Use this form to request priority assistance unless applicable WPB orders or regulations specify another form or method. (For example, Construction Order L-41 requires special forms.)

Fill in all applicable numbered blocks. If desired, attach a letter for additional information or if the space on the form is inadequate.

Include in one application only one class of item. E. g., apply separately for machine tools, hand tools, electric motors, and plywood.

Preference ratings assigned on this form may be used in accordance with methods of certification provided in Priorities Regulations 3 and 7 and CMP Regulation 7.

EXPORT—If an export license is required for the items, use Form FEA-419

instead of WPB-541. If you have an export license but need a rating, use WPB-541 but do not answer questions 10(f), 10(g), 12, and 16A and B. Under General Licenses, send your WPB-541 to the nearest WPB field office. Under all other licenses, send your WPB-541 to the Foreign Economic Administration, Washington 25, D. C.

FARMERS—First consult your dealer, county AAA rationing board, or WPB field office to see if you can get the items under Priorities Regulation 19 without application.

INDIVIDUALS—If the items are for non-business use, do not answer questions 8 and 9.

INFORMATION—If you are in doubt on any point, consult your nearest WPB office.

Form **WPB-541**

(3-145)

UNITED STATES OF AMERICA
WAR PRODUCTION BOARD

APPLICATION FOR PRIORITY ASSISTANCE

Form Approved,
Budget Bureau No. 12-R569.2

2. Date of application

May 14, 1945

Field case No.

3. Your Ref. No., if any

Washington case No.

4. Your 'phone No.

Blue 119

See instructions on the back. Prepare three copies. Keep one copy and send the original and one copy to the nearest WPB field office.

5. Where will the items be used or delivered? (Street, City, Zone, State)

Kingman, Arizona

1.

Name and address of applicant
(Street, City, Zone, State)Mr. Ralph R. Langley
PO Box 1266
Kingman, Arizona

6. Will the items be used:

- A. ☒ As capital equipment
☐ to repair, ☒ replace, ☐ expand, present facilities? ☐ for reserve?
 B. ☐ To incorporate in a product?
 C. ☐ As operating supplies?
 D. ☐ Otherwise? (Specify).....

7. Total value of items on this application

\$15,800.00

8. What is the nature of your business? (For example, manufacturing electric motors; farming)

Mining - Lead, Zinc and Copper

9. What will you manufacture or produce, or what service will you render, with the items?

Lead, Zinc and Copper

10. Items for which priority assistance is requested. (Fill in columns (f) and (g) only if you check 6B or 6C).

Name and description of item (a)	If equipment, state make, model, capacity. If material, unit of measure (yards, pounds, etc.) (b)	Quantity (c)	Purchase price per unit (d)	Required delivery dates (month, day) (e)	Quantity in inventory (f)	No. of mos. q'n't'y requested will last (g)	WPB USE ONLY	
							Quantity approved (h)	Rating (i)
Le Roi Model 500 D-C Compressor mounted on 4-pneumatic tired wheels.	Le Roi, Model 500 D-C, 500'.	2	7900	6/14/45				

SPACE BELOW FOR WPB USE ONLY

Time stamp, recommendations, etc.

AUTHORIZATION OR DENIAL

You are authorized, unless denied below, to apply the preference ratings assigned in column (i) above to the items described in block 10 for the quantities indicated in column (h).

11A. Have you applied for the identical items before? ☐ Yes ☒ No
 If "Yes," is application ☐ Pending? ☐ Approved? ☐ Denied?
☐ By field office? ☐ By Washington?

B. If "approved" or "denied", give:

Form No. Date Case No.

13. If for export, state:

A. Name and address of foreign consignee

B. His business

C. No. and type of export license

12. (Answer only if you check 6B.)

If you have orders scheduled, fill in column (a) for your plant (or entire business if plant records are not available). Otherwise fill in column (b). Do not fill in both columns.

Rating	Orders on your books scheduled for delivery in next three months (a)	Sales or billings during past three months (b)	Percent (c)
AA-1 and above	\$	\$	
AA-2 to AA-4 (inclusive)	\$	\$	
All other (rated and unrated)	\$	\$	
Total	\$	\$	100

14. A. Name and address of probable suppliers

Le Roi-Rix Machinery Co.
3817 Santa Fe Avenue
Los Angeles 11, California

15. Why is it necessary to buy at this time?

Present equipment is worn out and is no longer serviceable.

B. Will the items be secured from ☐ manufacturer? ☐ wholesaler? ☒ retailer? ☐ other? (specify).....

16. (Answer only if you check 6A). A. How many hours a week will the requested equipment be used? 112

B. Have you any equipment similar to that being applied for? ☐ Yes ☒ No

If "Yes," state:	Make, model, size	Age	Condition	No. of units	Total capacity (All units)

C. Explain how you now do the work for which you request the equipment, and why your present equipment is inadequate.

The present equipment is old and inadequate and also expensive to operate. They will soon reach the point where they will become unserviceable.

We have contacted the R.F.C. and several equipment dealers in an effort to secure new or rental equipment of this capacity and type but have been unsuccessful.

17. CERTIFICATION.—The undersigned and any official executing this certification on behalf of the undersigned hereby certify that the information contained in this application is correct and complete to the best of their knowledge and belief.

SIGN
ORIG-
INAL
ONLY

Ralph R. Langley

Legal Name of Applicant

May 14, 1945

Date

By

Signature of Authorized Official

Owner

Title

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Include in one application only one class of item. E. g., apply separately for machine tools, hand tools, electric motors, and plywood.

Preference ratings assigned on this form may be used in accordance with methods of certification provided in Priorities Regulations 3 and 7 and CMP Regulation 7.

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instead of WPB-541. If you have an export license but need a rating, use WPB-541 but do not answer questions 10(f), 10(g), 12, and 16A and B. Under General Licenses, send your WPB-541 to the nearest WPB field office. Under all other licenses, send your WPB-541 to the Foreign Economic Administration, Washington 25, D. C.

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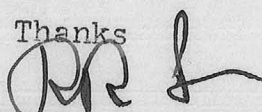
INDIVIDUALS—If the items are for non-business use, do not answer questions 8 and 9.

INFORMATION—If you are in doubt on any point, consult your nearest WPB office.

Mr. Dunning;

Will you please get thus letter to
Mr. Holt as soon as possible--unless you can
take care of it there in the Phoenix office.

Thanks

A handwritten signature in dark ink, appearing to be 'RR L', written over the typed name.

Ralph R. Langley

Summitt

Dec. 19, 1944

I forgot to say that I got a nice letter from Mr. Langley saying that he felt he had received valuable help.

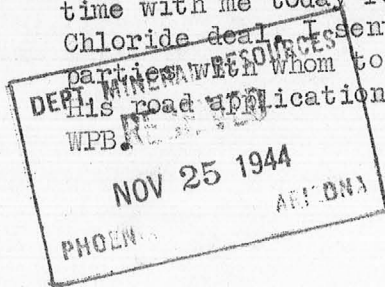
Bill Broadgate

Summit

Washington, Nov. 21.

GH

Ralph Langley is in town and spent some
time with me today regarding his
Chloride deal. I sent him to the right
parties with whom to plead his cause.
His road application had not yet reached
WPB.



Bill Broadgate

APPLICATION FOR
ACCESS ROAD TO RAW MATERIAL

Date October 18th, 1944

Project No. _____
(Leave blank)

Serial No. _____
(Leave blank)

TO THE PUBLIC ROADS ADMINISTRATION:

We, the undersigned, hereby make application for access road assistance to serve our property which we believe is essential to the war effort.

We agree to furnish two copies of this application, properly filled out, together with two copies of a map showing the location of the property and the road in question. We will also furnish any other information about this project upon request.

We understand that this application is to be filed with the District Engineer of the Public Roads Administration (whose name and address are on the last page of this form) in the district where the property is located.

We further agree to furnish any additional right-of-way necessary for the proposed road on property owned by the applicant.

Arizona Metals Group-- a Partnership

Name of Company

Ralph R. Langley

Official Representative

At Kingman, Box 1266

Street Address.

At Los Angeles, 1045 South Bedford St.

Town

State Los Angeles 35

At Los Angeles--Bradshaw 2-3947

Telephone No.

No telephone at Kingman

NAMES AND ADDRESSES
OF DISTRICT ENGINEERS
PUBLIC ROADS ADMINISTRATION

STATES
IN
EACH DISTRICT

Mr. W. H. Lynch,
P. O. Box 3900,
Portland, Oregon.

Montana, Oregon,
and Washington.

Mr. C. C. Morris, Acting,
720 Phelan Building,
San Francisco, California.

Arizona, California,
and Nevada.

Mr. B. W. Matteson,
254 New Customhouse,
Denver, Colorado.

Colorado, New Mexico,
and Wyoming.

Mr. M. D. Williams,
419 Federal and Territorial Building,
Juneau, Alaska.

Alaska.

Mr. B. J. Finch,
Federal Building,
Ogden, Utah.

Idaho and Utah.

Mr. A. E. Palen,
1109 Main Post Office Building,
St. Paul, Minnesota.

Minnesota, North Dakota,
South Dakota, and
Wisconsin.

Mr. Clifford Shoemaker,
729 U. S. Courthouse,
Kansas City, Missouri.

Iowa, Kansas,
Missouri, and
Nebraska.

Mr. J. A. Elliott,
Room 502, U. S. Courthouse,
Fort Worth, Texas.

Arkansas, Louisiana,
Oklahoma, and Texas.

Mr. J. T. Voshell,
South Chicago Post Office Building,
Chicago, Illinois.

Illinois, Indiana,
Kentucky, and Michigan.

Mr. C. D. Snead,
P. O. Box 60,
Montgomery, Alabama.

Alabama, Florida,
Georgia, Mississippi,
and Tennessee.

Mr. A. G. Bruce,
76 State Street,
Albany, New York.

Connecticut, Maine,
Massachusetts, New Hampshire,
New Jersey, New York,
Rhode Island, and Vermont.

Mr. C. E. Swain,
Public Roads Administration,
Washington, D. C.

Delaware, Maryland,
Ohio, and Pennsylvania.

Mr. N. S. Anderson,
Montgomery Building,
Spartanburg, South Carolina.

North Carolina, South Carolina,
Virginia, and West Virginia.

INFORMATION FOR MINE ACCESS ROAD

LOCATION OF MINE

State Arizona County Mohave Elevation From 4000 ft. to 5300 ft.
 Township 23 Range 17 Section 36-31-32
 Name of mine or claims Summit Mine and Alpha Mine

MINERAL RESOURCES OF PROPERTY

Kind of minerals or material Lead-zinc-copper and some silver and gold
 Specific nature and extent of sampling, exploration and development See statement attached

	Tonnage	Assay or analysis
Blocked out	15,000	Au .058, Ag 5.0, Cu .61%, Pb 4.67%, Zn 7.38%
Probable	30,000	Same
Possible	150,000	Same

PRODUCTION AT MINE

Operating season Twelve months--subject to road condition.
 Present daily production 30 tons Number of men employed eight
 Estimated daily production with proposed access road 60 tons daily
 Number of men to be employed 14 to 16
(Custom mill)

LOCATION OF MILL OR SMELTER WHERE ORE WILL BE DELIVERED

Name U.S. Smelting & Refining Co. Address Midvale, Utah
 Township _____ Range Mine to railroad--20 miles Section _____
 Distance from mine to mill or smelter Railroad to custom mill--500 miles
 Type of transportation Trucking and R.R.
 Daily capacity of mill or smelter 300 tons

FINANCIAL INFORMATION: Has any Government loan been granted? Yes

If so, by what agency? Reconstruction Finance Corporation
Summit Mine B-ND-4511 \$25,000.00
 Docket No. Alpha Mine ND-8110 Amount of loan 5,000.00

ADDITIONAL INFORMATION

Where information is not available, draw a line through question.
 Attach to this form, sheets containing any other information that
 will aid in determining the need for the proposed access road.
 If on Government lands, give name of area or administrative agency.

**INFORMATION
FOR TIMBER ACCESS ROAD**

LOCATION OF TIMBER AREA

State _____ County _____ Elevation _____
Township _____ Range _____ Section _____
Name of timber area _____

TIMBER TO BE MADE ACCESSIBLE

Board foot volume	Species and type of growth

Amount to be hauled this year _____
Total to be hauled over road _____
Essential end uses of lumber to be produced _____

LOCATION OF MILL

Name of mill _____
State _____ County _____
Township _____ Range _____ Section _____
Distance from timber area to mill _____
Present production from timber area _____
Production increase that will result from construction of access road _____

FINANCIAL INFORMATION

Has any Government loan been granted? _____
If so, by what agency? _____
Docket No. _____ Amount of loan _____

ADDITIONAL INFORMATION

Where information is not available, draw a line through question.
Attach to this form, sheets containing any additional information
that will aid in determining the need for the proposed access road.

NAME OF MINE: SUMMIT - *Alpha*

COUNTY: MOHAVE

DISTRICT: WALLAPAI

METALS: ZN, PB, AU, AG

OPERATOR AND ADDRESS:

MINE STATUS

DATE: Box 1266
5/1/44 R. R. Langley, Kingman

DATE:
5/1/44 Developing
6/44 Closed
9/44 Shipping
5/45 Developing
7/45 Shipping to Keystone
mill

3/47 R. E. Lord, Supt., Box
267, Chloride

3/47 Shipping