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DETROIT

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February 22, 1943

should be encountered in making these workings accessible for thorough sampling to determine whether or not the development program outlined by the applicant is justified.

ARIZONA DEPARTMENT OF MINERAL RESOURCES

Earl F. Hastings, Projects Engineer

RECONSTRUCTION FINANCE CORPORATION  
MINING DIVISION  
PROGRESS REPORT OF SUPERVISING ENGINEER

*Detroit Mine  
Washburn Co.  
Wallerstein Dent*

*approved  
3-1943*

Docket No. ND 5503  
Sam Norris *Hingman, Ariz.*  
Date of Inspection: 10-14-43  
Date of Report: 10-25-43

The property was last visited on September 14, 1943, by Supervising Engineer Bryan R. Frisbie, and development under the loan as of that date was described in his Progress Report dated September 22, 1943. Further development under the loan to date of October 14, 1943, was noted as follows:

The winze was sunk to 113' and a level was opened on the vein at 100 ft. A crosscut was driven 16 feet into the hanging wall and the country beyond was tested by a drill hole 11 feet long. The crosscut disclosed a fracture zone 14 feet wide containing scattered poor mineralization, and the drill hole showed nothing of interest. Drifts were run out in each direction on the vein. The north drift face at 22 feet from the shaft showed low grade sphalerite mineralization (Sample No. 1) in the west half of the face. This drift has angled across the fracture zone and will be turned more westerly to conform with the strike of the fractures. The south drift face at 16 feet from the crosscut showed practically no mineralization. Drifting was in progress in both faces. The borrower wrote in recently saying that the drifts had advanced 14 feet further in the north end and 18 feet in the south end and that both faces were showing good zinc ore. He took several samples and promises to send in the assays as soon as he has them.

The south drift on the main level was advanced another 6 feet and showed rather strong copper-zinc sulphide mineralization in the face and for a short distance back from the face (see sketch and sample No. 2). Previously the drift had shown only poor mineralization except at the start.

The showing in the mine was not particularly attractive and the best chance for developing something worth while would appear to depend upon picking up a downward extension in the 100 ft. level south drift of the good ore now showing in the south end of the main level.

The operator has partially completed the erection of a large ore bin at the portal of the tunnel. Work upon this has been stopped, however, pending the development of ore which would justify its completion.

The crew consists of the following:

1 Superintendent (Sam Norris)  
1 Boss  
2 Compressor and shop  
2 Hoist  
2 Tram  
2 Miners  
2 Muckers

Total 12

T. P. LANE  
Supervising Engineer