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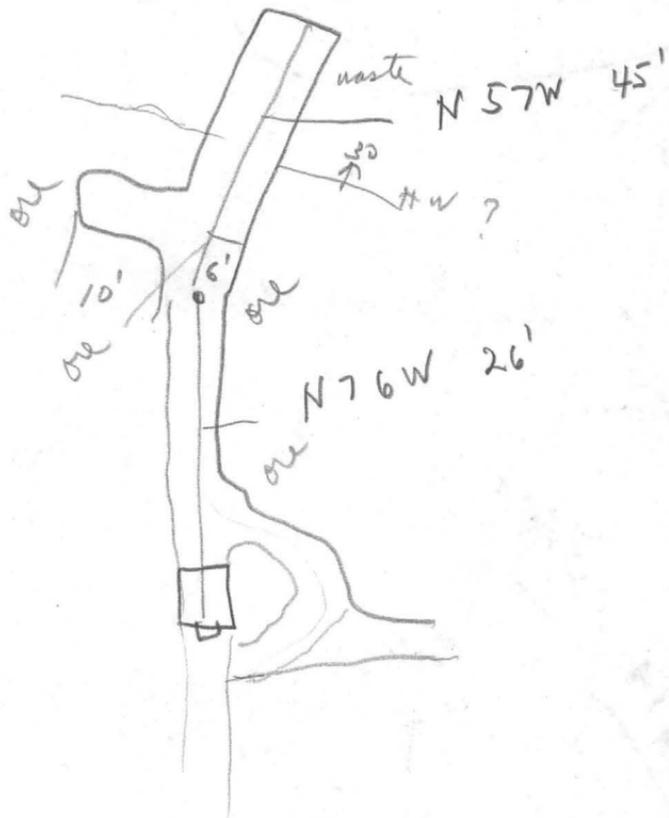
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325 Heard Bldg.
Phoenix, Arizona
June 7, 1944

TULLY - Asst. Chief - Mining Section RFC - Washington

Re: Brett & Edgerton - Docket No. ND-5901

*- Eddie
see Docket List*

Enclosed please find my "Progress Report",
in duplicate, on the above captioned project.

WILLIAM B. MAITLAND
Supervising Engineer

WEM:MEW
Encs.
Progress report
in duplicate

RECONSTRUCTION FINANCE CORPORATION
Mining Section
PROGRESS REPORT OF SUPERVISING ENGINEER

Borrower: Brett & Edgerton
Docket No.: ND-5901
Date of Report: June 7, 1944

On May 31, 1944, I visited this project in order to report on the progress being made. On May 31, the balance in the loan fund was \$364.84, but as yet the payroll for May 15 to 31, had not been paid.

I did not meet Mr. Brett at the mine but saw Mr. Edgerton who is the superintendent. Apparently Mr. Brett spends but little time at the mine and acts mostly in the capacity of purchasing agent and consulting engineer.

Mr. Edgerton informed me that they had just shipped a 70 ton car of ore to the El Paso Smelter and there remained 30 tons of ore in the bin. Results are not yet available.

The road from Growler, a siding on the Southern Pacific Railroad, to the mine is about 20 miles long and is nearly impassable as for 9 miles of this distance the road passes through fine, loose loam. The Yuma County engineer informed me that it would take about \$25,000 to surface and improve this road so it is doubtful if an access road, which has been applied for, will be granted if this route is followed. However, on my return trip from the mine I traveled another route from the mine to Camp Horn which is near Datelan and this road is about two miles longer but is in better shape as it follows hard ground most of the way. I believe this road could be improved for less than \$4,000. Until a good road is built it is doubtful whether the ore can be hauled for less than \$4.00 per ton for in addition there is no loading ramp at the railroad so it is necessary to unload the trucks into the cars by hand shoveling.

The mine is now completely equipped and an adequate camp has been established. I was agreeably surprised with the modest but efficient way in which they completed the surface and underground installations.

The camp consists of four portable wooden houses, three of them about 12' x 16' in size and the fourth one which comprises the kitchen and messhall is about twice that size. They have a portable gasoline powered light plant which furnishes power for lights, radio, and an electric ice box.

The mine surface plant consists of two gasoline powered 105 cu. ft. compressors manifolded together, a small welded steel headframe of used boiler tubing, a 50 ton wooden ore bin, and a gasoline powered hoist with small skip. They have timbered the collar of the shaft but the rest of the shaft is in hard ground so needs no timbering. Unfortunately the shaft is only one compartment in size. In the shaft they have laid rails, water line and air line and at the 142 level they have built a small skip loading pocket.

The only new underground work done under the loan was to drive the south crosscut on the 142 level ahead a distance of 67 feet to the west. From this crosscut which is in ore except for the last 21 feet they obtained the ore shipped and in the bin. The applicant, Mr. Brett, has had the theory that the vein strikes east and west and dips to the north. I believe that this theory is untenable. It is my opinion that the shaft follows the footwall of the vein at 45° and at the 142 level the crosscut exposes a mineralized width of 55' with the hanging wall dipping at about 30° and the last part of the crosscut now in the hanging wall of the vein. The ore zone consists of a wide breccia zone containing fault blocks of the country rock; the gouge areas are partly replaced by cerrusite, galena, barite, fluorite, calcite, and gypsum. Sample

No.123 across 48" was taken on the hanging wall of the vein and assayed 4.8 oz. silver, 22.02 % lead, and 1.20% zinc. Sample No. 124 across 108" was taken across the center of the ore zone, including some areas of country rock, assayed 5.4 oz silver, 9.00% lead, and 1.61% zinc. Applicant intends to sort the mixed ore underground and hoist only ore to the surface. This could be easily done as the ore is softer than the waste and is distinctive in color.

Since Mr. Brett was not at the mine it was impossible to discuss the future plans for the mine. However, I suggested to Mr. Edgerton that the crosscut should be stopped and a drift started both ways from the crosscut along the hanging part of the vein (at sample No. 123) thus blocking out the ore now exposed.

I believe that applicants intend to continue using their own funds although they probably also intend to apply for another loan. In any event the new work done has considerably enhanced the value of the mine.

WILLIAM B. MATTLAND
Supervising Engineer

Progress Report

Brett + Edgerton

ND 5901

June 6, 1944

On May 31, 1944 I visited this project in order to report on the progress being made. On May 31st the balance in the loan fund was \$364.84 but as yet the payroll for May 15- to 31st had not been paid.

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The road from Browler, a siding² on the Southern Pacific Railroad, to the mine is about 20 miles long and is nearly impassable as for 9 miles of this distance the road passes thru fine, loose loam.

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However on my return trip from the mine I

traveled another route from the mine to Camp Horn which is near Datelan and this road is about two miles longer but is in better shape as it follows hard ground most of the way. I believe this road could be improved for less than \$4000. Until a good road is built to ~~the~~ ~~mine~~ it is doubtful whether the ore can be hauled for less than \$4 per ton for in addition there is no loading ramp at the railroad so it is necessary to unload the trucks into the cars by hand shoveling.

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distinctive

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Wm B. Matthews

See 4m

Addie Mine

			ag	Pb	cu	Ins	SiO ₂	Fe	Ba	CaO	Zn	S	Al ₂ O ₃	Co	Sb	Tons	ag	Pb	Assay Value	Shipping	Freight P.P.
5-30-44	El Paso	1383	4.4	12.9	.02	58.8	10.4	1.3	39.0	9.0	.4	7.2	.8	.07	17	39,266.5	172.8	10181	1240	257.39	11
6-12-44	"	1493	4.02	12.42	.01	53.8	5.2	1.3	46.0	9.7	.1	8.3	.2	.22	12	23,353.5	93.9	5901	1172	1230.7	"
8-2-44	U.S.S.R.	8250-A	6.3	11.3	.10	38.5		1.4	10.8	.8	6.6					21,592	136.0	4880	740	-428.57	
																84,212.0	402.7	20812			

			Ag	Pb					Pb	Long Contact						Ag	Pb	cu	Zn	Gross	Shipping	Assay	Bonus			
9-1-44	El Paso	2205	.045	9.4	10.5	1.42	44.0	38.4	16.5	.07	.1	19	22.4	-.2	.50	50	52,514.5	2.363	490.6	11028	1491	1996	15.67	18396	27144	351.47

