

Pruess

Daily Creek
Access Road

702 Eveltn Ave.,
Grants Pass, Oregon.
July 12th, 1942.

Mr Earl Nixon,
702 Woodlark Building,
Portland, Oregon.

Dear Mr Nixon:-

I am writing you in regards to our Chromite Properties located on Dailey Creek, Josephine County; We do not wish to burden you with our troubles, but we want to tell you why we are not getting our Chromite to the Stock Pile at Grants Pass.

These claims were originally located in 1935 by Jack Casey, Edward A. Cox and Henry Whitsett; work was kept up to 1937, record of which filed with Records of Mines, Josephine County Volum 37 page 416. During the year 1937 Cox and Whitsett bought out the Casey interests. (Mr Casey later passed away).

Mr Allen examined this property in 1935 for the Rustless Steel Company and made a report. In 1938 we relocated the claims and took in with us as co-owner Mr C.F. Pruess, attorney at law, of Grants Pass who at that time we thought would be of benefit to us.

Last year Mr Floyd Johnson of this city made us a proposition to build a bridge over the Illinois River and construct a road approximately 4 miles to our property, for which he was to have an undivided interest with us of a 5%; Mr Pruess opposed this offer, Mr Whitsett and myself (Mr Cox) knowing Mr Johnson and he knowing us, we went ahead without Mr Pruess' permission; after have done about \$1200.00 worth of work Mr Johnson died very suddenly which caused the stopping of all operation/.

(a) Then we had a proposition to finance us by Mr Byron, this was objected to by Mr Pruess.
(b) Mr Webber of the Union Carbide Co., then offered to advance us \$15.00 per ton on the dump; Pruess again objected.
(c) Then we had a proposition from a Mr Frank Reho, this was accepted by all of us in gentlemen's agreement; Mr Reho made a trip to the mine and made examination, after which Mr Pruess backed out.
(d) Now we have a proposition with Mr L.E. Broadhurst, contracts drawn and ready to sign--basis of which we are to receive \$16.00 per long ton F.O.B. mine, they to advance the necessary working capital for the mining, and they to complete the building of the bridge and the construction of the road, bunkers, etc., etc., at their own expense---- Mr Pruess objects to all of these propositions.
Mr Whitsett and myself are out our entire time and labor together with a good deal of money, Mr Pruess has less than \$150.00 during all this time. We are anxious to get started, because we know the Federal Government need the Chromite and we want to do our share.

Now if you can help or advise us what course to take, we will appreciate it very much.

Yours Respectfully

Edward Cox Henry Whitsett

July 23, 1942

Messrs. Edward Cox and Henry Whitsett
702 Evelyn Avenue
Grants Pass, Oregon

Dear Sirs:

This is in reply to your letter of July 12th which arrived during my absence in the East.

You are placing me in a rather embarrassing position. Under the circumstances I just do not see how I can assist you very much in your difficulties. The War Production Board is following a very firm policy of non-interference in regard to the differences among the chrome producers. You can readily see how W.P.B. could become very seriously involved if it entered into the various controversies that developed between the property owners and producers. I feel that it is up to both of you to work out your difficulties with Mr. Pruess.

As to getting a road into the Dailay Creek deposit, I have suggested that Dr. Wells look into the merits of the case, and he has done so. It now appears that the stumbling block is the justification or not of a rather expensive bridge across the Illinois River. Although I do not have all of the facts perhaps, it is my impression that enough chromite has not been actually proved or developed to warrant recommendation or approval for the building of the bridge. If more chromite is developed or indicated, that condition might change.

The War Production Board is encouraging the production of chromite at this time, and yet it is a compromise between the spending of sums which may seem exorbitant and the recovery of tonnages of chromite which might be relatively small.

Cordially yours,

Earl K. Nixon, Tech. Conslt.
Materials Div.

EKN:ac
cc Dr. Wells

July 15, 1942

Messrs. Edward Cox & Henry Whitsett
702 Evelts Avenue
Grants Pass, Oregon

Gentlemen:

Mr. Nixon is in Washington, D.C., and I have sent copy of your letter dated July 12 to him.

You probably will hear from him from Washington unless copy of your letter reaches there too late. In any event, he will see your letter when he returns to Portland.

Yours very truly,

F. W. Libbey
Acting Director

FWL: jr

W

NORTHWEST TESTING LABORATORIES

ASSOCIATIONS IN
EASTERN U. S. AND
FOREIGN COUNTRIES

-Inspecting-Engineers--Chemists-

SECOND AVE. & JAMES ST.
SEATTLE, WASH

301 N.W. THIRD AVE.

-PORTLAND-OREGON

Address----- 702 Evelyn Ave.,

Grants Pass, Oregon.

July 12th, 1942.

RECEIVED
JUL 13 1942

STATE DEPT OF GEOLOGY
& MINERAL INDS.

Mr Earl Nixon,
702 Woodlark Building,
Portland, Oregon.

Dear Mr Nixon:-

I am writing you in regards to our Chromite Properties located on Dailey Creek, Josephine County; We do not wish to burden you with our troubles, but we want to tell you why we are not getting our Chromite to the Stock Pile at Grants Pass.

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Mr Allen examined this property in 1935 for the Rustless Steel Company and made a report. In 1938 we relocated the claims and took in with us as a co-owner Mr C.F.Pruess, attorney at law, of Grants Pass who at that time we thought would be of benefit to us.

Last year Mr Floyd Johnson of this city made us a proposition to build a bridge over the Illinois River and construct a road approximately 4 miles to our property, for which he was to have an undivided interest with us of a 5%; Mr Pruess opposed this offer, Mr Whitsett and myself (Mr Cox) knowing Mr Johnson and he knowing us, we went ahead without Mr Pruess' permission; after have done about \$1200.00 worth of work Mr Johnson died very suddenly which caused the stopping of all operation/.

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- (b) Mr Webber of the Union Carbide Co., then offered to advance us \$15.00 per ton on the dump; Pruess again objected.
- (c) Then we had a proposition from a Mr Frank Rehio, this was accepted by all of us in gentlemen's agreement; Mr Rehio made a trip to the mine and made examination, after which Mr Pruess backed out.
- (d) Now we have a proposition with Mr L.E. Broadhurst, contracts drawn and ready to sign--basis of which we are to receive \$16.00 per long ton F.O.B. mine, they to advance the necessary working capital for the mining, and they to complete the building of the bridge and the construction of the road, bunkers, etc., etc., at their own expense---- Mr Pruess objects to all of these propositions.

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Now if you can help or advise us what course to take, we will appreciate it very much.

Yours Respectfully

Edward Cox

Henry Whitsett

July 23, 1942

Dr. Francis G. Wells
c/o State Assay Laboratory
Grants Pass, Oregon

Dear Duke:

Thanks a lot for your letter of July 14th.

I had a chance to talk to Mendenhall about thirty minutes and Hewitt about thirty minutes. Hoped to go back the following day for further chats, but was prevented from doing so by a combination of circumstances.

Your suggestion of 500 to 1000 tons of ore from the Pruess-Cox property in the Dailey Creek area is right in line with my previous understanding. Under the circumstances, I don't see how an expensive bridge across the Illinois River could be justified.

Remson telephoned me yesterday about the Jones Creek road--at least I think that is the road he had in mind. I told him that you felt kindly disposed toward the area, but that I did not have enough facts as regards location, estimated cost, time of building, etc. Told him to talk with you and Don Cameron and give me a little sketch which I can boil down for a "project". I will recommend it on the basis of your ideas in the matter.

You and I could have a good gabfest on "dirt" that I gathered in Washington. Hope to get down and see you sometime in August. They are chasing me to Idaho this evening to look into the Yellow Pine road situation.

Sincerely yours,

Earl K. Nixon, Tech. Consult.
Materials Div.

EKN:ac

July 16, 1942

Dr. Francis G. Wells
U. S. Geological Survey
c/o State Assay Laboratory
Grants Pass, Oregon

Dear Wells:

Mr. Nixon is presumably in Washington, D.C., although he expected to leave there on his return either today or tomorrow.

When he returns to the office about the middle of next week, your letter to him dated July 14 will be placed before him.

With best regards.

Sincerely yours,

F. W. Libbey
Acting Director

FWL: jr



UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY
STATE ASSAY LABORATORY
GRANTS PASS, OREGON
July 14, 1942.

RECEIVED
JUL 16 1942
STATE DEPT OF GEOLOGY
& MINERAL INDS.

Mr. E. K. Nixon, Director
State Department of Geology
and Mineral Industries,
702 Woodlark Building,
Portland, Oregon.

Dear Mr. Nixon:

I visited the High Plateau Mine as soon as I was able after my arrival in Grants Pass, and was very much impressed with the showing. I prepared a recommendation to the Bureau of Mines, suggesting that they put some drill holes in this property if and when they drill the Sourdough. Through an oversight, I neglected to have a carbon made and sent you.

I have talked with Mr. C. F. Pruess and Mr. Ed Cox about the chromite deposits on Dailey Creek. I visited these prospects in 1940 and Mr. Cox assures me that there is a little more that I could see now.

Other chromite deposits in the general area were examined by Hotz, Bell or James during field work last year. This general area contains several pods and a little disseminated ore. Much of the terrain is highly broken and land slid, so it is impossible to make any prophecies regarding the tonnages of ore. It seems reasonable to me, however, to expect that something between 500 to 1000 tons of ore could be mined in the general area if an access road was available to take the chrome out. These figures are merely hunches and are not based on anything that can be measured.

Obviously, it is not feasible to build a costly bridge across the Illinois River for this amount of ore. However, I believe that a few miles of road are justified and if the bridge problem could be solved economically I would advocate putting a road into the area. Mr. Ed Cox has enough cable with which to build a suspension bridge capable of sustaining a 7-ton truck, and in fact, was about to build the bridge with money advanced by Red Johnson when ^{he} died suddenly last autumn.

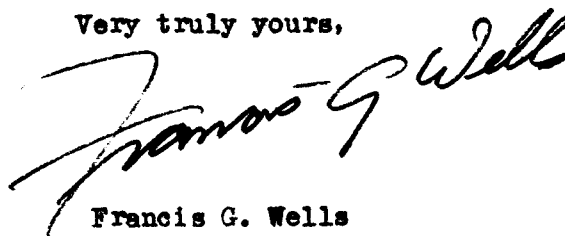
This is another situation where a road of forest service standard is not justified, but where something sufficiently good to permit the hauling of ore during one season might be carried out as a war measure.

July 14, 1942.

Week before last, trying to run down an alleged chrome operator for the WPB, I had to spend a day at Simms Camp, and decided to go into the Big Flat country. All but one of the chrome occurrences which are owned or leased by Mr. Charles Bennett in this area, are mere prospects, but I believe that they show promise. The road now ends at the Stevens ranch in the Big Flat. If three miles of road could be built up the valley to the mouth of Jones Creek it would simplify the mining in this area. Such a road should not be difficult to construct and would not have steep grades.

Again, such a road cannot be justified on the basis of chrome already mined, but the time needed to construct a road, the limited season, and all make it desirable to start action in areas where favorable possibilities exist, provided that one assumes it is desirable and necessary to stimulate chrome mining.

Very truly yours,

A handwritten signature in cursive script that reads "Francis G. Wells". The signature is written in black ink and is positioned above the typed name.

Francis G. Wells
Geologist.

FGW:AH

July 29, 1942

702 Woodlark Bldg.
Portland, Oregon

Mr. C. F. Pruess
Attorney at Law
Grants Pass, Oregon

Dear Mr. Pruess:

This is the third day I have been in the office since the first week of the month, and I am under the distinct impression that I replied to your note of July 18th, but can't seem to locate copy of letter. I have been in Idaho this last week on W.P.B. work.

The only objection to the Daily Creek chrome road is the cost of an expensive bridge across the Illinois River. My own suggestion was a low-water bridge which might be done rather cheaply. If it washed out during the winter, which it probably would, it could be replaced in the spring. However as matters stand, it is my feeling that not nearly enough chromite has been developed to justify the Daily Creek road if built at the cost as estimated including the bridge in question.

I think Dr. Wells of the U.S.G.S. shares my opinion in this regard. I think also that the next move is up to the owners of the claims. In other words, if you can develop some additional chrome, and we hope you can, then we will reopen the question of a road.

Any new information or new angles that may come up will be appreciated.

Yours very truly,

Earl K. Nixon, Tech. Consult.
Materials Div.

EKN:ac

cc Dr. Wells

June 27, 1942

702 Woodlark Bldg.
Portland, Oregon

Mr. C. F. Pruess, Attorney
U. S. National Bank Bldg.
Grants Pass, Oregon

Dear Mr. Pruess:

This is in reply to your letter of June 25th. I certainly cannot quarrel with you for your displeasure at my failure to give better attention to the Daily Creek chrome matter. By way of explanation merely, and not as an alibi, I may as well tell you that my plans to spend some time in the Grants Pass district immediately after June 1st were changed for reasons beyond my control—I was obliged to spend the first week in June in the State of Washington, was chased over into Idaho the second week of June, and into northern California the third week. I did spend about one-half a day in Grants Pass and frankly just forgot to look you up. While in Cave Junction I did discuss at some length with Mr. Bowerman, the Forest Ranger, the question of access roads into the Daily Creek area and obtained considerable information. There seemed to be two or three schools of thought on the matter. They all hinge on the question of building a road across the Illinois River. If this is built as the Forestry Department would like to have it done, it would be a permanent structure costing many thousands of dollars; if it were to be a low-water, temporary affair to go out each spring but to serve the purpose nevertheless, it would cost relatively little.

I think the best plan would be to ask Dr. Francis Wells, who is now in Grants Pass and who has charge of all western chrome investigations for the U. S. Geological Survey, to check this situation and give me the result of his findings—I am therefore sending a copy of this letter to him and suggest that you hunt him up at the State Assay Laboratory where he makes his headquarters. My style is somewhat cramped by a policy of the W.P.B., which as a matter of fact is essentially sound, that access chrome roads shall not be recommended if they are merely intended "to develop a district containing prospects". In other words, justification for W.P.B. approval must be based on some nucleus of tonnage in addition to probable or prospective ore. By that I don't mean that you have to have enough proved tonnage or ore on the dump to pay for the road, but there must be some tangible tonnage "hook" on which to hang the project approval.

In the case of the Daily Creek chrome, I am not at all certain that you have enough of a showing to provide that hook—perhaps I am wrong, and I hope I am. My trip into the Klamath and southwest Oregon area last week involved the visiting of two properties a day for several successive days in very rough country, and you can well imagine the experience was no synecure. It has been necessary for me to strike where my efforts would be to the greatest advantage in the light of actual production of chromite. Under the circumstances, I have been obliged unfortunately to forego visits to several "shows" which for personal reasons and otherwise I would have made with pleasure. It appears that I am obliged to go east this coming week, and I shall look forward to receipt of any information on the Daily Creek setup that may be forthcoming from Dr. Wells. I shall be glad to honor his opinion, and if the information arrives while I am in the east I can take some prompt action. It is with some reluctance of course that I may be seeming to place Dr. Wells on the spot in this connection. In any event, you can well appreciate my position.

Cordially yours,

EKN:ac cc Dr. Wells.

Earl K. Nixon, Tech. Consult., Mats. Div.

June 27, 1942

702 Woodlark Bldg.
Portland, Oregon

Dr. Francis G. Wells
State Assay Laboratory
Grants Pass, Oregon

Dear Dr. Wells:

I have for a variety of reasons been obliged to forego attention to what is known as the Daily Creek chrome in the area southwest of Selma. Attorney C. F. Pruess is interested in some of the properties, and as you doubtless know, there are other prospects in the neighborhood.

In talking with Bowerman, Forest Ranger, at Cave Junction, it appears that a road up Rancherie Creek might serve the immediate purposes, but that from a longer range viewpoint a road across the Illinois River is the most practical. This is a very expensive undertaking, and I seriously doubt if the W.P.B. would approve my recommendation unless the chrome developments it would serve are substantial. A probable out is a low-water bridge that could probably be thrown across the Illinois for a couple of thousand dollars to aid chrome developments the remainder of this season.

I would tremendously appreciate it if you have time to look this situation over and give me the benefit of your views. I am suggesting that Attorney Pruess get in touch with you, and he may give you some aid. If you send me any information while I am in the east, direct it in care of C. K. Leith, Consultant on Minerals, War Production Board, and I will be in a position to take prompt action in whatever direction seems indicated.

Yours very truly,

Earl K. Nixon, Tech. Consult.
Materials Div.

EKN:ac
cc Mr. Pruess

May 19, 1942

Mr. C. F. Pruess, Attorney
U. S. National Bank Bldg.
Grants Pass, Oregon

Dear Mr. Pruess:

This will acknowledge your letter of May 12th pertaining to the Daily Creek access road. I am obliged to leave the last of this week for Seattle, but will be in this office nearly all of next week as the remainder of our staff will be absent. Following that I expect to leave, probably June 1st., for a week or ten days trip to southern Oregon and the Klamath River area in California on some access road matters.

Very likely I shall be accompanied by Mr. Sargent and also by a representative from the U. S. Army Engineers. During that period I hope we can give proper attention to the question of the Daily Creek road about which you wrote.

Sincerely yours,

Earl K. Nixon, Tech. Conslt.
Materials Div.

EKN:ac
cc Mr. Sargent

C. F. PRUESS
ATTORNEY AND COUNSELOR AT LAW
U. S. NATIONAL BANK BUILDING
SIXTH AND G STREETS
GRANTS PASS, OREGON

RECEIVED
MAY 13 1942

May 12, 1942

STATE DEPARTMENT OF GEOLOGY
& MINERAL INDS.

Mr. Earl B. Nixon,
Technical Advisor, W.P.B.
704 Lewis Building
Portland, Oregon

Dear Mr. Nixon:

Re: Daily Creek, Priority #4-Road and Bridge

You will recall that at the meeting here on April 18 when the Siskiyou Miner's Ass'n. met to discuss the matter of roads and chrome buying, that I spoke with you concerning our road and bridge problem up Daily Creek. At that time it was not known what could be done for the mine owners having access road or bridge problems. You were going to check into that. Since then I have been waiting for some more concrete information.

Since that meeting Priority No. 1 for the Sanger Peak Road (Remsen), No. 2 for the Baby Foot (Bartlett) and Priority No. 3, Illinois (Sordy) roads have been authorized. I am taking the liberty of endeavoring to get attention, support and approval of what I have designated Daily Creek road and bridge (Cox-Whitsett-Pruess) Priority No. 4.

There is a Forest service road leading from Selma down the lower Illinois River. At about the 12 or 15 mile point, there is a road leading from the Forest Service road down to the Illinois River at the mouth of Daily Creek. We suggest that a bridge be built across the Illinois River at that point and from there it appears a suitable grade for a dirt road with little or no rock problem, up to where our chrome deposits are located. This road we estimate will be about four miles. The expenditure of money for this project will depend of course largely upon the type of bridge and road to be constructed. My associates estimate that an expenditure of \$5,000.00 or thereabouts would provide a suitable road to get out all our chrome and any nearby chrome. I understand there are two other possible chrome owners who could use the same road and bridge, but whose chrome deposits are undeveloped and it is not possible to state even the potential tonnage thereof. ? JER

We speak of the Daily Creek site for a road to our chrome because the contemplated Forest Service Bridge and road in the vicinity of Rancharee Creek which is on the other side of the divide towards the southeast of Daily Creek, while being a very sound project, would really not aid other known chrome owners commensurate with the expense and outlays of bridge and road required; in other words, we feel that the other chrome owners of the vicinity are clear away from our deposits which we know have great potential value: Moreover, while the proposed Rancharee Creek road would reach Piersol Peak and beyond that toward

✓
Rancharee Creek
Piersol Peak

the Chetco divide - yet the time required to build that road would materially delay the getting out of our chrome and would require spur roads from the Rancharee Creek road to our chrome, the expense of which would probably be as great as the road we could build up Daily Creek. My associates feel that a bridge across the river at Daily Creek and a road up Daily Creek to our chrome could be extended up to Piersol Peake and beyond the divide over to the Chetco side as favorably as a bridge and road to Rancharee Creek which would not then require any spur roads therefrom to our chrome. These conclusions are drawn by my associates, Ed. Cox and Henry Whitsett who have personally inspected these sites on numerous occasions.

Like a lot of other chrome properties here, the development work is not extensive: However, for your information I respectfully refer you to Bulletin No. 9 issued by the State of Oregon Dept. of Geology and mineral industry in the chromite deposits of Southern Oregon and published in the year 1938 under your supervision, on pages 45 and 44 under the title "Daley Creek" reference is made to the Black Bear, Chrome King and Little Bear claims. While the deposits are the same, we have them located under the name of Chrome King claims. The shaft upon the chrome King has been extended beyond 20 feet in depth and about 8 feet in width at the bottom of the pit with indications of it widening in depth and extending in length with showing of over 40 feet on the surface. Although only partially developed, the potential tonnage is not entirely a matter of speculation. I understand assays have been reported to be from 40 to 48% at different times. A strong indication of chromite ore is shown upon the saddle at the place of the Chrome King deposit - very heavy float a distance of over 200 feet is scattered with deep red color soil and chromite beads. Nearby are two other deposits not greatly developed. In addition, from the Illinois River up, we have found chrome indications which justify further work and which would be undertaken by us upon the commencement of the road.

We have, as I understand, approximately 200 tons of chrome upon the dump as shown by the picture No. 1 thereof herewith enclosed. I am also enclosing picture No. 2 which is the shaft. Also picture No. 3 is a second deposit below the chrome now on the dump approximately 1000 feet. We have another deposit shown by picture No. 4.

About two years ago, while engaged in the United States Geological Survey, Dr. Francis G. Wells had occasion to verify the presence of this chrome on the dump and also inspect the shaft and it may be that the Doctor has made some report thereon which might be made available for you.

I am aware of, and we wish to respect the suggestions of the Forest Service locally with regard to their ideas of the road up Rancharee Creek but I merely make the foregoing suggestions in line with what appears to be the conclusions of my associates who have studied the situation and its relation to our chrome deposits and the probable expense and outlay involved in providing this chrome for market: In other words, we are not trying to tell you what to do: We are merely trying to give you the benefit of our

conclusions.

Over a period of time I have had correspondence with the War Dept. and the Metals Reserve Co. and others interested, to whom I am therefore sending a copy of this letter.

We will appreciate your reviewing the matter and making proper recommendations.

Very truly yours,


CFP.E

cc John R. Sargent, Portland
Ray Treasher, State Geologist, Grants Pass
Don Cameron, Forest Service, Grants Pass
B. E. Torpen, Prin. Eng. War Dept., Portland

P. S.

The Forest Service and others interested have noted our chrome deposits. In addition I can say that we have four or five men available to undertake the work and that our project will require very little powder and that all material seems available and with the small amount of money necessary, it seems to us we should have next attention.

C.F.Pruess, Attorney

C. F. PRUESS
ATTORNEY AND COUNSELOR AT LAW
U. S. NATIONAL BANK BUILDING
SIXTH AND G STREETS
GRANTS PASS, OREGON

July 18, 1942

Mr. Earl Nixon
State Geologist
Lewis Bldg.
Portland, Oregon

Dear Nixon:

Re: Daily Creek Road

Day after day and week after week goes by and still we neither see you nor hear from you. Have you forgotten about our Daily Creek road, proposed priority No. 4.? or must this also be abandoned?

Time is passing very, very rapidly but it does seem that we should have at least closer contact with you and more information concerning this road and bridge problem.

Please review this matter and give it the attention it deserves, please.

Very truly yours,

C. F. Pruess

CFP.E

RECEIVED
JUL 20 1942
STATE GEOLOGICAL SURVEY
PORTLAND, OREGON

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C. F. PRUESS
ATTORNEY AND COUNSELOR AT LAW
U. S. NATIONAL BANK BUILDING
SIXTH AND G STREETS
GRANTS PASS, OREGON

June 25, 1942

Mr. Earl Nixon
704 Lewis Bldg.
Portland, Oregon

Dear Mr. Nixon:

Ever since you advised me in the early part of May that you would accompany Mr. Sargwnt here and give proper attention to the Daily Creek road, I have waited for you to contact me. I understood you were here and am surprised that you did not contact me.

There is much complaint and criticism, nigh on to condemnation being asserted by people here who are vitally interested in chrome, on the lack of proper attention to road matters and the chrome situation in general. I fully realize that you are a busy man with your new assignment: However, if the access road money cannot be obtained in the nature of a gift or grant, why cannot you inspect the property and provide a loan which the owners could pay back out of production. It seems to me that if gift money is hard to get for road purposes, there should be money obtainable by way of loans.

I will appreciate it very much if you would tell me reasonably definitely when our Daily Creek Priority No. 4 road matter will be given attention.

Very truly yours,
C. Pruess

CFP.E

RECEIVED
JUN 28 1942

STATE DEPT OF GEOLOGY
& MINERAL INDUSTRY

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Hayley Creek

December 10, 1942

Mr. C. F. Pruess
U.S. National Bank Building
Grants Pass, Oregon

Dear Mr. Pruess:

Thanks for your note of December 8. I am pleased to learn that you were disposed to seek one of the new preliminary loans of the R.F.C. It would seem to me that your property would be the kind where one of these new type loans would fit.

It is my understanding that the Portland office of R.F.C. is allowed certain elasticity as regards these preliminary loans, and I suggest that you take up directly with Dr. Graham J. Mitchell, 444 Pittock Block, Portland, the question of making a formal application. You will find Dr. Mitchell a competent engineer and a gentleman, and I am sure that you will receive the kind of attention that you have a right to expect.

If you wish to have me, I shall advise Dr. Mitchell that I feel that your property deserves consideration for one of these loans. Further than that, of course, I cannot go. In other words, the question of the amount of the loan, its justification, etc., are strictly the province of Dr. Mitchell.

Cordially yours,

Director

EJM: jr
cc Dr. Graham J. Mitchell

C. F. PRUESS
ATTORNEY AND COUNSELOR AT LAW
U. S. NATIONAL BANK BUILDING
SIXTH AND G STREETS
GRANTS PASS, OREGON

December 8, 1942

Mr. Earl K. Nixon
702 Woodlark Bldg.
Portland, Oregon

Dear Mr. Nixon:

Since your letter of July 29, 1942, I understand that various restrictions have been removed concerning development loans for chrome owners in our position. I have every reason to believe that we are eligible for a development loan up to approximately \$3,000.00. The amount of chrome ore which we could uncover through the expenditure of such sum, or approximately so, together with around 200 tons of chrome which we have out, should bring the total up to around 1,000 tons when, as I understand, present objections would be removed so that money could be used for access road and bridge to get out this thousand tons or more.

I have been waiting to hear from you and now that you have the new form of development loan, we will appreciate your further considerations and will be grateful to you for your cooperation in assisting us to procure such a loan and to take the necessary first steps forthwith.

Very truly yours,


CFP.E

Copy to Dr. Graham Mitchell

RECEIVED
DEC 9 1942
STATE DEPT OF GEOLOGY
& MINERAL INDS.

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RECEIVED
JAN 21 1943

STATE DEPT OF GEOLOGY
& MINERAL INDS.

January 20, 1943

Mr. H. J. Andrews
Acting Regional Forester
Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the PR-DA-1 which you submitted to the Bureau of Mines proposing access road construction to the Dailey Creek Chrome Mine in Josephine County, Oregon. The PR-DA-1 has not yet been endorsed by the Bureau of Mines.

We furnished our Washington office with an advance informational copy of the PR-DA-1, and the War Production Board on the basis of information contained in it has recommended that the application be denied. A copy of this letter, dated January 9, is attached. Our Washington office has therefore advised us to withhold the preparation and submission of a report and project statement for this proposal. You will undoubtedly wish to advise the applicant accordingly.

Very truly yours,

W. H. LYNCH
District Engineer

By

L. J. Caufield
Sr. Highway Engineer

Attach.

CC - E. K. Nixon with attach.
H. G. Iverson " "
Fed. Aid " "

h

ADDRESS REPLY TO
THE DISTRICT ENGINEER

WAR DEPARTMENT
OFFICE OF THE DISTRICT ENGINEER
PORTLAND DISTRICT
628 PITTOCK BLOCK
PORTLAND, OREGON

IN YOUR REPLY REFER TO
FILE _____

OLH:IGW

April 28, 1942.

Mr. C. F. Bruess,
Grants Pass,
Oregon.

Dear Sir:

Reference is made to your letter of April 23, 1942 requesting information as to proper procedure for obtaining aid in the construction of access roads to chrome deposits.

You are informed that your proper procedure in this matter is to get in touch with Earl K. Nixon, Technical Consultant, Materials Division, War Production Board, Portland, Oregon and request him to make an examination of your mining properties. Mr. Nixon is technical advisor to the War Production Board on strategic materials for this section of the country. After his inspection of your properties, Mr. Nixon will advise you as to further procedure.

For the District Engineer:

B. E. Torpen,
Principal Engineer,
Head, General Engineering Division.

cc--Mr. Earl K. Nixon
Technical Consultant,
Materials Division,
War Production Board,
Portland, Oregon.

APR 30 1942

SFA

U.S. DISTRICT COURT

(COPY)

January 9, 1943

Access Roads Section

Hon. Thomas H. MacDonald,
Commissioner of Public Roads,
North Interior Building,
Washington, D. C.

Subject: Access road to the Dailey Creek
chrome mine, Siskiyou National
Forest, Josephine County,
Oregon.

My dear Mr. MacDonald:

On January 1, you submitted preliminary information to this office in connection with a road to serve the Dailey Creek chrome mine. Our Ferro-Alloys Branch has considered this application, and information available on this project does not lead us to believe that the prospect has developed sufficient ore to justify an expenditure of \$12,000.

It is, therefore the recommendation of the War Production Board that this application be denied.

Sincerely yours,

A. S. Knoizen,
Director,
Mining Equipment Division.