

SANTIAM MINING DISTRICT

Showing Remarkable Activity in Camps of Marion County

Agreement Reached Between Mine Owners and the County Court for Building a Road Into the Mines

(Editorial Correspondence.)

Friday, June 28.—A party left to visit and inspect some of the development work done in the Santiam mining district of Marion county. Otto Hansen, who has been making a trip into these mines nearly every week this spring, acted as leader and guide. The prime object of the trip was to accompany the members of the Marion county court over the proposed wagon road into the district, and County Judge Scott and Commissioners Needham and Milley had a great spirit of enterprise in making the trip over hard roads and

James L. Freeland, secretary and treasurer of the Freeland Consolidated mining company, and two Journal representatives, were also of the party. A few joined the procession at various points along the line.

It is a little unusual for busy business men to take a week off for such a trip, but once up in the mountains it is a common thing for a man to leave his cabin or mine and escort his foot half a day and then walk alone.

Present Route Into Mines.—The Southern Pacific train to Albany, Oregon, and Eastern to Gates, by freighter to the North Fork, at 10 o'clock we reached the end of the present wagon road. The party was divided between Tal, Pope's and P. L. Darling's where a late supper and a good sleep put us in fine shape for the long climb to Gold creek valley.

Judge Scott and Geo. Anderson came to the ridge on ponies, but for the remainder of the trip hit the trail on leather like the rest of us. Darling and Pope are grand entertainers and are the last families of ranchers in the North Fork, have comfortable large barns, good gardens and crops of hay, oats and vegetables, cattle horses and goats.

They provide camping parties with provisions, supply hunting and fishing and act as guides and furnish pack animals. All freighting terminates here. From this point on mining machinery and tools and supplies are carried by men or horses up the narrow, rocky, winding trails to the mines. Pieces that weigh over 200 pounds are sledged and drawn by a team. A sawmill to cut 15,000 feet of lumber is lying at Darling's, and is being packed and sledged into the Gold creek mine, a piece at a time. Packing costs \$1.00 to \$2.50 a hundred, and hauling goes by the day, per cent.

Good sacks of money are being expended to open long, dark, dripping tunnels to the wealth under ground, aside from logging the development expenditures are the principal expense of the laborers and farmers. All the products of the valleys, like wheat, butter, potatoes, flour and groceries are consumed in large quantities. At the Lewis and Clark mine, 100 feet above the sea level, we found a bin of 60 bushels of potatoes, and in on horses at a cost of \$2.00 a bushel. The mining camps set good prices and have all the bill of fare of a good boarding house in towns, and more of it.

Over the Mountain.—

Gates the party was taken over the first range of hills by Jim Church,

freights to the mines with four six-mule teams. He is the Hank

of the Santiam, and also of the

Quartzville district. To see him hand

the ribbons over those mules of

work the brake, and crack the

while his team gallops up and

in the narrow mountain roads,

deceivingly, around points of cliffs

hundreds of feet above roaring mountain

streams, we get some idea of the

faith these companies have in their

characters of the Santiam properties. From Gates it is eight to

country. He has opened trails, prospected and located mines, built cabins, cleared land, and acted as general guide, overseer and bridge repairer on all the mountain roads in the two districts. Only last week he took four men and cleared the road into the Lawler mines.

Opening a Trail.—It took four days and hundreds of logs had fallen across the trail; but Church drove his mules in with a load of supplies, and wherever the upper wheels can get a crack to hang onto his trusty freight team will pull his double-tired Studebaker wagon. With a brake that locks the rear wheels, he goes thundering down the rocky sides of the mountains in a way to strike terror into the hearts of his tenderfoot passengers. His lead mules are Pete and Jerry, and his trusty wheelers, Beckie and Ginnie. It's "haw boys" and "gee girls," and a crack of the long whip and they go tearing up a 50-percent grade. For a man who lost both legs, one hand and part of the other and who walks on his knee stump. To see Church hook up his mules and get around sets at defiance all previous conceptions of human limitations. As an entertainer Church has few equals. He is a man of wide general information, a good business man and a perfect gentleman. He is one of the best all-around mountain teamsters in the state, and just as much at home in the valley as he is in the snowbanks of the highest ridges. On his first trip into Quartzville last week he crossed six-foot snowbanks but little above the mining camp. At the Lewis and Clark mine there is ice and frozen snowbanks between the tunnels and our party ate snowballs for dessert. On the night of June 23 a light snow fell on the ranges above Detroit, where a party of forest rangers were camped under the trees. The ice-cold water of every creek, and the chill that is still on the river smacks of the great ice masses in the mountains.

Two Mining Districts.—Some Portland newspaper man reported our party as going into the Quartzville mines, but the Santiam mining district lies about 40 miles to the northeast as the trail runs. The Quartzville district is in Linn county about 12 miles southeast of Gates, while the Santiam district is in Marion county about 20 miles northeast. Our party including the county court of Marion were at the latter.

The Santiam district embraces about 40 miles, all undergoing development work, from a rude cabin with assessment work going on to large electric-lighted, powerful dynamo-drill plants employing a score of hands and requiring pack trains of provisions.

Gold Creek Camp Active.—While little or nothing is doing in Quartzville, the Santiam district is all activity and is the most rapidly developing group of mineral properties in western Oregon. It is estimated that the assessment work of \$100 on the claim will take 100 to 200 men into these mines as there are 200 claims prospected and established. Marion county can be proud to contain such a group of mines.

While so far all has been development work, single mining companies are spending thousands of dollars a month as evidence of good faith and have hundreds of tons of valuable ore on the dump, and a great deal washing down the canyons. When it is considered that all the supplies have to be packed or sledged from 10 to 20 miles over primitive trails, up long mountains, slipped down rocky declivities, around points of cliffs hundreds of feet above roaring mountain streams, we get some idea of the faith these companies have in their characters of the Santiam properties. From Gates it is eight to

ten miles over the ridge to the Little North Fork, a climb of nearly a thousand feet and then down again.

By the efforts of President Otto Hansen of the Gold Mining and Milling company, and by interesting all the other principal mine owners of the Santiam district, a wagon road is to be built to these properties. It will leave the present terminus of the wagon road about the Pope place, proceed about a mile and a half, when a fifty foot bridge will span the first canyon. The road then leads on to Henline mountain, along the foot of which it will wind up to Stack creek. Horn creek, Dry creek and Tin Cup are crossed with short spans, that will be made by falling stringers and covering with poles or puncheons.

The scenery increases in grandeur as we ascend the Santiam, at times becoming wild and picturesque, as at Stack creek where bald summits six thousand feet high rise on all sides. Stack mountain rises to a conical peak, shaped like a pointed stack of grain weathered and silvery with exposures of a million years. On top stand dead sentinel pines, and the glacial prairies where feed the elk extend away for miles.

Hard Road to Build.

President Hansen estimates that it will take 60 men 60 days to build the road into the Santiam district. The proposition he makes is that the mines do the grading and the county stand the expense of bridges. The county will also be asked to furnish such tools as it may have in this part of the county in the hands of road supervisors. It is estimated that the grading will cost \$1000 per mile, and the bridges 50 cents a foot. As fast as the grade is done, bridges are to be put in. The necessity for this lies in the fact that this summer will see the development work on these mines completed and enough ore in sight so that the next step will be stamp mills, to reduce the ores to concentrates, that will be valuable enough to go to the smelter. A concentrator first reduces one hundred tons of ore to about ten tons, a smelter then separating the iron, sulphur and silicate, and leaving the product 80 per cent pure metals, consisting of copper, gold, silver, lead and zinc. This shows that until stamp mills are introduced there is no way of tapping the wealth of these mines, or getting back one dollar of the investments that have been made in development work. No stamp mills can be got in without a wagon road. Linn, Lane and other counties have spent money freely on wagon roads into their mining districts, and no county has ever had so liberal an offer as the Santiam district mine owners now offer Marion.

Three stamp mills will go into the Santiam district just as fast as a road can be built, and it is President Hansen's plan to have the road finished to the Gold Creek camps by November 1.

This mining district has abundance of timber, splendid water power, requires no pumping stations or hoists. The ores are in vertical ledges, cut into by quartering tunnels, that expose ledge after ledge, from six inches to thirty feet across, that can be run out onto the dump or right onto the stamps by the stopping process. A small crew can get out 30 to 50 tons a day. These ores assay from \$5.00 to \$150 a ton and higher. Larger bodies go \$40 to \$60 per ton. The incalculable wealth of these mines will, once reduction is begun, induce investments of millions.

In another letter the writer will give some further description of the mines in this district and the men who are pushing them into value and reputation as producers of mineral wealth.

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