

THE KATALLA

KATALLA, THE COMING METROPOLIS OF ALASKA, WHERE THE RAILS

VOL. 1. No. 5.

KATALLA, ALASKA, SATURDAY, SEPTEMBER 7, 1907.

Gold and Silver Are Found in the Co

COPPER RIVER NEEDS TRAILS

The necessity existing for the expenditure of money in building trails in the Copper river country is pointed out by Earl Hyde, a well-known mining man who spent six months in the interior the present season.

Except for building a bridge over the Kotsina river the Government, as represented by the Alaska Road Commission, has not spent a dollar in the great interior country. The miner and prospector are thus heavily handicapped in their endeavors to prospect or develop that region. The cost entailed in getting in supplies is enormous, and under present conditions the man who essays mining, or even prospecting, must have a big bank roll before he begins.

The expenditure of a modest amount of money on trails and bridges, Mr. Hyde says, would greatly facilitate prospecting and mining and enable the country to be opened up much more rapidly and cheaply.

The Government has expended a good deal of money on the Valdez-Fairbanks trail, but that scarcely helps the mineral zone of Copper river valley. The Kotsina trail leaves the Government trail at Tonsina bridge. The main trail to Nazina traverses the main copper belt, up the Chittina valley a distance of seventy-five miles. Many glacial streams must be crossed en route, and it is practically impossible to cross these in the summer season.

Many big outfits have packed down the Kotsina this season, making their own trails as they went, as best they could, and a packer will not waste more time than he can possibly help in making trails. If the Kotsina were properly bridged many weary miles and much money would be saved.

Several pack trains operated out of Valdez all summer to the Kotsina. The tariff was \$1 a pound. Many mining concerns are scattered on the Kotsina, Strelna, Kuskulana, Kennicott, Chittina, Nazina and other streams of the Copper river region, and yet not a foot of trail save that made by packers and miners.

same way, as well as other kinds of goods. Mr. French says that no satisfaction or explanation of this looting can be had.

P. J. Erussard tells a similar story. He has a list of missing articles a yard long, taken from goods in transit between Seattle and Katalla. The list included boots, shoes, rubbers, clothing, groceries and even 30 pounds of high grade coffee. His shippers in Seattle have forwarded affidavits to the effect that the goods were shipped intact, but he too, can get no explanation of the looting of his merchandise.

PROGRESS OF OIL BORING

The oil well now being sunk on the flat below the mouth of Katalla river, by the Alaska Petroleum & Oil Company, was down 1165 feet on Thursday, when Manager Clark Davis visited the property. The drilling now is through a hard shale, which Mr. Davis hopes is the capping to the oil deposit. Only about six feet a "lower," or each 12-hour shift is being made, owing to the hard formation. The rig is one of the best ever erected in this section, and the men in charge of it are the most competent.

Speaking of the oil prospects of this section, yesterday Mr. Davis said that no thorough prospecting had yet been done and he did not expect to find oil before a depth of possibly 2400 feet was attained. The dip of the land at the surface here is 85 degrees and at 1700 feet is only 30 degrees. He therefore figures that at 2200 feet the dip will disappear and beneath it will be found the immense oil deposits with which he is confident this section abounds.

The Pacific Coal & Oil Company's well in the same section is producing twenty-five or thirty barrels a day, which is being used by the Katalla Company as fuel for one of its steam shovels. The oil found there is from a

That the Copper river country will prove a big producer of gold, as well as of copper and silver ores, is the opinion of Henry Deyo, a well known civil and mining engineer. Mr. Deyo has spent four years in this section, mostly in the interior. He made the first survey for the Copper River & Northwestern railroad from Valdez and later he became interested in mines in the Copper river region.

"The Copper river will produce lots of gold quartz, I believe, as soon as it is prospected," said Mr. Deyo last night. "The country is an immense one, and as yet it has never been even partially prospected. As soon as real miners and prospectors get in there rich discoveries will be made. A couple of years ago while coming down the river I picked up a piece of float which assayed \$60 in gold. A search will be made for the ledge this fall.

"Arsenical rock assaying 56 per cent has already been found in there too, but I understand that is not rich enough to pay now, for lack of transportation and smelting facilities, although arsenic is worth 40 cents a pound. It is costly to smelt however.

"A good indication of the permanency of the ores in the Copper river country is the presence of silver nearly everywhere."

Mr. Deyo, with whom is associated L. M. Price, Fred Butterworth, of Reno, Nev., and others, recently bonded three copper claims to the Great Northern Development Co. One of these is on the Kennicott, the others on

the Kuskulana. They are holding their best properties, however, until the railroad reaches them, and which are now being developed. There is a lead 28 feet wide through which runs a "stringer" of bornite which runs 48 per cent copper and eleven ounces of silver, and those who have examined the lead say it will all run into solid ore as depth is attained.

Mr. Deyo and his party located 60 or 70 claims the past summer and made several good finds. Next year a contract will be let to run a 300-foot tunnel on the rich copper property on the Kuskulana. The tunnel will be first run 75 feet and then drifting will be done on the vein.

On the Kuskulana Jas. McCarthy has a 30-foot ledge of copper. It is a fissure vein and running through it is a vein of bornite, four or five feet wide.

An English company represented by Mr. Garrison is on the Kuskulana with seven men. Jim Finch, who represents L. C. Dillman and others, of Seattle has 20 or 30 men in the same section. They have run a tunnel and struck some ore. They have also been making surveys of claims.

The Copper River and Northwestern line will run within a few miles of these copper properties.

With E. C. Hawkins, Mr. Deyo arrived in Katalla Thursday, having accompanied the former from Valdez on reconnaissance of the Copper river valley from the mouth of the Tonsina to Abercrombie canyon, and thence to Katalla.

Placer Gold On Stillwater

Placer gold has been found on the Stillwater in the Bering river country. Yesterday two hardy prospectors, whose names have not been learned, visited Judge Britton's office and asked information concerning land open to location in the Bering river country. They then told the judge that they were not looking for coal lands but for placer ground; that they had discovered placer gold on Stillwater and wanted to find out if any ground in that region had been

staked for placer gold. As a matter of fact the only locations made there are for coal and oil.

These prospectors also stated that they wished to make locations for building stone, and after securing the information that they wanted they left for Stillwater.

In the Herald of Aug. 17 an article was published which gave an old prospector named Jim Baker as authority for the statement that placer gold was found in the Bering river country.

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Notwithstanding the fact that several hundred men are employed in that section there are absolutely no mail facilities. The Great Northern Development Company alone will employ 200 men the coming winter, and the country would be entirely inaccessible if it were not for three bridges on the Kotsina, built by the California-Alaska Mining Company represented by Lathrop & Gelineau and the Great Northern Development Company, of which E. F. Gray is general manager. Lathrop and Gelineau built one bridge the past season, and Gray built two.

The building of railroads into the Copper river valley from Katalla will make this city the supply point for the entire region. Supplies will then be laid down at the mines at greatly reduced cost, but the necessity for trails and bridges in many sections will not be obviated by the entrance of railroads. Trails and bridges will be then needed as much as they are now, and money spent will not be for a brief time only for eventually the trails will have to be supplemented by wagon roads leading from the railroads to the mining sections.

DISAPPEARANCE OF GOODS

Between the Shipping Points, Seattle, and Receiving Point Katalla

Business men of Katalla complain constantly because of the loss of goods in transit between Seattle and Katalla. There is scarcely a man doing business here who has not suffered in this manner. Boxes of goods are broken open and portions of the contents extracted. Boots and shoes, dry goods and wet

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The Pacific Coal & Oil Company's well in the same section is producing twenty-five or thirty barrels a day, which is being used by the Katalla Company as fuel for one of its steam shovels. The oil found there is from a crevice which, when struck several years ago at a depth of 364 feet, spouted 100 feet or more into the air, taking tools, piping, etc. with it. Oil wells gather paraffin wax, and usually are "shot" from time to time. Shooting is accomplished by sinking nitro glycerine in the bore and then exploding it. By this means the surrounding rock is shattered, loosening the wax and oil pours in again freely.

"The high percentage of volatile matter in the oil found here proves conclusively," said Mr. Davis, "that there are vast deposits of oil, practically intact. Were this not so the volatile matter would long since have disappeared."

THEY BEGIN WORK

Erickson and Borland Arrived From San Francisco and Are Already Busy.

A. M. Erickson and Archibald Borland, of the Summit Construction Company, who have a contract on the Copper River & Northwestern, arrived on the Santa Clara from San Francisco with eighty-four men and supplies to begin work. Their first contract is on the coal branch, to which place they are already moving material. As stated in a recent issue of The Herald, Messrs. Erickson and Borland are experienced contractors, and they inspected this country during a visit here last June. They expect additional men and supplies on the Tampico and other steamers.

Received a Ducking.

J. W. McCord, who returned from his trip to Seattle on the Santa Clara last Monday received a ducking in the

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Railroad material and supplies for railroad construction out of Katalla, as well as labor, are being rushed in as fast as vessels can be procured. Each steamer reaching port carries a hundred or more men to work on the road. All of which goes to show how the Katalla company is doing work on a big scale.

The big tramp steamer Tampico is due from Seattle with a cargo comprising 2000 tons of steel rails, 300,000 feet of lumber, and fifteen dump cars for the Copper river & Northwestern railroad. There are over 3000 tons of steel rails still in Seattle to be shipped here for the railroad, as well as a consignment of 30 dump cars to be added to the big number now in use here. The freight on hand in Seattle constitutes but a small amount of that which is to be shipped to this port. The company has 5,000 tons of steel rails on the road from the east which are expected in Seattle soon, and upon their arrival they will immediately be shipped to this city.

The steamer Rainier recently finished a trip to Katalla with a cargo of railroad supplies, but the vessel was too small and the Tampico was chartered in its place.

FELL DOWN PRECIPICE

Herman Tafel Escapes With His Life After Falling 50 Feet.

As a result of sliding down a precipice 25 feet and then falling 25 feet, Thursday, Herman Tafel, of Bellingham, Wash., is in Dr. Payzant's hospital, minus five of his front teeth, his lip punctured, a cut in the back of his head, his ankle sprained and body pretty generally bruised. Despite all these Tafel is getting along nicely and will soon be about as usual.

THE TRESTLE IS NEARLY FINISHED

The Alaska Pacific Railway & Terminal company's double-track trestle to Whale island, a distance of 2,300 feet, will be completed within a short time. Only 300 feet remains to be finished and the pile driving crew is making 45 feet a day.

On Whale island 75 men are at work on the rock cut, which, in places, is 75 feet deep. The work is well under way and when it is completed to deep water between Whale and Fox islands, excellent harborage facilities will be had. The distance from the end of the trestle, across Whale island to the channel separating the two islands, is 2,000 feet.

The completion of the trestle will enable barges to discharge their cargoes alongside it with ease and safety.

THE FACE OF KATALLA

A Strong Clear-Cut Stone Picture Which Marks Mt. Davis' Topmost Point.

On the topmost peak of Mt. Davis there is the face of a man, as clearly cut as a cameo and it looks, through transit, as if it had been the work of some giant sculptor of the neolithic age so prominently and clearly does the face stand out toward the western horizon. The head is thrown back and the square set jaw and chin are slightly elevated. The nose is distinctly Grecian, and this "Man of Katalla" is a handsome in profile as a god of Greek mythology.

The discovery of this face on the mountain top was made the other evening by W. P. Rogers, the well-known engineer, while looking at the mountain ridge through a transit.

OIL AND COPPER