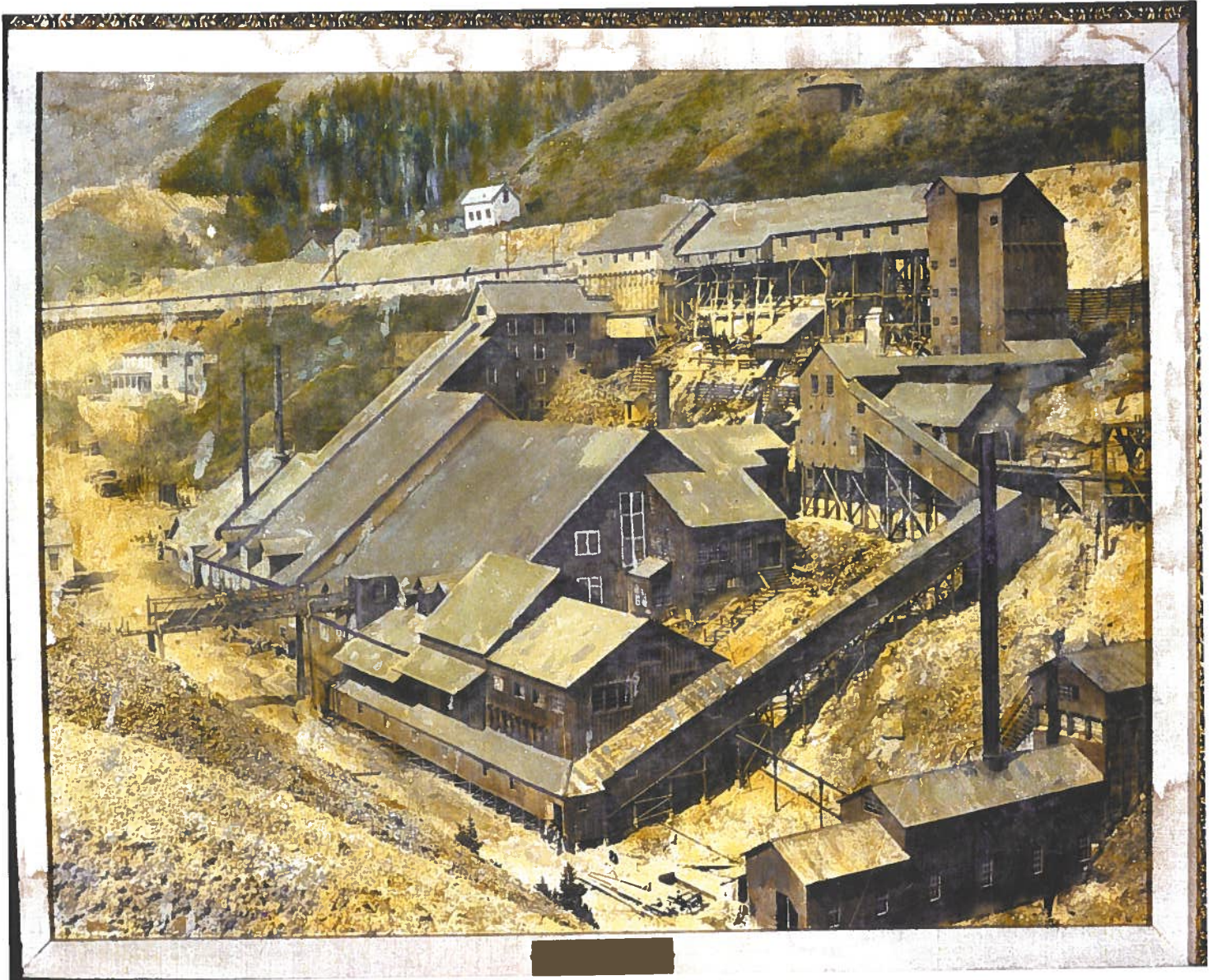


Park City Mining History



Park City Museum and Historical Society

Judge Mill, 1950

Sally Cousins Elliott

Mining in Park City

First Discoveries-California Volunteer Soldiers?

Park City hasn't always been a resort town. Though they found it beautiful, our first residents were the prospectors who found outcrops of valuable ore as they trudged over the hills looking for riches in the ground. The first ones to file a claim were the Flagstaff discoverers up in the top of Deer Valley. It was October 1868 and these Prospectors were former California miners and volunteer soldiers who had been recruited from among the 49ers to protect Utah and the telegraph line during the Civil War. After the war, they stayed in Utah, hoping to discover valuable ore. The former soldiers discovered their outcrop and because it was October with mountain weather blowing in, they planted a stick, tied a bandana on the stick and hightailed it down to the Kimball Stage Station to get a ride down to Salt Lake City. They called that outcrop the Flagstaff Mine.

Or Mormon Interests?

Immediately after those guys filed their claim in the very short-lived Howland District, Mormon polygamist Ephraim Hanks with various partners filed claims on Treasure Mountain. He was a Danite protector of Brigham Young and ran the Mountain Dell stage station. To feed his families and stagecoach patrons, he hunted game over these hills and likely stumbled across numerous outcrops.

"Park City Mining District"

There was never a single **"Park City Mining District"** *per se*. The Howland District was quickly disbanded and those claims were subsumed into the other three districts that encompassed parts of the "Park City District". They were the Uintah District, Snake Creek District and Blue Ledge Mining District.

Farming

From 1849 in this area, there was a farming and timbering settlement at what is now the unincorporated Snyderville, Parley's Park, and Kimball Junction just northwest of town on State Road 224. Parley Pratt discovered the big flat high mountain "park" and sold it to Samuel Snyder who established a logging mill and a grist mill there. Many Mormons came to farm and cut timber for the lucrative markets in Salt Lake City. Before he left for England, Parley P. Pratt organized the construction of the rough, dirt-surface "Parley's Golden Pass" road (approximately I-80) leading directly to the markets in the Salt Lake City Valley. Transportation was as critical for the loggers and farmers as it would be for the miners who came behind them.

Silver Boom - Ontario Mine

As the prospectors located their claims, the money followed to develop large mines. George Hearst heard from Marcus Daly of Butte, Montana fame that there were interesting possibilities in Park City. Hearst came and liked what he saw on the Ontario claims. He sent his representative, R. C. Chambers who was already working for him at the Webster and Bully Boy Mine in Marysville, UT to investigate. Chambers ended up purchasing those claims and other interests for \$30,000 to form the first big mine in Park City. The Ontario Mine extended from the intersection of Marsac Avenue and Hillside Avenue up SR 224 (the Mine Road) to its intersection with Wheaton Way. Though he lived in hotels in Salt Lake City, R. C. Chambers managed the Ontario Mine from its discovery in 1871 until 1894 for its investors George Hearst, James Ben Ali Haggin, and Loyd Tevis. He split the profits with them and became a very rich man. Haggin and Tevis were brothers-in-law from Harrodsburg, Kentucky who had married sisters. The Kentucky Derby winner Ben Ali was from the Haggin stables in Harrodsburg. Hearst, Tevis and Haggin were primarily real estate investors in San Francisco, but Hearst had been fascinated with

mining from his childhood near lead mines in Missouri. He profited from his mining efforts in the Comstock and was searching for new opportunities.

R. C. Chambers at the Ontario Mine hired many of his experienced old mining friends from Nevada and California. Some of those he hired were experienced miners, but most who started at the Ontario, were just green hands, recent immigrants, and young men looking for work. There were many different kinds of work in a mine, but most greenhorns started as "muckers" who came in after the explosives did their work and shoveled up the blasted rock before the miners returned to drill new holes and blast a new face.

When the Ontario Mine flooded in 1882, Chambers ordered a Cornish Pump to take care of the water. At the same time, he hired David Keith to come from Virginia City where he was "pumpman" at the Comstock to install and operate the Cornish pump at the Ontario.

Pumping was, at best, expensive and unreliable. They needed a permanent solution. Eventually, Jack Keetley, the famed Pony Express rider was hired to create the Keetley Tunnel, which drained the Ontario workings and, at the same time, benefitted the surrounding mines by draining them, as well. That tunnel continues to provide a steady source of water that drains toward the Jordanelle Reservoir. In the early days, the flow from the Keetley Tunnel powered hydroelectric generators to electrify the Ontario mine.

The Michigan Bunch

In the first wave of entrepreneurs to follow those early strikes were a group of investors from Grand Haven, Michigan, led by E. P. Ferry who arrived here in 1872. The Presbyterian Ferry family came to Mackinaw Island hoping to convert Native American Indians after Thomas Jefferson's purchase of the Louisiana Purchase. The Native Americans had already learned of Christianity from French and Spanish Catholic priests. The Ferry family had a tough time converting them from wine-drinking Catholics to teetotaling Presbyterians, so the Ferry family found success in other pursuits such as timbering, mining and shipping on the Great Lakes.

When others heard, possibly from the Michiganders who purchased the Flagstaff claims and founded the short-lived Howland Mining District, they began to make plans to come to Park City to invest in mining claims. Before long, there was a large contingent of Michiganders involved in Utah mining.

The arrival of the "Michigan Bunch" signaled the development of many of the early mines. E. P. Ferry's older brother William Montague Ferry and many others soon followed.

Crescent Mine

There was enormous interest in outcroppings on both sides of Thaynes Canyon. It was said that the campfires of prospectors there resembled the encampment of a large army. The claims that were filed there often overlapped and conflicted, creating legal conflicts. E. P. Ferry was able to purchase and mediate the consolidation of those mines and claims, creating the Crescent Mining Company in Thaynes Canyon. Meanwhile, prospectors were swarming over the mountains around Park City and finding promising claims that often overlapped and infringed on neighboring properties. Particularly were there many conflicts across Pioneer (Pinyon) Ridge and down into Thaynes Canyon. Many of the conflicts were brought to an end by E. P. Ferry and his brother William M. Ferry as they consolidated operations and created the Crescent Mining Company.



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To get his ore to market from Thaynes Canyon, E.P. Ferry commissioned the construction of the narrow gauge "Crescent Tramway" in July 1884 and it was finished in November of that year. That must have been a massive undertaking and all accomplished with picks and shovels. They laid 16-pound rail and then replaced it with heavier rail later. First it was powered by mules and ore cars, and then in 1885 the first Shay engine in the West arrived by our Union Pacific spur railroad to power the narrow-gauge railroad that snaked around the mountain contours with a shallow grade, from the Crescent Mine, landing near the railroads in Park City for concentrating and then shipping to smelters in Salt Lake City. Though the trestle over Treasure Hollow and the narrow-gauge track are long gone, the railroad grade continues to be a favorite hiking and biking trail for summer recreation.

Empire Canyon

William Montague Ferry, a veteran of the Civil War, on his arrival, invested in numerous claims, but concentrated on the Quincy Mine, adjacent to the Little Bell Mine in Empire Canyon.

John Daly arrived as an experienced young miner, first employed at the Ontario Mine. He might have met R. C. Chambers when both were working near Ely, Nevada in the White Pine Mining District. Daly's introduction to mining came as a result of his being orphaned at the age of 10. Instead of living with relatives, he became a cabin boy on the upper Missouri River steamships and landed in Ft. Benton where he met miners who mentored and taught him. As a young man, he drifted to northern California, then to Nevada and landed in Park City to work at the Ontario Mine. While he worked in other mines, he located claims over the ridge into Empire Canyon and suspected that the rich Ontario vein continued in that direction. With the financial support of R. C. Chambers and his backers George Hearst, Lloyd Tevis and James Ben Ali Haggin, he secured many valuable claims and established a number of profitable mines in Empire

Canyon. His largest and most profitable mine was the Daly West. You will see the headframe resurrected and standing above the Montage Hotel in Empire Canyon, Deer Valley.



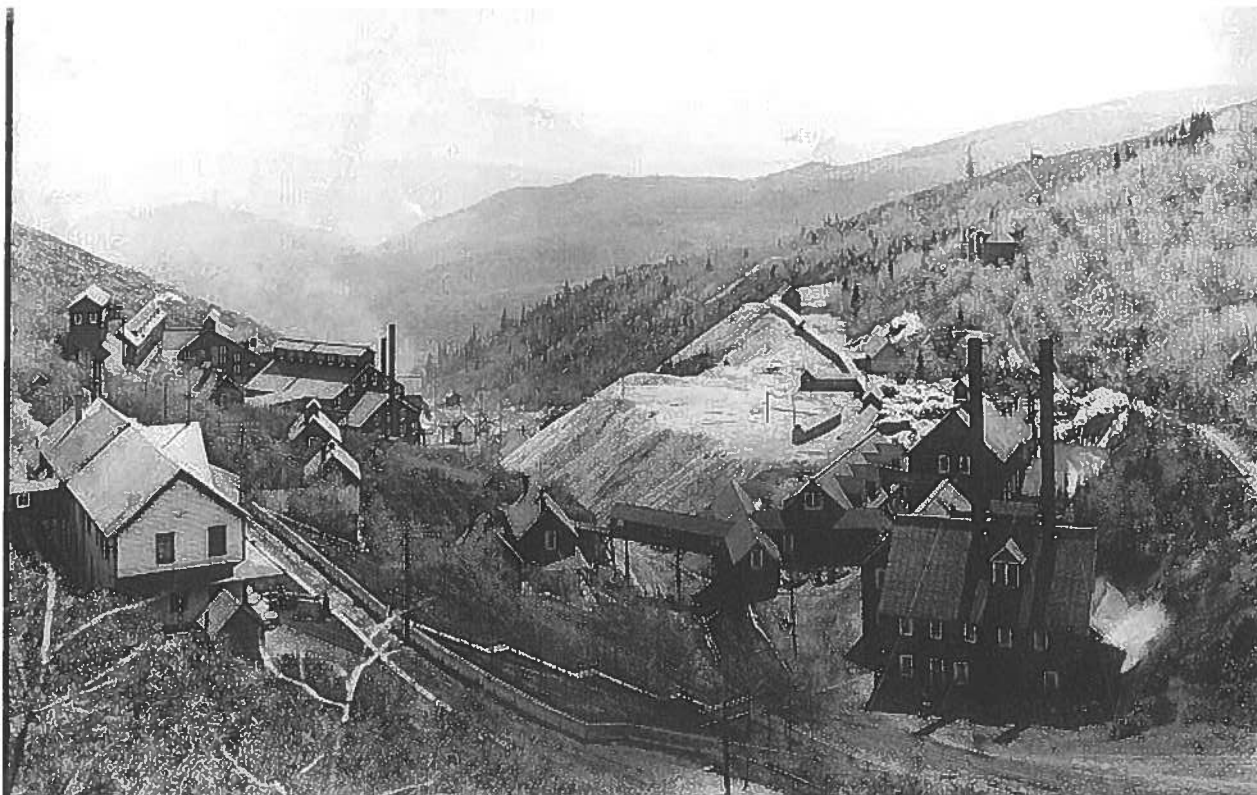
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From the early days, The Anchor Mine, high up in Empire Canyon was shipping good ore, as were the Daly, Daly Judge, Quincy, American Flag and Little Bell enjoying success.

Railroads

While smelting ore was attempted on several occasions in Park City, it was never very successful. Hauling ore by wagon to smelter in Salt Lake City was a difficult, expensive ordeal, so R. C. Chambers pulled together a group of investors to extend a railroad spur line into Park City from the Union Pacific transcontinental trunk line that ran from St. Louis to San Francisco through Echo, Utah in 1880. That spur had already come to the coal fields in Grass Valley, near Coalville, UT. It was extended to enter Park City to great fanfare in 1880.

Because the ore was an important market in this heyday of railroad expansion, Brigham Young's "Railroading Son", John Young envisioned a rail line coming up Parley's Canyon from the west to provide a more direct route for Park City's ore to the smelters in Salt Lake City. First built as a narrow gauge, then later expanded to standard gauge, this Utah Central Railroad reached Park City in 1890. It was quickly purchased by the Denver Rio Grand Railroad and enlarged to standard gauge. For 55 years it carried Park City ore to smelters for processing.



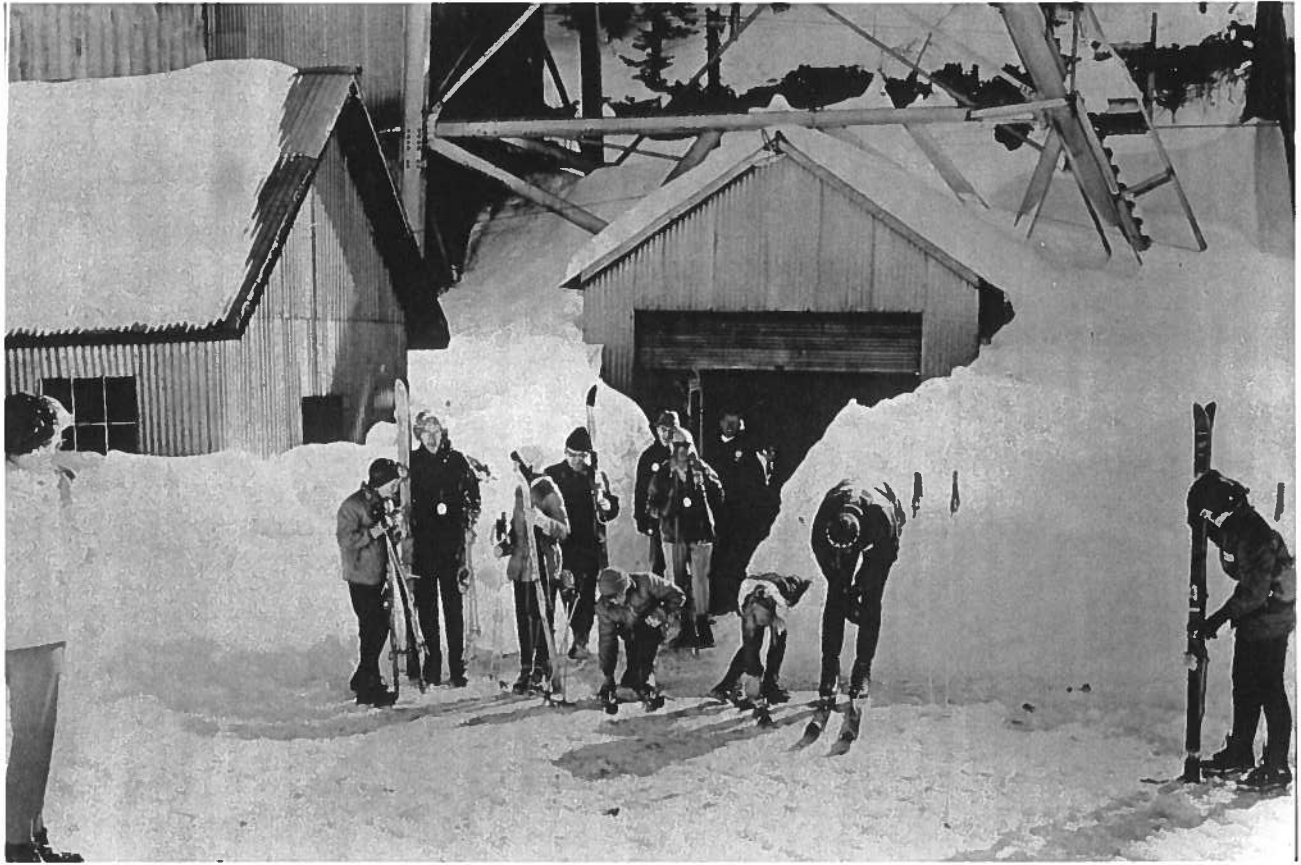
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R. C. Chambers had known M. S. Ascheim as a fellow mercantiler in Grass Valley, California. When he moved permanently to Park City to manage the Ontario Mine he realized that the new town would require services. He persuaded Ascheim to come to Park City and establish a business catering to prospectors and miners. Of course, "grubstaking" became an important part of that business. His nephew Solon Spiro emigrated to Park City from Germany and was quickly immersed in compiling and monetizing those grubstakes. Grubstakes are usually funded by the prospector deeding inches, feet or yards of a claim in exchange for food and supplies.

King Con (Silver King Consolidated Mining Company)

Solon Spiro invested in Empire Canyon claims and became President and General Manager of the Little Bell Mine. By 1900 he had acquired 70,000 of the 125,000 shares of Bogan Mining Company and in 1903 he incorporated a larger group of those claims as the Silver King Consolidated (or "King Con") Mining Company. As with other mines in Park City, water was a formidable obstacle. He purchased property north of the town of Park City and began to dig the Spiro Tunnel into the mountain to drain the Bogan Shaft (2,200' deep), which is in the middle of current day Claimjumper Run adjacent to the recently stabilized King Con Ore Bin. The Spiro Tunnel eventually reached a length of 13,650' to run from its mouth north of Park City to the Thaynes Mine and the California Mine and Mill in Thaynes Canyon. Unfortunately, before the tunnel was complete, Spiro was forced to sell his interests to the adjacent Silver King Coalition Mine.

The Silver King used it as a work and haulage tunnel and when the mines closed, it was used as a skier subway to haul skiers to the Thaynes Shaft to be lifted to the surface for skiing.

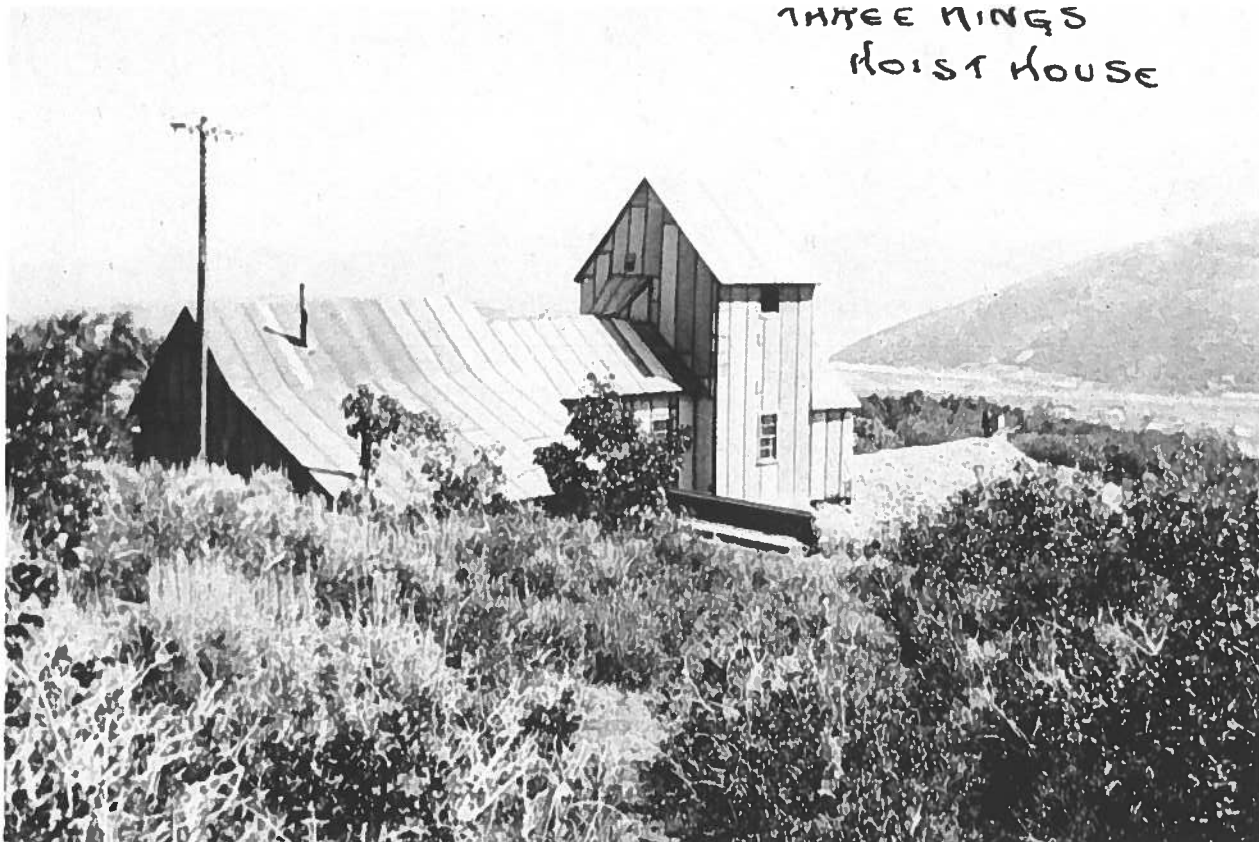


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3 Kings Mine

Just over the ridge and at the base of Park City Mountain adjacent to the top of the First Time Ski Lift is the 3 Kings Mine which was developed by Col. John A. Nelson, earlier mentioned as the locator of the Woodside claims. Col. Nelson served in the Civil war and received the land as a Veteran's Exemption claim. Unfortunately, he died before development on the mine was realized, but the mine was never wildly profitable.

THREE KINGS
HOIST HOUSE



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Creole Mine

On the front side of Treasure Mountain, facing Park City was the Creole Mine. The overburden scars remain to mark the location of both shaft and tunnel. These claims were located in 1880 and were developed without the benefit of great capital until 1902 until they were pursued by others who were able to invest in efficient equipment. The Creole was united with the Uintah Treasure Hill Mine.

We remember these mines today because of photos of ski jumping competitions held there as skiing was becoming a popular winter sport.



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It is estimated that underneath Park City are between 1,200-1,586 miles of mine workings, including shafts, stopes, tunnels, etc. There are no surviving, workable shafts in Park City since the Ontario #3 became too narrow to operate the elevator. The deep shafts were timbered with wood sets. In the damp underground workings, the wood rotted and needed constant maintenance to remain safe and viable. After the last of Park City's mines closed in 1982, it was not economically feasible to maintain the shafts and the timbers began to fail. In the late 1990's United Park City Mines operated "Park City Silver Mine Adventure" with a museum at the Ontario #3 and public trips down that shaft. The public was able to learn about hard rock mining from guides and they could peer out the very straight Keetley Tunnel to see a pinpoint of light over 4 miles away.

Addendum:

Tunnels, Shafts and Tramways

<u>Drain Tunnels: Name</u>	<u>Map Key #</u>	<u>Portal Elevation (FASL)</u>	<u>Length (feet)</u>
Ontario #2 (aka Keetley Tunnel)	T1	6290'	14,850'
Silver King Consolidated (aka Spiro)	T2	6900'	13,650'
Anchor (aka Judge)	T3	7650'	6550'
Alliance	T4	7720'	9150'
Snake Creek (from Midway)	T5	6900' (?)	? (very long)
Ontario #1	T6	7220'	5200'
Mayflower	T7	6440'	7200'

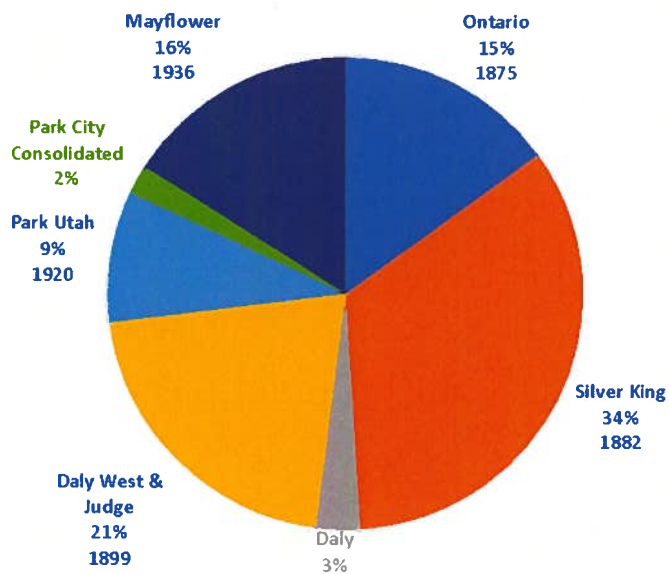
<u>Vertical Shafts: Name</u>		<u>Surface (collar) Elevation</u>	<u>Depth (feet)</u>
<u>Surface Shafts</u>			
Comstock	1	8700'	460'
Thaynes	2	8610'	1750'
White Pine	5	9050'	400'
Jones	6	8810'	480'
Silver King Consolidated (King Con)	7	8540'	2200'
Daly-Judge	8	8790'	1600'
J.I.C.	9	8880'	900'
Silver King Coalition	10	8120'	1300'
Daly West	11	8385'	2110'
Daly #1	12	8090'	1060'
Quincy	13	8495'	450'
Little Bell	14	8600'	550'
Daly #2	15	8210'	1380'
Massachusetts	16	7710'	600'
Flagstaff	17	9300'	680'
Creole	18	7480'	645'
Woodside	19	7810'	1030'
American Flag	20	7615'	1290'
Ontario #3	21	7880'	2410'
Ontario #2	22	7850'	1700'
Ontario # 1	23	7850'	670'
Wabash	25	7180'	600'
New York	26	7320'	1020'
Naildriver	27	7510'	990'
Park City Consolidated	29	7400'	1440'
Park City Consolidated #2	30	7130'	1290'
Hawkeye - McHenry	32	7440'	400'
<u>Internal Shafts</u>			
Silver Hill	3	7760'	820'
Zev (raise from Alliance Tun.-T4)	4	8060'	300'
Ontario #5 (from 1500 L, #2 Tun.)	24	6310'	500'
Ontario #6 (circ. conc. lined)	28	6310'	1250'
Park Utah Consolidated #2 (1500)	31	6300'	480'
Park Utah Consolidated #1 (1500)	33	6300'	275'
Mayflower (from MF Tunnel)	34	6485'	2235'

<u>Aerial Tramways (ropeways): Name</u>	<u>Upper Terminal El.</u>	<u>Lower Terminal El.</u>	<u>Horiz. Dist.</u>
Silver King Consolidated	8540'	6800'	9400'
Silver King Coalition Mines	8120'	6950'	6300'
Judge	7650'	7200'	4300'

Keith Droste, recently deceased, managed the Mayflower Mine east of the Ontario, Park City. He compiled the above information about mining in the area.

Production by mine:

Total production
value by mine
1875 to 1967
percent



* Source: Guidebook to the geology of Utah, Number 22:
Park City District, Utah Geological Survey, 1968 and K.
Droste