

Board Members

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WebmasterMike Kahler



Hello everyone!

We had a great work party in July and look forward to another good one August 16. On that Saturday, we will meet as usual at the MCPA picnic table and do more brushing between Barlow and the river and then carry tools over the river for more brushing after Twin Bridges. We also plan to continue improving the bypass trail up to the Weden outhouse with more rock, so please bring a shovel if you want to help with that task. Remember, lunch and drinks are provided by the MCPA but please bring extra food and water as well as rain gear, work gloves good sturdy boots or shoes.

Please respect other drivers by parking in the area close to the picnic table as usual. This leaves the most room for other vehicles to access the area for work parties. Remember, you also need to carry your signed and notarized MCPA waiver form in your vehicle at all times inside the gate. Please let us know if you need one; we carry extras with us at all work parties.

If anyone is interested in attending a board meeting, they usually take about an hour and we meet monthly at 6 pm in Lake Forest Park. We welcome your presence and your input! Please email me if you are interested in attending a board meeting.

On September 20, we hope to have a family picnic. So stay tuned and we will later announce the time and place and any other plans. It should be a lot of fun for the whole family.

The Forest Service is planning to try and have the remaining two bridges completed on the new road by September. We do not know any other plans for now but we will certainly keep everyone up to date as we learn of their progress. At our work parties we have been checking on all the private property and so far, there has been no damage to any structures since the early spring. There was some damage to two private cabins prior to or during the spring. We will continue this monitoring at each work party for private property owners, including the Forest Service.

Lastly, please note: **mail your membership forms to: MCPA, Box 471, Everett, 98206.**

Sometimes they are, instead, mailed to one of our board members. This only delays processing the membership forms; so be sure to use the above address which will expedite it. Ok that's it. We hope to see everyone at the next work party on August 16, 9 am.

Cheers Everyone,
Kal Klass, MCPA President



Courtesy Forrest Johanson

Detail of the Mystery mine aerial tramway. The Rockefeller-owned mines on Mystery Ridge and across Glacier Creek on Cadet Peak were the great ore producers of the 1890s.

In the March 1977 “Panorama” magazine issue of the *Everett Herald* celebrating the publication of Elof Norman's book on his childhood in Monte Cristo *The Coffee Chased Us Up* he included a short piece entitled “How they mined the Monte Cristo.” As most of us have very limited knowledge and less experience in lode mining, here it is, with some minor editing.

“There were five mines operating at Monte when we arrived there in 1902. The Pride [of the Mountains] was on Glacier [Cadet] Peak and was connected with the Mystery mine on Wilmans Peak by tunnels and shafts. The Golden Cord and the Justice mines worked the other veins of ore at different levels on Wilmans Peak. The Rainy mine was close to town, and was a shaft mine with tunnels extending out at different levels. The lower levels were constantly being flooded, and pumps were operating all the time.

The workers at the mines on the mountains, several miles from town, stayed at the bunk houses there. The food was good, and they paid \$1.00 a day out of their \$4.00 a day wages for it. The men at the ore concentrating mill received \$3.00 a day, and worked longer each day than the miners' eight hours.

The ores from the mines on Glacier and Wilmans peaks came to some terminal bunkers by way of aerial tramways. From there the ore was transported by horse-drawn iron carts on narrow gauge track to the concentrator mill.

There were two types of tramway, single-and double-cabled. The heavy cables were by the crossarms on poles located at certain intervals. The top cable from the Pride and the Mystery mines was stationary and acted as a track on which the flanged wheels rode.

These wheels supported ore buckets as large as garbage cans, which hung down below the top cable. The lower cable, a traveling cable, acted as a haul-back and brake. The brake was on a large bullwheel at the mines. The cable system worked like a chairlift for skiers – except it

was not electric! All the motive power was gravity. On the traveling cable (a continuous loop) the loaded buckets going down pulled the empty ones up. Supplies to the mine could be brought up this way. The tramway from the Justice and the Golden Cord mines had only one traveling cable, on which the smaller buckets were solidly fastened. This cable was supported on the flanged wheels located on the crossarms of the high poles. The brakes were also on a large bullwheel at the mines.

The drillers at the mines, who were also powder men, drilled the holes at the proper places and to the right depth. When the charges were set and fuses lit, the men left the tunnel and counted the explosions. Counting was vital in order to know there were no unexploded dynamite charges left. That was one day's work for one crew. After the compressor had blown out all the dynamite fumes, the next crew went through the same procedure.

When the ore finally reached the concentrator, the ores were crushed into fine particles, deposited on revolving, shimmying rubber tables, and then washed with sprays of water. This removed the lighter particles of rock, leaving the heavier ores. These concentrates were then loaded by wheelbarrows into gondolas and boxcars, to be sent to the smelter in Everett. When in full operation, the mill could process 250 tons of ore in a twenty-four hour day or two shifts.”

MEMBERSHIP FORM - June 2014-May 2015

Name _____
Street _____
City _____ State _____ Zip _____
Phone _____ Email _____
Area(s) of Interest/Occupation _____

IF YOU WISH AN OPTIONAL BARLOW PASS GATE KEY:

For new members:

Please download the required "MCPA Waiver/Release" at www.mcpa.us, have it notarized, then mail it to us with your check for \$42 to begin the process.

For renewing members:

For renewing members the present key is still valid, but if you need a new key: check here and include the additional \$18 cost of a key to your membership dues.

\$24.00 - Annual Membership

Mail To: **MCPA**

\$42.00 - Annual Membership + Key

PO Box 471

THANK-YOU!

Everett, WA 98206

MCPA CHARITABLE DONATION FORM

I wish to donate to the MCPA. The amount I wish to donate is:

_____ \$50 _____ \$100 _____ \$200 _____ \$500 _____ \$1000 _____ Other

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PO Box 471

Everett, WA 98206

THANK-YOU!

C.D. ORDER FORM

This is a C.D. with pictures from Monte Cristo, up to 100 years ago. Cost: \$20.00 -Includes Shipping

Name _____
Street _____
City _____ State _____ Zip _____

Mail To: **MCPA**

c/o Kal Klass

3815 E Garfield St.

Seattle, WA 98112

Thank you for your order!



Monte Cristo Preservation Assoc.
PO Box 471
Everett, WA 98206-0471
www.mcpa.us

Work Party - August 16th

«FirstName» «LastName»
«Address 1»
«City», «State» «PostalCode»