

Made trip to Lang Mine with Harry Gower, March 4th, 1947

About 40 miles or so north of Los Angeles, in the Sierra Madre Mts.

Practically a "suburban" mine. Even in days before present good roads, men could come in from mine to Los Angeles in an hour and a half.

We didn't go in by way of Lang, but through Mint Canyon, where there is good road. Then turned off on dirt road that wound up and around mountains. One of those "dangerous when wet" roads, and how!

Finally reached canyon in which mine is located. Railroad used to run up here from Lang. You can still see the old grade in many places. Even see some of the old ties. In other places, though, washouts have obliterated the grade. Trains ran up canyon, past camp, and on up to mill which was located right near mine. Railroad grade steep in places. Engine must have had to do some puffing to get up.

Canyon (Tick Canyon) is narrow. On either side you can see the ledge of ore. Tunnels have been bored into canyon walls on both sides of canyon. Ore is mostly colemanite. Some pandermite, which they discarded. Not as easily soluble as colemanite and therefore required slightly different processing. Someone working at Lang (one of the officials) had a lot of pandermite taken and hauled to Los Angeles for him to use in the building of a new house. Think it was used around foundations. Very white, and when polished would look like beautiful marble. Greeks used to use it in their buildings.

Enormous dumps testify to the amount of work that was done there. A lot of ore must have been taken from the ground. Shale rather blue in color. Dumps are several hundred feet high. Climbing up them reminded me of climbing the pyramids in Egypt.

Shafts were sunk to meet the tunnels drilled into the hillside. Looked down one shaft which Harry Gower said, at a guess, was about 500 feet deep.

- / Remains of cement foundation on which engine hoist stood.
- / Remains of cement foundation and facade (partial) of mill, which was located further up canyon from camp.
- / At peak, perhaps 100 men there. A lot of the time not more than 16.
- / At first Roy Osborne was just surveyor.

Norman Ross, master mechanic. First at Lang, later came to new Ryan, now at Boron. "Always so busy attending to the company's business, he didn't have time to get ahead. Still master mechanic and a swell fellow", says Gower.

After P.C.B. bought Sterling Borax Company, hardly anyone knew it. Mine went on being operated as before, apparently by Sterling.

Sterling Company disposed of its borax to Stauffer.

LANG -- Trip to ..

Two or three of the roasters used at Lang were transferred to mill at Death Valley Junction.. Now going to Boron.

When P.C.B. leaves a place, it doesn't leave much of anything behind. Usually someone stays on and disposes of whatever they can't use themselves, just as Nix Knight stayed on at Borosolvay.

Elevation at Lang about 2500.

? Standard gauge railroad from Lang to mine.

Country quite the most beautiful I've ever seen any borax workings in.

Markers of claims are 4 by 4's.

The station at Lang probably doesn't look very different today from what it did that night forty years ago when Wash Cahill arrived there. Painted the usual So. Pac. dirty yellow. Buildings consist of the depot, a box car mounted on freight platform, two outhouses, and across track, a water tank with a windmill on it, and a house or two, also painted the official color, in a little fenced-in lot with some cotton-wood trees. A few dogs in evidence. Not a human being.

P.C.B. still owns two acres by railroad, where they used to have their ore bins and load the borax on railroad cars. "Probably the only two acres in California that nobody would care to buy," says Harry Gower. Would sell it for \$50, if they could.