

JACK RUTH TELLS EXPERIENCES

Jack Ruth, who has been employed by the Royal Development Company for several years, dropped into the Echo office the other morning and when we asked him when he was going out to the camp again, he replied "not until it warms up some" and went on to tell about the hard going out that way, and it takes hard going to stop Jack.

Now that development of the big mine has reached the stage where production can be seen ahead there is more interest than ever in the great undertaking and the experiences that have been gone through by some of the men who have given their brain and brawn to bringing in this wonderful body of ore.

Harry Kröppfeiffer, who spent several years on the job, saw some thrilling incidents. One winter he and other men were in camp when a snowslide came down the mountain, burying them all. Harry was alone in the office and the other men were in the bunkhouse. Harry was able to dig himself out and then set to work to see what had become of the others and was astonished to find them all alive and but slightly injured, although the bunkhouse, as well as the office, was ruined. Experience finally enabled those in charge to pick places where the slides do not come down and in recent years the camps have not been destroyed.

Only one man has been killed in that vicinity by slides. That was John Miller who was killed some eighteen years ago, according to Mr. Ruth. He and another man were encamped some five miles north of the company camp. His companion finally dug out of the great mass of snow, stone and timber which covered them, but he did not know whether it had taken him only a few minutes or days. When he reached the company camp he was in his underclothing and barefooted. It took the rescue party, which immediately set out, nine hours to reach the scene of the disaster.

Frank Swanson had a thrilling time about four years ago. He and others were working their way out to camp in the spring of 1919. The rock cut had been filled in by slides and the men worked until about dark clearing the road. Then Frank thought that he could drive through with the load of provisions, but the rear wheels of the wagon slewed around and most of the provisions and the cook, Werner Kobalt, were immediately unloaded. Fortunately the cook landed against a rock and did not go down the mountain side, though most of the provisions did so and were lost. The loss of the provisions was a small item and with their old standby, the cook, but slightly injured, the men went into camp for the night on Chickaman creek.

Six years ago Jack Cooke and Charley Eckhardt had an interesting experience. They were going to camp and when they reached Little Giant the men were replacing the bridge, which had been carried away. Jack and Charley had a team and wagon and the Ford car then in use and by careful maneuvering got them across the river. During the night the river rose and the incompleting bridge was washed out. The bottom was flooded and the boys were forced to camp at Pete McConnell's for two weeks as they could get neither way, to the mine or to town.

But the roads are better now. The rock cut is still there and cannot be passed in the spring until the slides have stopped and it is cleared, but a new road removes the necessity of crossing the river, and in a comparatively short time a railroad will be constructed, and traffic will be maintained throughout the year.

CANDIED CRANBERRIES.

The secret of candying cranberries lies in handling the fruit so that it will become saturated with sugar. This calls for slow cooking on the installment plan and the use of a dish large enough to permit all the berries to float on the top of the syrup during the cooking.

The skins are so tough that they must be pierced before cooking to let the syrup into the pulp or interior. To do this three little slits, one-eighth of an inch long should be made in each berry with the point of a penknife. Use large, firm cranberries. The directions for cooking are as follows:

For one and one-half cups of berries, make a thin syrup by boiling together, until clear, two cups of sugar and two and one-half cups of water. When the syrup is cold, add berries and bring very slowly to the boiling point. If the berries are heated too quickly, the skins will burst before the syrup soaks into the pulp.

As soon as the syrup boils, take the dish off the stove and let it stand over night.

Next day, drain the syrup from the berries and boil until it is reduced to about half its original volume. Put the berries into this medium-thick syrup and heat slowly. Boil gently for three or four minutes and allow to stand for two hours or more. Then boil gently a third time for five minutes.

When thoroughly cold, or better still on the following day, drain off the syrup and spread the berries on a lightly buttered plate or sheet of clean, waxed or slightly buttered paper to dry.

Peter Gallant came in from the woods last week and will remain in town during the winter. The snow is interfering with work in the woods and if we should have much more before this goes off it will be difficult to log at all.

STATE TO GET LANDS.

State Land Commissioner C. V. Savidge has obtained a promise from the general land office that approximately 15,000 acres of lieu land selections which has been held up for approval for several years will be cleared as rapidly as possible. Two years ago Commissioner Savidge began an energetic campaign to obtain title to about 125,000 acres of selected lands held up by the federal government, some of the selections having been made 20 years ago. Finally when all but 13,000 acres had been obtained Commissioner Savidge went to Washington to take up the matter in person and succeeded in paving the way for immediate action.

While in the national capital the land commissioner also urged that the rest of the forest reserve lands that are to be traded to the state to make up for losses suffered when the reserves were created be turned over at once. There has been no official

announcement of the result of this effort, but state officials point out that Commissioner Savidge would not have returned so soon if he had not obtained some satisfactory assurances.

CARE OF MOTOR CAR.

Prolonged life and satisfactory operation of a motor car depend largely upon intelligent care and handling during the first few thousand miles of service. During that period proper and adequate lubrication of the snugly fitted parts, systematic inspection and the minor adjustments required on any new piece of machinery are of the utmost importance.

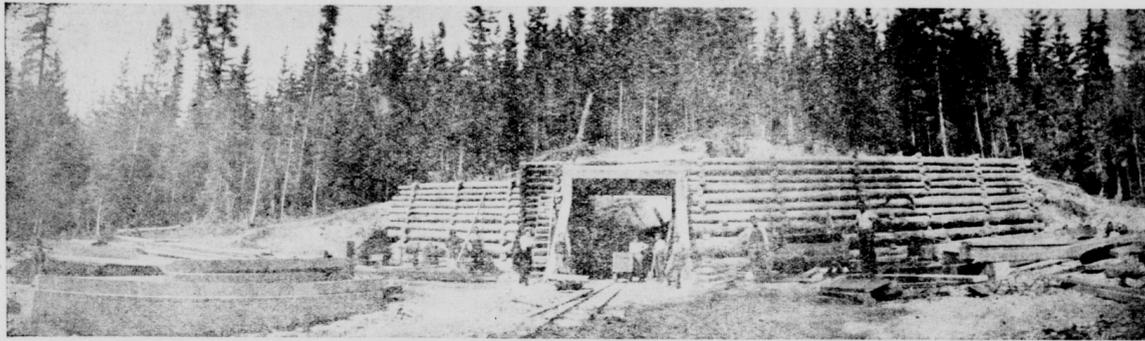
Mrs. C. J. McClure went to Spokane Tuesday afternoon to join Mrs. McClure who had been there for some time with their daughter, Miss Gertrude. Miss Gertrude had suffered an acute attack of appendicitis and had an operation, from which we understand she is now nicely recovering.

WHY THE TRINITY TUNNEL?

THIS WEEK The Echo publishes the third of a series of twenty-five cuts, illustrating the reason for the construction of the Trinity Tunnel at the scene of the Royal Development company's operations in what has been known as the Red Mountain district.

The reason for the construction of the Trinity tunnel is that it permits access to the great body of ore without the construction and maintenance of an outside railroad or other conveyance, which, without the tunnel, would have to be constructed and maintained at a heavy cost. The tunnel will also provide drainage for the mines.

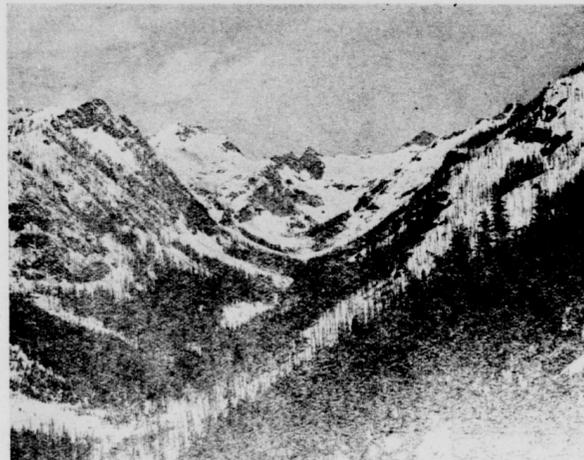
The tunnel enters the mountains at a point where protection from snowslides is given by the topography and where the power plant and other facilities can be economically erected and maintained. In fact, when one has visited the property and investigated it, even superficially, the wisdom of its construction is evident. In fact, it solves the problem of mining this region, a problem which had baffled everyone up to the time that the plan of driving the tunnel was broached. Now with the work actually under way there seems to be no obstacle that can be encountered to prevent production in great volume in due time.



PORTAL OF THE TRINITY TUNNEL



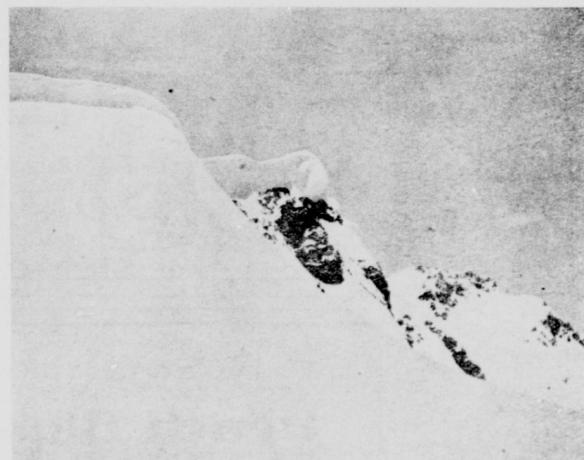
Phelps Creek, one of the streams we will harness up from the headwaters to the Trinity Tunnel portal where Phelps Creek joins the Chiwawa River.



Nipple Mountain in the center. Rich territory purchased in 1921. It was here where Red Mountain "Ole" spent more than 20 years awaiting our coming. His faith was well founded. Here, the Trinity Tunnel heading will be a mile vertical under the mountain.



The portal of the Leprechaun Tunnel, winter of 1916-17.



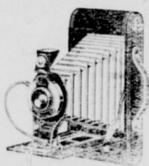
A rare picture. On the top you see the snow "combed." When the "comb" starts, it starts the "slide." A big and growing "comb" means danger. Often a pistol shot or a loud shout will "start the comb." The Trinity will be almost a mile under that "comb."

THE ECHO and the whole community of Leavenworth and Chelan County, desires that all "Royalists" should have full information concerning the operations of the Royal Development Company in this county. Our office staff are "Royalists" with you, and can cover all items of news and get the news to you quicker than the Butte office can reach you.

From our personal knowledge of the property, this paper realizes to the full, what the driving of the Great Trinity Tunnel means, not only to this county, but to the state and every "Royalist."

ECHO PUBLISHING CO.

CHRISTMAS SUGGESTIONS



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Brownies, \$2 to \$5.

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