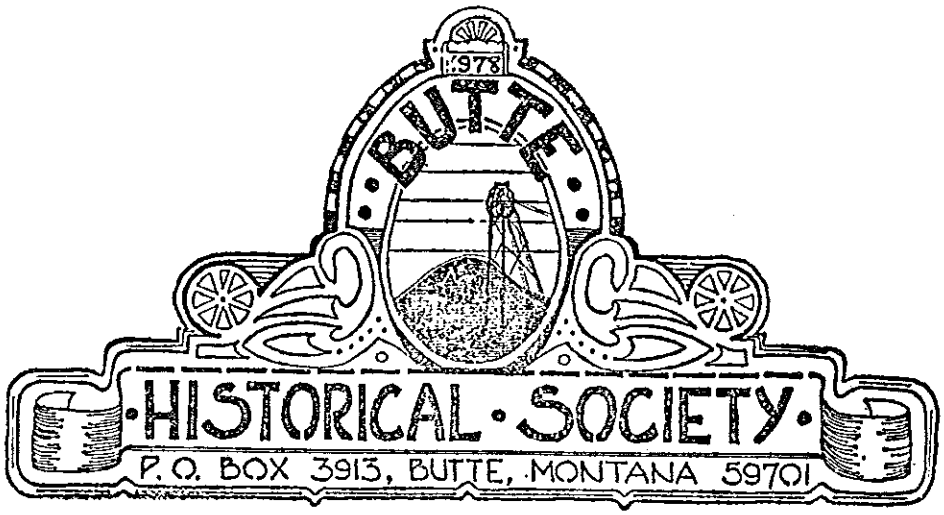

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Restrictions:

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Al Hooper, former hoist operator, independant miner, salvage operator, interviewed in his home by Teresa Jordan, 4/11/85

Notes taken from tape. Not exact transcript, and not complete.

Anac Co made money for years, so much money. Remarkable how they built from scratch the third largest copper co. in the world. But writing on the wall--more and more paper work, more and more departments, more and more administrators. All adds to your cost/pound. Timber yard next to Anselmo. One of last big expenditures. Hundreds of thousands of dollars to level that. Idea was to get packaged timber in from Bonner, their mill, a lot easier than bringing in loose on the car. But stupid part, after they did that, each of the mines in Butte had a RR spur, most were BA & P. Most of spurs were within 25 to 100 feet of the shaft. Leonard three miles down Meaderville, spur right in the yard, so w/ new setup, might be 3 or 4 RR cars come in for the Leonard, send a great big fork lift down to the Leonard, and then they'd have trucks, for three or four days trucking timber from there down to the Leonard, when could have pushed it right into the Leonard w/ the same engine. And that central timber yard--you had a foreman, clerks, a lot of people. All adds to your costs per pound

That research department. A mine, has hoses to the machines--water, etc. Research would calculate average of hoses per working area--1 3/4 hoses per working place, something like that. That information of no use--what's 3/4 hose? Come up w/ some of most stupid gadgets. At the Leonard, thought that if bought 30 lb can of grease, save money over little ones. Al running chippy hoist at Leonard. Guy in research never thought how take grease down. Don't have container, so put it on a piece of paper or something, take much more than need, it gets contamiated. Saved a lot on buying it in 30 lb cans, but lost a lot of it. Not improving efficiency.

Increase number of administrators, bosses, add to cost / pound. What they don't teach people in school, human beings are human beings. A lot of old-time mine foremen and bosses, they had something that these kids in school don't know, they knew how to handle their men, place them so they got the work out of them. Thompson was one who come here, tore everything down from the Anac Co. He told me himself, all electricians are all electricians, all carpenters are all carpenters. But--some carp. are ideal in cabinet work but put them on rough work, didn't do as good. Others good on rough, but not on cabinets. We had electricians that could work in fine panels and radios, but underground rough work, they were slower. All this thing of handling men--some miners had were good at caves underground. A bad cave took a very experienced man to catch up a cave. All this ground and timber, and you've got to be so careful cause if you get it started moving, there's no way you can stop it. Drive spieling (sp?), got to hold everything as we go. Very dangerous, very tricky. Only certain men had expertise for that. Old time

bosses and foremen used to know who was good on that. To get most out of humans, got to know your humans. Don't work according to figures.

Most miners loved to contract, regardless. Union heads at one time wanted to break the contract system but they never done it, miners wouldn't go for it. They wanted that incentive. If rustl the Con, asked for a drift or cross cut or raise or whatever. When hired, say, can I bring my partner? And he usually agreed. Because he knew you were out to make some money. I'm not going to bring a deadhead. That's the way it worked fo. years when your productivity was up, by getting men that knew what they were doing and leaving them alone. A good shift boss, they knew their men pretty well, and sometimes a boss would be tied up w/ some particular trouble and couldn't come down to see you, wasn't nec. because he knew we were out to make a buck, we weren't going to be sitting on our fannies. He'd try to see us sometime, but if he got delayed, he never bothered about it. And therefore, we got productivity. Then ARCO comes in w/ al these young kids out of school, and they put one administrator w/ each pair of contract miners. I asked some of my friends, what does he do? they said, just sit there. but if we need any help, go get some powder or something...I said, that's pretty expensive mining, isn't it?

Incentive, I've seen a lot of miners, that were due out at six, I've seen them be up there at 2 or 3 o'clock in the afternoon when the board was published every week, called it the ouija board* and we'd get up to see how we did. Incentive was to always keep topping a guy. If you had the cars and equipment, you're going to get it. In fact, most contractors broke all union rules. When they were behind, they've been known to drill with one hand and eat a sandwich w/ another.

even now, w/ all your modern eqpt, got to drill holes in your face, and gotta blast going off shift. Weren't supposed to blast during shift because you scattered dust and smoke all through the mines. I've seen a lot of contractors that's worked all over and never put in overtime because it was so necessary for you and I to get that round in so that when our partners come out tomorrow, they got rock, otherwise, your whole system breaks down, they got nothing to do. We got to blast and make muck for them, then they muck out and try and get a round in for us.

In a drift, that's the same as tunnelling, in a cross cut, we're paid by footage. Surveyors make certain marks, and they come along on measuring day, and they measure our advance. And each place was different. Some places, it was easier for you to make advance than others, so price wasn't as high. And in a place where the air might be bad and things was tough, your price would be a little higher. On the stope, you were paid by your cubics, they'd get their excavation and engineers and figure out the number of cubics. Again, some stopes where could make a real

killing, cut your price again. And where it was hard, your price went up. So you don't need no supervision. All you need to do is have equipment, the boss would see you had your eqpt, your cars and everything was going good. Most miners are very independant.

Soon as Thompson took over the Hennessey bldg, he opened it up, the modern offices you know, well that built up their resentment. We know that she's watchin us over here, we get resentment, we do everything. But when you're locked in your own little cubby hole, you're got to bring your results out. I see that Montana Power, they put petitions back in.

One of thing about handling men. If you know they [managers] don't trust you--some bosses on the hill we knew didn't trust--and it was just natural, you'll loaf every time you got a chance. But when the boss trusts you and expects you to do so much, you try to play fair w/ him.

All these things were bringing your costs up.

This was gradually happening over the years with the research, and these college kids coming out, trying to get more paper work.

We used to lower timber down the mine. I was on the hoist. Had decks, one cage under the other. If you were the top man, if you lowered a hundred decks of timber down, you'd always put in the tally 110, or 105. You always put down more than you lowered. *why? That went on for years. When timber came into lumber yard, carpenter boss had to tally it carefully to check w/ Bonner [lumber yard]. All these years, no one ever checked back. More timber went underground than came in the yard. All this waste of them clerks. In mining office, you had all these clerks figuring that out, and the papers that they all filled out. Then they went to the general mines office where there was some more clerks added on to them, then they went to the general office where there was some more added, and then they went to New York, and by the time they got to New York, it was pure fabrication. Toward last, bosses used same method.

How stupid it is, all that paperwork. Based on fictitious figures. No one ever checked back. Same in everything. Shift boss would always put a little more rock than he actually broke, motorman always put a few more cars, if he pulled out 300 mine cars, he put 310. Somebody was always adding. Like cancer, building up. Everything is added to your cost per pound. Getting very top heavy. And your efficiency and productivity is going down. Same reason--when you're not trusting.

Humans is humans. If they like doing what they want, that helps. As a kid, starting in the mines, before you go oiling, couldnl't get on right away, them jobs too scarce. I'd get on the oiling, to break in for an engineer and then somebody would come back and I'd have to go on the surface and work or a few times I had to go

underground because a shift is a shift. I know I went undergroud and I didn't know, I was green. Anyway, they had a chute, and they had a pile of muck here and I was supposed to shovel it in there and pick out the waste. Through sheer boredom, I was doing good. And the shift boss come by, I never forgot that, just about lunchtime. And here I was expecting a pat on the back like a dog, puppy wagging his tail. "Yeah, keep it up." And boy, after lunch, there was damn little went in there. And if he'd just give me a pat on the back, I'd have doubled it. About 17 or 18 years old.

Anaconda Co for years did what most money companies did, and they bragged about it in their old advertising, they used to say that for every ton of copper mined, they developed a ton; same principle used in a grocery store. Every time you sell a loaf of bread, you buy another loaf. Then when these men got a hold of it (see Forbes article, "Riches to Rags"] got thinking, we've got to change things around, started letting Butte go to hell because we got South America. So they start cutting down on development work maintenance here in Butte. When you look back, you can't believe all those experts could be so stupid to even think they could have held onto South America. They brought a lot of the big shots here to Butte, but they should have brought the peons. Then we lost South America and they come back to Butte, but they didn't know how to handle it and everything was going sour then. All this was like cancer. It started in the late 30's when they started getting more and more paperwork. Like the Kelley was one of our last mines. When they built the Kelly, I'm working as a carpenter then, and they went way over their estimate as usual. But they were also bldg a new precip plant. So they had to rob from the precip plant and on the Kelley. Everything they ever did, they was over their estimate, and they were continually robbing once account for the other. What good is paperwork if you and I come along later and we want to know exactly how much this mine cost, when the figures are all fictitious like that, it's no advantage to us. Towards the end, there wasn't a project they didn't have to rob one to pay for the other.

Down underground, they were supposed to concrete this cross cut when they brought the water to the Kelley to pump all the way from the High Ore (?) to the Kelley, I found out later all they did was concrete a little way in each end. But it went into New York--they did't have the money and they had no other place to get into another account and they had used all the money up, so it went into New York, so somebody take them figures today if they're still around, it cost so much to concrete this cross cut over here--actually, they only done about three feet in each end.

Another thing that hurt the Anac Co--you hear a lot about stealing. Because the mine management led us on. Cornelius Kelly--should be given due credit for one of them that helped form the Anaconda Co., he was a Butte man, and while he was going, he kept Butte going. But he built that big place up at Swan Lake--this outfit bought it and they wnat you to come up--

anyway, Mr. Kelley built that, and that was all charged to producing copper in the Butte mines. And then every summer, Kelly would come out here w/ a lot of guests, and they would charge off the expenses to the Butte mine. Each mine, if you were a mine foreman, you might not have liked it, but you had to pay so much of that. And then they used to take so many men from Butte, they took some miners and carpenters, used to take chauffeurs and automobile mechanics and people up there--I know a lot of them are still alive, used to go up there every summer. It was kind of fun for them. He'd entertain all summer and raised a big garden up there and take them fishing, had a lake. Why not? The Anaconda Co. would foot the bill. But even then, we were still making lots of money. But then, when you're working for me, and you see what I'm doing...that don't say that if you want to take a handful of nails home that you're not going to take a handful of nails and an axe or something. Several mine foremen and supes built homes out here on the flat w/ company labor and company lumber and material. So knowing that, you're not going to be worried. Of course, the small man again, you're on the bottom of the heap. You don't have a truck to haul it out. You might get a few nails in your pocket, you might get an axe out under your coat, but you were limited. Just like the Berkeley garage toward the last, they had so much stealing down there, I was looking at the paper the other day where they hired a security man, he's supposed to be FBI, and I often wanted to tell them how ridiculous it is, he's got a big poster about all the big thefts at the Berekely garage and about searching lunch buckets and first they start out w/ two big barrels of automobile Prestone. And then there was two engine blocks--you know, something you could put in your lunch bucket. Tires. He did come down toward the last there was a few pounds of copper wire. A guy could have got that in a lunch bucket. How in hell are you going to carry a tire home in your lunch bucket or a barrel of prestone or a block. And the bosses used to go home to eat in their trucks--does that tell you? Ordinary working man, if he could get access to them, he couldn't get them out.

So we could have some theft on the hill. but actually, underground, there was more tools lost than was ever stolen.

Tape 1, Side B

Most mining companies, you had men and stopes on all the levels you were working. On a busy mine, where you had a busy level, big mines would have a place somewhere convenient as possible, cut out a cavern in the rock, put a door on it, supply that with tools, give one of your old timers, pretty stove up, can't do much, put him in there to distribute tools. That used to work. But the Anac Co didn't have it that way, and therefore it was theft. In fact, the few shifts I worked underground, I did just what everybody else did. You go underground and you had to do a lot of chopping. And if you could get hold of a good sharp axe, you hid it. But like in my case, lots of time, they was moving me around, I never went back to the same place, so them axes I cached are still there. And some miners got fired or they quit

or got changed--so everybody hid tools, and then there are certain of us are a pack rat, would even get more tools than we need because we like to think there's going to be a rainy day, you know. Towards the last, a lot of the aggressive contractors, if we could get down first--everybody couldn't get down at the same time--if we know that the other guy has got a better hose, so we go and take our broken hose and trade w/ him or whatever, and then he has problems, he can't drill w/ a hose that's got a hole in it. And while he's getting one, we're already going. You'd be amazed how many tools...when they started the block caving at the Kelly, they had a crusher and they had a magnetic deal on there, and some of the things--the bosses used to come in and tell me. One day, a whole wood box come up and broke open and it was full of mine saws, hand saws. Some nipper had cached them years ago and then he got fired or quit or died or whatever. They even got a blacksmith anvil, all kinds of tools coming up.

But you see, if you had a place on the level where you KNEW you could get a sharp axe or sharp pick or a shovel or a hose, there's no incentive to cache them.

Maybe you think I'm all down on paperwork, but I've seen so much that's so unnecessary--in fact, our whole govt and everything, you've got to admit, there's too goddamn much paper.

You think of all this stuff now, these people starting these mining projects--I know we've got to have some environment, but the pendulum swings both ways--all the paperwork you've got to do. To get these people going down here at German Gulch, the environment says, their office, it's going to take them 6 months to do the paper work. And it's not a pristine wilderness, it's been all wrecked up years ago w/ placer mining. And if they did let a few little pounds of bad stuff in the creek, the creek we know is bad anyway. I mean you could forgive them a few little trespasses, give them a chance to start, and get some men working. But that's a lot of paperwork--just think of the reams and reams of paper, and just for a little project like that.

Talks about waste in Company, salvage, poor filing of photo negatives.

Anaconda Co, it's a shame, to bring it up into one of the largest companies in the world, and these old men, in about two years, had it bankrupt. Hard to believe that a big corporation could be bankrupted by stupidity so fast. Sitting on top of the richest hill on earth.

Atlantic Richfield known for being very top heavy. We found that out when they got in there. When Kelly was going with 2500 men and the block caving, we had one foreman there, four assistants, and I forget the number of bosses. When ARCO took over, they had not more than 165 or 170 in the Kelly, and they had one supt at the mine, an assistant supt, a foreman, assistant foremen, and some other characters. Then they put one man with each contract miner, spent a million dollars on the Hennessey Bldg.

Now, we got Frank Gardner, he's the general manager; we've got Hull (?) he's assistant to him, you've got Rick Ramser (?) he's manager of the mines, John O'Brian acting as P.R. man, and then we haven't got anybody working, only a few working down there.

Last summer, 70 on payroll, no mining.

They all owe their jobs to the one man breaking rock.

When I operated my mine I saw that they had supplies. This one man had to go to a funeral, they were good workers, we told them, go ahead, take an hour off, two hours off, forget it. Then one night, they couldn't get the round in, they worked an hour and a half late, they come up, Dave and I said, well, overtime. They said, no, like hell we do. You let us off for that funeral one time, we pay back.

Had mine in Walkerville--the Silversmith. Had the Gem five years, had the Met (?) in Meaderville. The Gem, the irony was, started there on a small scale, didn't have any money. Found out by checking the maps, there was a big block of ore. There's known ore and probable ore. Known ore, you've surrounded the block, so you can assume it's solid. But if you're just drifing along and you got ore over your back, you don't know how far it goes--that's probable ore. We found out there was a block of ore, 3 hundred and something feet one way, and minimum width was five feet--it was eleven feet, we had the percentage, it was all copper glance. [talks about background] Got a local businessman to come in for a third to finance us. Had to put in an electric hoist, down 700 feet. We'd go up there at nights; I'm working on the hill. It was quite a job to clean up, had a lot of mud and water. We got into it, I'll never forgot the night we broke this cave--a lot of it was open, in the cross cut, but we had a lot of mud that had backed up for years. Broke through it, could see the green, just as green as anything, ahead of us there. I said, we have to make it safe. We kept working at it, we worked three times as fast to get the opening and get some timbers. We got a ladder. The first floor, your drift is here, and your first floor is up above, well the ore was on the first floor, we could see it from the drift, so we got a ladder and Bud started to go up, he was one of my men, and I said, no, Bud, this is my mine. I should take the risk, you know, if something is going to clobber me, it shouldn't be you. So I go up--he was so eager to get up there, I walked on his fingers several times, he was right behind me. We got up there and here is the ore, and it had all turned green over there--boy, that was a pretty sight. And it looked like we had it made. Yet I wasn't enthused. My partner Dave Curry (sp?)--he was going to buy this, and I had a hell of a time holding him down. I go up to the Hennessey bldg, in the meantime, the Anaconda Co had bought out the North Butte, so now we were leasing the North Butte Anaconda Co, and I go up there for information or various things connected w/ the lease, and a lot of those superintendants were hitting me on the back, Hooper, you've got it now. The word spread like wildfire that we

got into it. But somehow I never got jubilant. Anyway, we start shipping, we were shipping a car a week. I put in a mine telephone underground, one of those that you crank w/ a magneto because it was so much trouble sending notes up for timber and that, so they went down that morning and I hadn't gone down and they call up and they said, you better come down, that blast last night brought a lot of candle boxes and powder--well, there's no way, solid block ore, you shouldn't have any wood in it. There we had at least maybe a couple ton of ore, and here's all pieces of broken pole laggin' and boxes. Ahh ha, something's wrong. so I got callin Dave Piper, he was from the Anaconda Co. Anyway, it took me a few weeks, any time I had time to spare from my men, I was cutting an old raise, and that water would come down that raise--and its hard to tell, you know, if you've seen sandpaper, iron pyrites and the quartz crystals had just cemented themselves to that timber, it would just cut into your overalls. But by blasting out pieces of laggin, and then Dave come down there one day and I told him, so he went in with me, and by chinning and pulling ourselves up and one thing and another, we got up to a level, and we found a bunch of candles--that told u the date, got to be 1911, 1912. Ahh ha--we could see. The Tuolome had come in up above, 30 feet above our workings, and they had mined the whole thing out. That was another mining company, and all we had was thirty feet. The mice had ate the inside out. That was the closest we come. I said to Dave Piper, this is Tuolome (sp?) workings up here. He said, how do you know? I said, I've made a lot of study of mine timber, each mine had its own timber, and the first thing I recognized it. The Tuolomne had stolen that ore. And there was nothing you could do about it because the theft was in 1912 and in the meantime the Tuolomne and North Butte had merged in 1926 and they were one company and I was leasing from the North Butte when I got it, then the Anaconda Co bought the North Butte out in '57, so I'm leasing from the Anac Co now. I never forgot, the VP of the Anac. co, he was a nice man, I went down, he said, you know, I'm sorry. I wished it had been us instead of you. Because there was another block on the 16 (hundred level) on the same vein right below, and we were going to go for that; now obviously we won't because that's probably gone, too. But I do regret it, because we could have took a loss. I wish we'd have found out isntead of you."

Actually, the Anac Co, for small operators and leasers and miners, they were the best, give us more favorable treatment than any of the other smelters in Helena and all that.

Thought it went up 160 feet above us, and some below us, and then it went in about 300 feet. But it wasn't to be.

Talks about chances taken when exploring shaft.

Tape 2, Side A

I know where there is some other ore around this hill. I don't want to go through that again, it's too damn hard. Raising money

and all that. I've gone through it three times, and it's just a lot of work. 16 hours a day and everything else. Though I'd like to. I know where there's some big blocks of copper ore, up on the hill, that run 40% copper. That's damn good, because 5% is real good. But 40% on a ton, and some is 60 that was left here. Amazingly, for us historians, but a lot of them don't know it--I'm trying to get Jay [Cornish] and them, I said, you fellows come from out of town, you don't know a mine from a hole in the ground, and you get pre-conceived notions w/o consulting us. I said, I wouldn't think of going to a farming community and try and tell some farmer he's all wet and all that until I studied around and knew a little what was going on. And I said, it's the smae w/ you and the mining. You come here--and there wasn't any one of the mines in Butte that ever closed down, and I repeat, not one of the mines that ever closed down for ore exhaustion. Every one of our mines was closed, there was a reason. One of the earlier reasons was because the Anac Co, from necessity, as I give you that document, had to keep buying these smaller ones because of the complex ore systems. When they bought the Parrot, they didn't see any point in operating the Parrot as a separate mine when they could hopefully work it from their adjoining mines. So now the Parrots down, but it wasn't worked out. But when they worked from adjoining mines, some of the ore bodies weren't always accessible to the other mines, so they were left there. Up on the hill, a place by what I call the Wild Bill, only one in a million here in Butte would know what a wild bill is, there are some blocks there of this high grade ore and they were going to get them, but they never did for various reasons. You're operating a big mine, you never get around to all of them.

There's a lot of future here in Butte right now. On the hill now, for a small outfit, even present prices, for small outfit w/ no overhead, you can make a killing. It takes some money to get started, that's the hell of it. It would take you about 20, 25,000 dollars to get some eqpt, even small hoisting eqpt, that's what it costs. But we could make ourselves a few millions, because there's blocks there. Providing we do the old system, get men down there to break the rock, we keep administration costs as low as possible, and get the rock out. Even at the present price of copper. That rock is good enough to eat when you get 40%.

We need men working in Butte. That's what keeps the town going, is the men.

You probably don't agree with me because you're from that generation of grants, but there are so many of us fed up to here with them goddamn grants. My god, even that one that Fred and them got (Fred Quivik; for mine yard park plan). I argued with Fred, going to get some economist in here. To me, that's stupid. He's going to come in here and if we draw so many tourists in, he'll figure the percentages of business you can start. I don't see where we need that. Right now we're so desperate, we'd be better off to take that money and get a business started. We have 3 millions in grants in Butte up to now; just think what we

could have done if we could have brought somebody in.

You'd be amazed how many states in the US are making it easy--I don't know if I approve, but they are even building factories for concerns to come into their area, the state are in such bad shape. They are promising tax rebates for ten years or something. Make up for what give on taxes, by what taxes people pay who work there.

Talks about unions, right to work problems.

In Butte, it's so maddening to think that the businessmen fought the miners on a strike, call them all kinds of names and they are bitter and all that, and yet when the miners have gone back, the moment they have got a raise, every merchant in town raises his prices. So actually, the miners have been carrying the ball for all the merchants to make all the money. Butte's always been a good town because you had a lot of money, and you had a lot of money because you had the unions.

On the other hand, Fred and I, we talk about that, we don't always agree, there's a limit. I didn't see that at first, I used to be like him--tax the Anaconda Company, tax them. But to a point, first thing you know, you've taxed yourself out of a job. After all, there has to be point of return.

Q: Do you think there will ever be major mining in Butte again?

Yes. Other pit, at Toll Mountain (?) has got a hell of a lot of moly in it. Last time they were operating, cu was almost a secondary project. Your moly and your silver were paying.

Charts on copper, from the time they start charting it, way down, way up for thirty years, it's been that way from time immemorial. We are on one of the low ones now. Jay's arguing now, they aren't using as much copper for certain things. Actually, acc to my Mining Engineering Journal, our surplus is gradually being eaten up right now.

ARCO's not going to start up again. ARCO's getting out of the mineral business. They have wiped minerals off the books.

That's another thing, that stupid accounting, that's ruined more business today than anything else. In NY, they'd figure they wanted so much per pound, the cost of copper, so much for development, the clerks would figure that all out, it was all stupid. It's going to cost you so much to operate your car, I don't care if some guy in New York owns it and says you got to operate it for less. No, there will be another company. I tell Jay, he says, no one is going to buy it--but just get to think. Any time you got something for sale, there is a possible buyer. My argument is, why are the Japs--I have no use for the Japs and their business deals, by the way, but they are not dumb. Why did they buy into Phelps Dodge *, buy a good section of it, when PD is solely and only a cu producer, and the cu market is down now

and looking very gloomy. Why all of a sudden did the Japs buy in now? Why didn't they wait if it's not going up for a year, why didn't they have their money in treasury bills or something else for a year.
*article about how many companies starting copper operations in and around. Don't know why all these companies are interested. The saying on Wall Street--when the man on the street knows, it's too late. Why are billions going into silver0 and copper0 right now? Somebody knows something.

talk about peons in South America tearing down plants, mines, etc. People unhappy in Peru and Chile--will disrupt that supply. Wonder if Japs are thinking of that.

We mining men know ARCO is going to go, we know that somebody is going to do it.

Tape 2, Side B

Talks about how ARCO didn't maintain mines when shut down production of mines; Anaconda had maintained mines, even when not in production; could start out within 2 months when Cu went up.

Also, talks about leach and precip for water in pit--water is very rich. Also, water in flooded mines very rich. Explains leach and precip process.

Thompson (Anac president?)--when closing down mine (not clear which) and we would all have to retire, I thought, in one way, it would have been fun to work with him, and I thought, no, he's too stupid. He come in central control one day where I'm operating, and the trouble shooter's truck was there and Bill was goofing off. Bill heard him come, and he got behind the board, and he [Thompson] said to me, Al, the trouble shooter here? Yeah, I said, Bill's here. And Bill hollered "yeah." He [T] said, "what, you got trouble?" And Bill said, "yeah, we got trouble." Thompson closed the door--said goodbye--and away he goes. I was laughin to myself. If he'd gone over and talked to Bill, Bill didn't have trouble, he'd have caught him in a lie. I thought, he [T] would be so stupid, it wouldn't be no fun to play with a guy like that. In the early days, they had bosses that was a little more knowledgeable. But these later bosses, esp these that just come out of school like Thompson, they didn't know the laboring end of it. The book told them so much, but it didn't tell them everything. There was so many ways you could fool them. But it would be no fun.

Q: how many diff aspects of mining have you worked in?

Practically all of them. When operating own mine, did everything. Put in own elec hoist, serviced our elec hoist, threaded our own pipe, cut our own timber, did a lot of things, innovated a lot of things. Talks about examples. Necessity is the mother of invention. talks about ventilation. Using old fan

bags. Talks about problems of safety regulations underground.

Unions were a necessity, but they did go a little too far. Now the pendulum is swinging the other way, but it will go back again. Humans can't control things.

Talking to a miner the other day, I don't know how many I talk to who tell me, if the mines was open tomorrow, they'd go back mining. These are fellows that survived the con [Miner's con, silicosis]. It seemed there again, some miners, I've seen them conk out at 40, 45. And others retired now, up in their 70's, and they are still going strong. Like everything else, it's the way you were born. But underground, we've had people with doctors degrees and lawyers and everything else that tried mining and they preferred it to anything else. Mining was a challenge, there was incentive pay to make the money that you want, and supervision was nil--that's until ARCO. They of course spoiled that part of it. And there always was a challenge in mining.

We had more new cars in Butte per population that a lot of big cities. In fact, the first time I was old enough to travel, I went to Spokane, and I could't get over people driving old cars. 'Cause everybody in Butte had new cars--these contract miners bought a new car every year. They had the latest in furniture every year. You see, you had money in Butte. Businessmen complain about unions, but it was the unions that got the money. Other than that, the Anaconda Company would have taken the money back to New York. Butte was always prosperous. I know in Missoula one time, that's before bicycles become the craze, I saw men riding bicycles on the street...gees, I couldn't get over it. What's the matter with their economy. No one in Butte rode a bike; no one in Butte had old cars, they all had nice new ones.

They all forget that one thing, about what they call the downtrodden miner, and yet the miners in Butte, they come from all over to work on the contract system underground. And those that were good, they made good money. There were some, even with the incentive system, there were some, they couldnl't make a go at anything. You'll always have them kind.

Al didn't work regularly under ground for A. C--filled in, day's pay for Anaconda Co. Never worked contract under ground for Anac. Co.

I still miss a lot of the fast hoisting. When they talked me into going into central control, I didn't want to go.

You take them big massive pieces of machinery--the hoist is attached to the cage with a long steel rope. And you have one set of cages going down and one going up--that's counterbalance. One cable is wound under one drum, we called it undershot, and one is over. So when you are clutched in, when one is coming up, the other is going down. But we could unclutch them at will and move, but we couldn't move two up at one time. There's no way. When you're hoisting rock, we go to a pocket, we had a pocket

below the level where they used to empty the cars into a chute back in the station. The stations were long, maybe 50 feet long, and they had chutes back there and this big ore chute down underneath the station, and then the station tender would be way down there and we'd spot the skip and they'd give us a spot the first time and we'd make a mark on the rim of our drum for the 38 pocket, for instance. And then one rope was always longer than other. Now that's hard to understand, I had a hard time understanding that. But we always had one long rope and a short rope. Often that would go on for months and then when the ropeman had to change ropes--we called them ropes, they should be steel cables--but they put a new one on, then it might reverse it where the west side was long before, it's short. It made a difference in this way, if the east side was the long rope, if I pull the west side up in the dump, I know automatically that my skip is down about 3 to 5 feet below where it's supposed to be. Soon as that skip dumps, I don't need a bell, it dumps automatically, w/o any bell, I pull this one up, of course that drops that down a little. You don't unclutch them because then you get them mixed up. And I pull this up w/o a bell, and I stop it at that mark, we got a chalk mark. Then they give me two and a two, that one's clear and away we go, that one's coming up, and then the next one will spot right even. And then they are just hoisting rock.

With men, you got different problems. Like at four o'clock, we come up to change over, and they change the skips for the cages, the four cages on one side and four on the other. They release me on one side or the other, two, one, and two, so soon as they release me, I take them four decks--we call that the sweeper trip. And I run them clean down to the bottom level, and that knocks any rocks off the wall plates and that. I get that down there and I make sure that I don't spot any level--[come up level w/ it so someone could get on the cage--it's important no one get on the cage except when they were supposed to]--so I bring it down out of sight and then I clutch in, and then I bring the other side down and this side goes us, the other side's the sweeper trip down and I bring it up on top and I spot it at the sheets. Sheets is the collar--you can always, like I tell Fred and them, tell when you greenhorns talks, because when any of us who worked on a mine, you can just tell, they just don't use the same vocabulary.

One of the station tenders go down, one station tender rings me to say the 38 level at the Stewart, I spot the first deck, I pull the other side up above the collar, I want it so it will be short so when I come up w/ the men, I don't want that to spot at that level. That's what we call levelling it out. We never hung men on the rope, on the clutch, on the brakes. I bring it up, I spot the top deck, I open the gates, let the men off, they give me one and two, come up to the next deck, spot them, and one and two, the third deck, and one and two, the bottom deck, and then they give me two one and two and so I can just pull that up a little way above the collar and that puts my other one and spots my top deck, I clutch and bring my top deck down to the 38 and then the

station tender loads on--maybe he's got only 2 or 3 men so he rings me to the 36 and he loads the top deck and he one and two, he's got to put some men on the second deck, then the third, until we load them, and then up w/ that side and down w/ the other until we get the shift up. And the Chippy starts at the top level and we keep working until we get them all up. The Chippy is the auxiliary hoist. We call it the chippy because we do the chasing with the chippy. IF you are a foreman, you want to keep the rock a coming. If you are holding the skip up to move a machinist or a surveyor or something, you are losing tonnage. So we have the chippy cage and all that does, during the shift, they lowered timber and supplies, and then they chase around. Men have to be moved from one level to another. Chippy hoist is just four decks on one, where the main hoist is two. so they start on the top and we start on the bottom because we can hoist twice as fast. And when we meet in the center, we have them all except some stragglers. And then after the shift is up, we dress them up. We got the hurricane deck on and the fly

Tape 3, Side 1

Talks about Granite Mountain hoist. WWII--Closed down because could hoist rock through Badger shaft. Talks about going down in the Granite Mountain, concrete stations, other mining companies and mines.

Worked at Minnie Jane--small geared hoist, electric hoist. Belonged to Maxie White, manganese ore, stockpiling it after the war. Talks about problems with mine, explosion, telling Maxie White what needed to be changed.

Running hoist--everything you did unknown. Couldn't see your cage. Went entirely by marks and by stops. When I come into a level, say the 36, I slow down, station tender, soon as he gets the deck level, he gives me a stop bell. When I get a stop bell, I'm not ever sposed to move again w/o a bell. If you want to go up a deck, you give me one and two. If you want to go down a deck, two and one. And if you want to change ends, one two and one. Had to keep working on marks [cable, "rope", would stretch]. They used to cut the end of the rope about 50 feet--when the rope climbs on itself on the next layer, that's a point of wear. By cutting a piece off, it distributes it. That means you got to put all new marks on. Talks about hoist operator who didn't tell him marks had changed. Engineer had to depend on his station tenders. It was nice if you knew them. When a miner come out or anybody wanted a ride on the cage, they had to pull bob for the squacker [?] back in the station, your station is like a foyer in a big building, and there was a metal sign there telling the code signal for that particular level, in the case of the 28, it would be 7 and 3. He was supposed to ring that and that was like an automobile horn. That rang on every level and in the engine room so everybody knew that somebody was calling for the cage on the 28. And the station tender, hearing it, as soon as he got a chance, he'd go grab the cord and he'd give you "one". And then if you wanted to go up, you'd give him one. If

you wanted to go down, you'd give him two. If the station was loaded, or the pocket was loaded, and you needed to have more room, you didn't reply at all and he knew he had to come up and give you what we call a pull, get some of the rock out, give you some room. But there was men, esp when they brought in some of them Oakies from West Virginia and all, and some of them farmers, come in, wouldn't pay attention, either got excitable or thought they knew it all, there was a lot of them come close to causing accidents by grabbing the bell and ringing the bell. Of course, where you got so many levels, a bell from one level is the same as from any other level.

I was lucky. All the years I run hoist, I never killed anyone. I've hoisted a lot of dead men. Hoisted a lot of people. Hoisted a lot of women in my time, and tourists, hoisted a lot of them at the Kelly and the Leonard. But there are some of my other engineer buddies had accidents--it wasn't always their fault, either. Talks about accidents and near accidents--problems with radio bells.

Isn't everybody could ring a bell right, either. We had some station tenders that couldn't ring a bell to save themselves from hell. Not all engineers could ring a bell right, either.

More talk about problems, near accidents, experiences, lowering rails, etc.

Towards last, a lot of them wouln't tell you what they were doing, a lot of them thought it was real secretive [what they were taking down in the cages, e.g. supplies, etc]. I talk to some of them afterwards--it would have made it a lot easier if on you and me too if you'd have told me what you were doing. Probably secretiveness started late 60's, early 70's. Different class of men, more bosses. It wasn't like it used to be, it was getting to be more on the paper.

I've gone out so goddamn sick, I even worked with a broken ankle one winter. You went out becaue you knew you had to get there--especially on a mine w/ one shift. If you didn't get there, nobody could go underground. And then if you didn't come out, your partner was stuck. I've been stuck when something happened they couldn't help. I remember one night Joe Novak's wife fell off the back porch. Things like that you couldn't help.

Talks about working overtime. He didn't like it. Talks about restaurants taking advantage of Anaconda Co on lunch tickets. Perks different mines gave to miners.

Tape 3, Side B

Talks about innovations at mines other than those run by Anac. Co.

Talks about how other companies than Anaconda didn't have manpower shortages as severe as Anac Co during wartime because

they treated their men better. Clark kept underground railway in better repair than Anaconda--no wonder Anac had so many derailments, track in such bad repair. Lots of planning, college people--but track couldn't handle the ore.

Talks about the block caving at the Kelly. Problems with it--didn't give men enough time to pull the troublesome chutes--had to pull a number of chutes to bring block down straight. If didn't get enough done, in danger of losing job. Bosses had to be dishonest to keep job. Blocks came down unevenly, w/ more dilution of ore than would pay.

I never understood, the last few years, these new foremen--you'd struggle and break your fannie to get this tonnage for this month. Then they'd set you at that tonnage. Well then, to do that, lots of times, those foremen would not develop as much new rock, let a lot of filling and development go. Those foremen didn't get stopes ready to start.

Talk about old time foremen, how they would keep kitty, other ore cars filled so if got behind, would look better.

Laid off so many men, didn't have numbers they needed.

But the Butte mines paid--bought South America, bought all them other things, built all them houses in New York, everything all come out of the Butte mines. And a lot of them oldtime foremen never only had a high school education.

Talks about things Company should have done earlier, development work. Should have been done instead of putting it all in dividends and South America and buying mines all over the world.

Talks about ore bodies that haven't been developed. Mt. Con. Talks about how he knew about ore body that was developed into Continental pit.

Talks about mismanagement bringing about downfall.

And then they looked around for someplace to sell the carcass. Chase Manhattan bank, they sold off the timber lands for an enormous loss to the stockholders, for $2 million or something [it was closer to 117 M]. Then they sold off until there was nothing else and they got their money back, then they sold the carcass to Atlantic Richfield. At. Rich. has done good on the tax write off, now they want to get rid of it altogether. We got the scorched earth policy. They have torn our refinery down, they are tearing our smelter down, and they are flooding our mines. ARCO, they leave you right back where you were. Now it would have been a good place, when they found out that they want out of it, if they had tried to sell it then when you had something more to sell. 'Course the stinkers now, we know and you know, they can make money by selling at a loss. In fact, they will probably make more. Some other outfit can probably buy it for a real good price. And then they can start out small,

hopefully get the east pit going, get some of these silver bodies close to the surface...get their cash flow going and open up some of these other bodies, and we'd be on our way again.

Copper has always got their peaks. Eventually it's going to go up. And of course the third world countries might happen faster. That unrest is bad. Talks about mobs. During strike where there was a lot of violence, houses gutted:

One assistant foreman who had his house torn down, he was teed off, he told me, "you know, it isn't right. I know I stayed in, I was assistant foreman." Actually, I don't think an assistant foreman should be considered a foreman, because when you are hired as an assistant foreman, you are hired for their interest. Anyway, he named them all. Everyone of them that they wrecked their home was some of them that had come up from the grass roots without a sheepskin. All those that had a sheepskin--he named them all, I never realized that. Then another one told me. So they selected them carefully. And it was a good ploy on the Anaconda Co's part. The idea was to break the unions, and they had to get the militia in here.

When I was salvaging at the Mountain View, it got rainy. It was about May or June. I went in this old garage and I was wodering what I could get in there because I had the whole mine to tear down, and there was a great big box like a big long coffin there, but it's raining outside, so I open it up and start pawing into it. It's full of telegrams to the governor--"send militia at once. Life and property unsafe in Butte." I start looking at the names, Anaconda Co people and all that. I did grab a few--and I don't know where they are now. I could have grabbed the whole thing. See, they got all their sympathisers, and there are so many people in Butte, like in any other places, they always believe what the company said anyway, they didn't know the other side. But they didn't influence the governor. He found out from the sheriff here they had it under control. I think it was a good ploy, it really was. They could have even shot one of their foremen--after all they are expendible. The idea, if you could have gotten the militia in here.

Q: you are saying they chose the foremen who were probably the most popular with the men because they had come up the hard men.

That I suppose. I really don't know about that. The assistant foremen didn't know who chose their homes. I was working on the railroad then, and she [Mrs. Hooper] was kind of worried here because she thought, everybody thinking I'm not home, they'd think that I'm inside the fence, so she called the sherriff and he said, don't worry m'am. They know where they are going. And they did.

Mary Murphy did this study in Butte, at the Butte Historical Society--every strike in Butte, most all your big strikes in Butte, were at a time when we had a surplus of copper and the price was down. Years ago, it wasn't too bad. They'd shut the

_____ [unclear] down and they'd lay us off, no problem. We'd have to find a way to live somehow. Well then they fought for that unemployment insurance. Well then we got a problem. Now we shut the mines down, we got to pay unemployment. But get the stinkers to go out on strike and we got them. [No unemployment pay to strikers.] In fact one year here, Mary has the documents, the miners made a vote, according to her, and it was not for a strike but by the time the ballots got to Denver, it was for a strike. It's hard to say--the unemployment was for the benefit of the workers yet in hard times in factories and mines, it worked against you in a way, too. It was nice to get it, if you could, but if there was a lot of people involved, those corporations, there was a good chance they'd get you to go on strike. They could use it against you. The seniority worked against us too. Years ago in Butte, a lot of men used to work logging in the summer, or on highway, or they had their own little mines, and then they'd come work in the winter. When you got that seniority and vacation clause, that sort of finished that up. After you got so much seniority...in one way it's your benefit. In another, it can work against you. (Talks about blacks and seniority.)

Q: Did you get retirment?

I had a choice. When the big shutdown on the hoist come, my seniority and everything caught up w/ me. I either could get laid off, I could fight for another year, or I could take the pension. I could qualify for a pension, but not a very big pension because I didn't have no years. And the age. But there was no choice. [Took pension]