

Clay

The Mining Journal, September 30, 1938

A daily production of 6,000 yards of gold bearing gravel is being maintained by the **Ferris and Marchbank** dragline dredging project at John Day, Oregon. J. H. Ferris, John Day, and J. W. Marchbank of Daly City, California, are operating as a partnership, with Ferris as general manager. John D. Smith is superintendent; Osborn Winsvold, chief electrician and Diesel engineer; and F. B. Carothers, purchasing agent, all of John Day. A total of 26 men is employed. Recovery is by amalgamation and some silver is obtained along with the gold.

Arizona Mining Journal
Oct. 4, 1941

It is reported that the Ferris Mining Company sold the larger of its two dredges in Oregon to the Natomas Company which will move the equipment to Nevada. The smaller dredge, which has been handling about 3,000 yards of gravel, has been moved to John Day from Unity. F. B. Carothers of John Day and Robert E. Taaffe, 630 Phelan Building, San Francisco, represented the Ferris company and R. G. Smith of Natoma, California, and J. Crouch acted for the Natomas interests. In Nevada the Natomas Company has placer interests near Manhattan and in the Battle Mountain district.

Canyon Area
Grant Co.

Mining Journal
Phoenix, Ariz.

Fall '42

Oregon

Equipment of the Ferris Mining Company in the John Day Valley of Grant County near John Day, Oregon, is reported to have been sold to a Portland firm and the buildings also have been disposed of. Starting in 1935 the Ferris and Marchbank interests carried on steady gold dredging operations around John Day. When Joseph H. Ferris was killed in the fall of 1939 in an automobile accident, his widow sold her share of the concern to his partner, J. M. Marchbank. The work was continued until the government order forced suspension. Robert Taaffe, now at the Overland Hotel, Reno, Nevada, was manager.
