

Eaton did not have long to wait. First, the mining that still went on--lode mining--had shifted south--five, 10, even 15 miles--into the Pinto Mountains. And fully developed lode mining required massive supplies of water.

The company that owned the Brooklyn and Los Angeles mines installed a pump near Dale in the spring of 1901 and laid an eight-mile pipeline over a divide to the Brooklyn and other properties. Though the plant was considered a success "as far as it goes," its daily output of 5,000 gallons of warm, heavily mineralized water could barely supply the needs of the Brooklyn and the O.K., each with its own thirsty mills and thirsty men.

Other changes followed. The Virginia Dale district was reorganized in January, 1902, as the Citrograph joked: "The miners over in the Virginia Dale mining district 'gat themselves together' the other day and declared that 'Virginia must go.' And she incontinently vamoosed. Which all means that the name of the district has been shortened to 'Dale.' . . ." Meanwhile, the county built a wagon road from Amboy, 35 miles away, in contrast to the 75 miles to Walters. A few months later, the town and post office (May) moved eight miles southeast, to a flat below the up-and-coming lode mines. Since Dale had no hotel, overnight visitors would sleep in the store. Mail still arrived from Palm Springs once a week, but a well-circulated petition led to making Amboy the jumping-off point by early 1903.

As Chase later observed, this shortcut proved to be a formidable route. Travelers paid \$5 to ride in a buckboard stage from Amboy; the barren lunch stop was humorously named "Lakeview Hotel." Passengers found they could make better time up the grade from the Amboy salt flats by walking.

Outside new Dale was a tiny graveyard. For years, a wooden headstone marked the grave of Charles Thomas, a miner from the O.K. In June, 1903, Thomas, who was said to be drunk, went after a \$400 gold brick about to be sent "inside"--to the coast. Brandishing his six-shooter, he marched the population of Dale to the post office, where constable Joe Wagner had left his gun. Wagner "was told to get his gun and get it quick. . . ." Wagner stepped inside, picked up his pistol, and shot through the window. Thomas died instantly. Wagner received "the hearty thanks of the Dale people for ridding the camp of a desperado and would-be thief."

Nearby stood the heart-shaped marble headstone of Carl P. McCabe. The son of saloonkeeper Percy McCabe and his wife, Adaline, Carl died in January, 1904. He was 10 weeks old.

Even old-timers could become victims. Acting upon a bet, Matt Riley set out on foot for Mecca (formerly Walters) one summer day. He carried only a bottle of bourbon. Riley died within sight of an oasis. And Sam Joiner, who regularly carried long 2x8-inch timbers over his shoulder, was felled by heatstroke. His load pinned him until the sun set, when it became cool enough for him to recover.

Though Dale served about two dozen mines, two were especially important in building up the district.

Though only a small producer, the Ivanhoe built a two-mile road to Dale, brought in crushing and cyanide plants, and laid its own pipeline from Ferguson's Well, near the dry lake, to tanks at the mine. The company brought the district closer to the outside world when it joined the Brooklyn in building a telephone line to Amboy in late 1903. Up to 25 men worked at the mine then. Besides the Brooklyn and Ivanhoe, the line connected the Los Angeles, O.K., and Supply mines and the town.