

Minerals and timber resources were ignored by the Commission

Cave Junction
By Elwood Hussey
March 31, 1960 Bulletin

Editor's Note: This is the sixth in a series of articles by Elwood Hussey, First Mayor and "Father" of Cave Junction. The *Illinois Valley News* feels honored to present these exclusive articles about Illinois Valley by Mr. Hussey which we believe to be invaluable from a historic standpoint.

One of the things that caused me to locate in the Illinois Valley was the mining. The C & O C Railway that was, I understand, surveyed and built by the City of Grants

Pass as far south as Waters Creek, was then operating trains that hauled copper ore, mined at Takilma, from the mine to Waters Creek, the operating terminal of the C & O C which had been hauled by truck at that time.

When I later questioned the operator of the Queen of Bronze mine, John Hampshire, as to how he could operate on 19 cent copper and ship it to the smelter at Tacoma, Washington, when copper mines with high grade copper, in Utah and other states, were shut down, he informed me that one ton of his copper would smelt 10 tons of that high grade copper. When I asked for further details, he said, "Well, the flux they have to buy to smelt their copper is expensive, ours is free smelting, and then we get enough gold to pay the transportation costs."

C & O C Operation S u s p e n d e d However, with the improved highway the lumber haul from Swede Basin was taken over by trucks and for some reason the Queen of Bronze and Cowboy mines closed leaving only the limestone tonnage from Mooney Mountain and this was soon taken over by trucks,

causing the C & O C to suspend operation of trains to and from Grants Pass.

Some time later a date was set for a hearing before the Interstate Commerce Commission, asking that a Certificate of Necessity and Convenience to build the C & O C to Crescent City, be granted. Henry J. Kaiser, a well known contractor had agreed to build the railway on to Crescent City, if the Certificate were granted. Henry J. and representatives of the Chamber of Commerce and our attorneys, among them Niel R. Allen, presented arguments and facts as to why the railway should be completed. During the hearing one man sitting alone at the end of the long table would once in a while, very politely, interrupt with some question. When the hearing recessed for lunch I met Mr. Kaiser in the hall and remarked that it looked to me like our showing made it a cinch for us to win. His tone of voice when he answered me with the remark, "Don't be too sure of that", made me wonder how to classify him, optimist or pessimist. However, the final result convinced



(Courtesy Photo for Illinois Valley News)

me that he knew more than any of our delegation seemed to know about that lone man at the end of the table who opposed us so mildly.

Thumbs Down on C & O C Result of the hearing: a railroad that would have served Southern Oregon and Northern California, partly built and one that would have developed our minerals and timber resources was ignored by the Commission and a Certificate granted to construct a railroad from Leland to Port Orford, based on nothing more than a reconnaissance survey. The lone man at the end of the table was Gilbert Gable of the 49th state, the State of Jefferson.

Completion of the Railroad at that time through the Illinois Valley would have gone a long way to develop its resources. However, at this time, I feel that railroads as we know them today have seen their day and we will have to develop other methods of transportation more efficient and less costly.

This is the 6th of a 7 part series.



(Courtesy Photo for Illinois Valley News)

Local group raises funds to replace Waldo plaque

By Darcy Wallace
IVN Staff Writer

Members of the Illinois Valley clampers organization raised \$280 last Saturday, Feb. 5 to repair damage at the old Waldo monument from past vandalism and theft.

E Clampus Vitus, a fraternal organization more commonly known as the "Clampers," have a local group in the Illinois Valley who met at Sportsman's bar in Cave Junction, with the goal of replacing the plaque that has been stolen more than once from Waldo road.

Valley resident Terry Frank, who knows a thing or two about the Clampers, said the response from the community

was "excellent" on Saturday. "We've got some people interested in joining [the clampers] now," Frank said. "I think it was a good time for all."

Sportsman's and McGrew's are considered the local watering holes for the Clampers, where members sometimes meet for group events.

The clampers keep much of their traditions somewhat secret, but the organization has been known for its study and preservation of Western heritage. While calling itself a fraternity of sorts, it often lightly pokes fun of other exclusive organizations, giving members titles such as "Noble Grand Humbug."



(Photo by Dan Mancuso, Illinois Valley News)

Members of the Southern Oregon-area Clampers raised money to replace the Waldo plaque Saturday, Feb 5.



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How to Play Sudoku Solution on page A-4

1. Each of the numbers from 1 to 9 should only be placed once in each column.
2. Each number from 1 to 9 can be placed only once in each row.
3. The numbers 1 to 9 can appear only once in each 3 x 3 grid

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