

## Dave Gillmore Tells Story of 67 Years Spent In Brookings - Harbor Area

Last week The Pilot reported that Dave Gillmore had celebrated his 84th birthday, and that most of his life had been spent in this area. This week we're very proud to publish Dave's story of his life, which follows: here:

"I was born at Kerby, Oregon, February 11, 1870. I worked on ranches and in the placer mines at Roseburg and Bly until I was 17 years old. In '87 I came into Crescent City helping old Mexican Martinez with a string of 37 pack mules he ran for Mr. Gasquet. From Crescent City we packed to Waldo, Happy Camp, Althouse and Kerby.

That fall I came back to the coast and worked on the railroad to Smith River for Hobbs Wall. Bill Plaisted and Nick Tack were the bosses and I worked as a powder monkey, blowing the stumps out of the way. Then I went to Waldo for a while, coming back to fall spruce for McDonald in the Winniger camp but I was hurt there so went down to the Klamath river and fished with Joe Fountain. He and his boy were packing mail from Crescent City to Johnson's, eight miles below the Klamath, the north end of Gold Bluffs.

He got sick and I took his place, fishing three nights every week. I could leave Crescent City and go to Requa the next morning. I left my horse at Bill Bailey's cannery and old Indian Bill would take me across the river in his boat and I would get a horse from him to ride to Johnson's. A man by the name of Hayes packed the mail from Trinidad to Johnson's. It took him three days to make the round trip. There were no roads then between Crescent City and Trinidad, only a horse trail and Hayes had to cross the sand spits at Little Lagoon, Stone Lagoon and Big Lagoon.

When I got through that fall of '88 I went back to Smith River and went to work in the livery stable for Cooker and Bain. I drove stage and freight team, even as far north as Lone Ranch, eight miles above Harbor. Then, in '89, I hired out to J. W. Gray to drive team at the Lone Ranch. This was when the borax mine was running. I hauled borax.

There wasn't any road to Gold Beach then. Tom Moore was packing the mail on horseback

and Raleigh Scott packed all his freight for his store from the Lone Ranch at the end of the road.

Where Scott's store was is now called the Colgrove place.

I worked that winter on the Lone Ranch and in the spring of '90 I worked for Joe McVey, on the Winchuck bridge. While there I had a letter from the Idaho Stage Company to come to Ukiah and drive stage for them. I had my saddle horse in Smith River Corners, went in to Crescent City the next day and on into Klamath the next. I had old Indian Billy swim my horse at the Klamath for me and I went on to Swan's—now called Orick—that night. The next day I made Arcata for the night, and the next through Bay-side and Freshwater, to put my horse up at Ayer's Livery in Eureka. I was well acquainted with the Ayers—Lafe and Nate and Stame, and Lizzie, and Rildie, also Dave Kindle that the Chinaman killed during the war in Eureka. Kindle and Balt run the store in Kerbyville when I was a boy.

From Eureka I went to Hydesville where I had a pass on the stage. I sold my horse and outfit to a sheep man and left on the stage. I went to Bridgeville and took the night stage to Alder Point and from Alder Point to Harris and Bells Springs, for dinner, then to Cummings. I met my boss at Bells Springs and stayed all night at Cummings station. I drove stage from Cummings to Alder Point for 16 months, then my brother and I went back to Kerby and brought back 44 head of stage horses from Jackson county. We trailed through Crescent City and Trinidad. There were two boys with us. One drove stage from Bridgeville to Alders Point. His name was Charlie Tice.

Barney Payne tended stock at No. 4 station on the swing to Ukiah.

When they finished the bridge at Alder Point the night drive from Bridgeville ran through to Harr's'. George Tuby ran the sta-

tion, and that shortened the Bell Springs drive over the mountain to Cummings, which was a high climb. My brother drove the swing from Willets to Cummings for 11 months, then I had a sick spell and went back on the Bell Springs run.

Then I quit and went back to Kerby and I moved my mother and father to Jackson county where I worked on a ranch for a year and then went back to work in the mines, first at the Homestake mine, then the Vaughter mine and finally to the Hammersley mine. I worked there two years until it was sold to Linsey and Cain, from the Mojave desert. Then I went to Randsburg where we had a job in a mine in the Siskiyou and Trinity ranges. I came out to Redding, Calif., and then I got sick, sold my horses and went back to Rogue river. That was in 1895, and I moved my folks back to Kerby and worked there with cattle for W. C. Carter and in the mines for John Elder, in the Sowell mine for Ed Ulmsted and McNanery of Eureka.

I was on the National Forest for a year and then I went back to Lovelock, Nevada, for a year and then back to Kerby and packed to the mines for several years.

Then in 1914-15 I packed for the

state line surveyors and drove team for the General Land office at Portland. Fred Rudolf was our chief engineer.

I came back to the coast and married Alice Costello and lived in the Winchuck river for about 15 years and moved to Brookings, where I now live. I have a boy, married, who lives in Eureka. His name is David J. Gillmore, and stepdaughter at Ettersburg, Calif. Her name is Myrle French. She married Clarence French. I have two brothers, W. E. Gillmore, and John Gillmore, and a sister, Maud E. Brown, all of Eureka, and a brother in Happy Camp, Calif., C. A. Gillmore.

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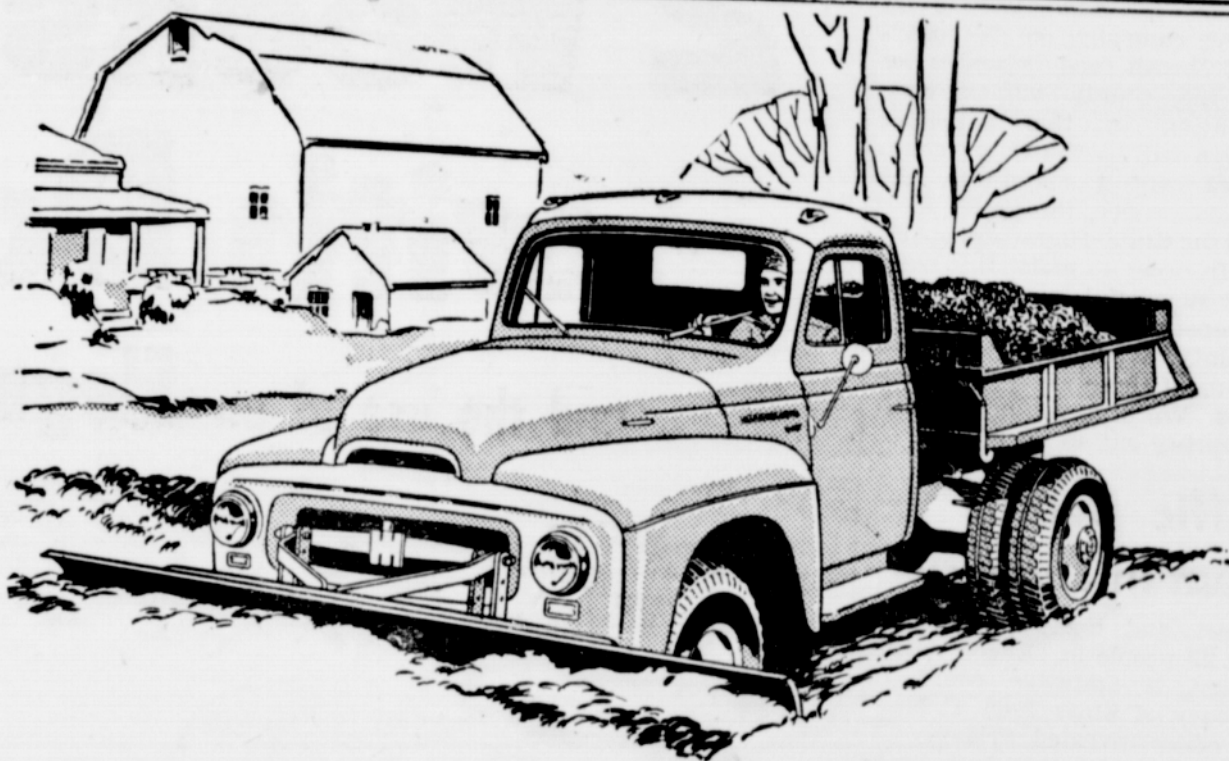
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