

# Crook County Journal.

VOL. V.

PRINEVILLE, CROOK COUNTY, OREGON, DECEMBER 12, 1901.

NO. 52

## TERMS EXPIRE

### Ten Land Officers' Times Will Run Out During the Coming Year

The Salaries are Good and There is an Abundance of Anxious Applicants.

A Washington dispatch to the Oregonian says:

During the coming year the terms of 10 of the land officers of Oregon will expire by limitation, and successors to these officials will have to be named by the present delegation. This item in itself is quite an important one, and will call for the best efforts of the Oregon Senators and Representatives in order that they may agree upon men in every way suited for these important positions. It is the policy of the Roosevelt administration to select the very best men available for Registers and Receivers of land offices, as well as for other places.

The term of Eldon M. Brattain, Register of the Lakeview office, expires December 14, 1902, while that of his colleague, Harry Bailey, will expire February 8, next.

Judging by the compensations of the land officers of the several Oregon offices for the year 1900, Oregon City, Roseburg, Lagrand and The Dalles are on a par, the Register and Receiver at each of these points earning \$3,000 apiece. This included \$500 salary. At the Lakeview office, the land officials each earned \$1121 for the year, but the fact that the office was burned May 23, 1900 had a tendency to keep down the earnings for that year. The salaries at Burns for 1900 were \$1813.

In the natural course of events, the recommendations of Representative Tongue, should they meet with the approval of the two Senators, would govern in appointments at Oregon City, Roseburg and Lakeview, while the wishes of Representative Moody at The Dalles, Lagrand and Burns would be respected under similar conditions. However, viewed in the light of past experience, there is little hope that all will be harmony when it comes to filling this aggregation of offices. Nevertheless much interest will be manifested in the prolonged fight, which will continue from early in January to late in December, to see what members, or combination of members, of the delegation will be strongest with the Administration. There has already been an intimation as to what the result will be, but the workings of the Oregon delegation are strange indeed, and no one can foretell the outcome. At all events there are 10 plums hanging high, and there will be an abundance of anxious applicants for each of the 10 places.

#### Lumber Barge Wrecked.

The lumber barge Wheeler, which broke away from the tug Vosburg off Cape Blanco November 27, and was supposed to have been lost, was sighted off Yaquina bar last Wednesday with her mainmast and jib set, and signaling for a tug. There was no tug available and the Wheeler soon went into the

breakers where she was terribly punished. Her mainmast went by the board, and after several hours floundering she went on the beach near the life saving station. One man was swept overboard and was drowned, and the three remaining on board were saved by the life saving crew. The Wheeler carried 450,000 feet of lumber.

#### Items from Rosland.

From our regular correspondent.

Rube Young has gone to Prineville after supplies.

The weather has been very stormy the last few days.

Thanksgiving was celebrated in this country by several nice dinners.

Mr. Chas. Graves and wife, from Odell, Klamath county, was in Rosland the other day.

Milt Young passed here en route for Pilot Butte, where he expects to remain for the winter.

Mr. D. A. Findley is about to complete his big barn, and he reports his Webfoot jugs in fine condition.

Miss Lizzie Beattie has just completed a box house on her homestead. It looks like she might be going to take a boarder.

Mayfield Bros. have moved their cattle out to Haystack. Mike Mayfield returned the other day and reports everything doing nicely.

Mr. Z. M. Brown and Mr. Joe Howard passed here en route for Silver Lake, Mr. Brown to feed for the winter, and Mr. Howard to stock his ranch.

Mr. Jessie Walker has gone to Shaniko to take the ditch surveyors to the railroad, they having completed their work in this vicinity for this winter. They say this can be made a fine country.

Died—At the home of her parents on Little Deschutes, Miss Mabel Milhollen, aged 17 years, 8 months and 5 days. She had been an invalid for over two years, when she took to her bed in April, and she never left it until she died Nov. 25. She leaves her relatives and a large circle of friends to mourn her loss.

She has gone where there is no suffering,  
Where all is bright and fair,  
Where the angels of love are singing,  
To the happy home above.

MEADOW LARK,

ROSLAND, Nov. 30, 1901.

#### Paulina Pointers.

From our regular correspondent.

A grand time was had at the Maury dance Thanksgiving eve.

L. D. Claypool's family has been quite sick during the past week.

J. T. Faulkner is hauling lumber from Maury mountain this week.

Sam Courtney is over from Izee looking after business matters this week.

Sheriff Conleton made quite a purchase while in this part of the county recently.

Mr. Courtney informs us that the new A. O. U. W. hall at Izee is nearing completion.

It still rains and we have plenty of mud. Something very unusual at this time of year.

Ed Rannels and Henry Faulkner have been laying the foundation for the new A. O. U. W. hall at this place. ROSSLEAF.

Mike Mulvahill, of Mitchell, announces that he is a candidate for the nomination as Representative,

## QUARTZ MILL

### The First One Erected in Oregon.

### On Gold Hill, Jackson Co

Built By Klippel, McLaughlin and Williams—Not a Paying Investment.

The story of the first quartz mill erected in Southern Oregon is recalled by the passing away of the pioneer miner, Henry Klippel, who is fully entitled to the name of the father of quartz mining in Oregon, through his connection with the industry at Gold Hill lode in 1860. It was in January of 1860 that a pioneer named Graham, who was better known by the sobriquet, "Emigrant," located what proved to be the astonishingly rich pocket ledge of Gold Hill. Not being able to locate the whole ledge himself, the "Emigrant" took in the proposition with him John Long, George Fish, Thomas Chavender and Jas. Hays, who each staked claims. They found an abundance of flat rock on the surface of the ground which was rich in free gold, and the news of their strike spread over Jackson county like wild fire on a western prairie.

Prospectors and miners flocked to the hill from all quarters of Southern Oregon and Northern California, and hundreds of claims were staked and marked out with no other boundary lines than ropes stretched along them. Among other locators was Henry Klippel, who picked up a piece of quartz rock on his claim weighing thirteen ounces, that yielded five ounces in gold. The quartz was worked with mortars, and never before or since was money so plentiful in Jackson county as during those early days. The dull old town of Jacksonville at once assumed metropolitan airs, and was the headquarters for the miners of the whole section. Hotels, restaurants and stores multiplied, and an era of great prosperity was inaugurated. A daily stage line was put on the route between Jacksonville and the new mines and the busses were crowded with prospectors and sightseers bound for the Eldorado, Gold Hill. The gold fever seized on the whole country; farms were abandoned for the mines, and as long as the extraordinary output continued there was prosperity galore for everyone.

After taking out a large amount of the precious metal from their claims, a disagreement arose among the original locators, and Graham sold his interest to Henry Klippel and John Ross for \$5000, while James Hays disposed of his for a like amount to Klippel, John McLaughlin and Charles Williams. The new owners immediately began to develop the claims with vigor. Two arrastras were erected to reduce the rich rock, and were operated with mules as motive power. At the weekly clean-ups for some time 100 ounces of gold was the rule. Such was the accumulation of ore that the arrastras were not equal to the work, so Mr. Klippel resolved on putting up a 20 stamp quartz mill, to be run with steam power, at a cost of \$12,000. In company with McLaughlin and Williams, a quartz mill was purchased in San

Francisco, and a contract entered into with the mining company to reduce their ore at \$8 per ton. The mill arrived in the spring of 1860, having come by water to Coos Bay and then by road, via Scottsburg. Very much difficulty was experienced in hauling the heavy freight over the rough roads. The freight bill alone is said to have been \$2600.

After a short time the mill was successfully erected and the machinery installed. Dardanelles was selected as a site for the pioneer mill, and it began work on a run of 200 tons of refuse quartz that had been thrown aside as having been too poor to run through the arrastra.

The rock yielded \$100 to the ton, and the prospects were rosy indeed. The next run, which was unassorted rock, however, was a great surprise to the owners, for it yielded only \$3 per ton, and the paucity of the gold was attributed to defective amalgamation. But the mine was beginning to peter out, and another run of six weeks demonstrated that the location was a pocket ledge. Two dollars and forty cents per ton was a result of the last run, and during August both the mine and the mill closed down. Messrs. Klippel, McLaughlin and Williams lost about \$11,000 on their venture with the pioneer quartz mill.

The property was afterwards leased to a party of Siskiyou county miners, who could not make a go of it, so abandoned it. Then the mill was moved to the Jewett mine, situated on the south side of Rogue river, owned by the Jewett Brothers and William Douthitt, of Jacksonville. At this mine the clean-up showed the rock to yield \$40 per ton, and in all, \$40,000 was pounded out of the Jewett claim.

After this mine was exhausted the old quartz mill was successfully converted into a sawmill, and run as such for a long time. Afterwards it was dismantled and some years later the engine and boiler were moved to Parker's sawmill on Big Butte creek, where good service was done by them for a number of years.—Ashland Tidings.

#### Union Christmas Tree.

The following committees have been appointed to perfect arrangements for a Union Christmas tree, to be given at the Union church:

General committee—Mesdames W. A. Bell, Ward, Belknap, Winnek; Misses Emma Ketchum, Mary Salomon, Frankie Dillon, Ada Foster, Messrs. R. G. Smith, Wm. Draper.

Committed on music—Mrs. B. F. Harper, Misses Maggie Glaze, Grace Belknap, Messrs. L. S. Liggett, J. B. Shipp.

Literary program—Mesdames W. A. Bell, Belknap, Rosenberg and Ward.

Finance—Misses Maud Vanderpool, Zella Knighten, Geffie Sharp and Berna Poindexter.

Decoration—Misses Sadie Marks, Mary Bramblet, Addie Foster, Maud Dobbs, Effie Dobbs, Bessie Anderson, Frances Miller, Fay Hodges, Messrs. Geo. Wright, Chas. Christiani, Walt Elliott, Orange Hodges, Cecil Yancy, Clarence Ferguson, Roy Gray.

The committees meet again Saturday night to make further arrangements.

Subscribe for the JOURNAL.

## GENERAL NEWS.

### Items of Interest Gathered Here and There

### Some Stolen, Others Not

Cullings From Our Exchange of News Notes of the Week

Timely Topics

The National Livestock Growers Association will hold its next convention in Kansas City. A strong effort was made to have Portland selected as the next place of meeting, but it was not successful.

Saturday night Postmaster S. S. Train, of Albany, fell down a flight of stairs at his home in that city and was seriously injured. He remained unconscious for an hour or two, and it is thought it will be several weeks before he can leave his home.

The northbound California express was derailed at the trestle 200 yards south of the Salem station on its schedule time Saturday afternoon. The engine and the mail and baggage cars, smoker and one day coach left the rails. Fireman Fish received injuries from which he died soon after being taken to the hospital. Engineer William H. White was badly scalded, and died Sunday morning. None of the passengers or other members of the train crew received any injuries.

The east-bound passenger train from Portland was derailed about half way between Celilo and Deschutes stations on the O. R. & N. Saturday. The engineer, Maurice Cavanaugh, was killed and fireman Frank Chase considerably hurt, and a mail clerk received slight sprains, but none of the passengers were injured. The accident was caused by some one placing a large iron nut on the lower rail at a curve, which caused the engine to leave the rails. Supposed to be the work of tramps.

Following is the prohibitive ticket nominated at Portland last Saturday. For governor, Rev. A. J. Hunsaker, of Yamhill county; for treasurer, T. S. McDaniel, of Multnomah; for secretary of state, N. N. Davis, of Umatilla; for superintendent of public instruction, R. W. Kelsay, of Yamhill; for state printer, W. W. Brooks, of Multnomah; for supreme judge, C. J. Bright, of Wasco; for attorney-general, T. H. Goynes, of Tillamook; for congressman, second district, F. R. Spaulding, of Wasco.

From 100 to 150 persons were killed or injured last Thursday night in a wreck on the Wabash railroad. Two heavily loaded passenger trains collided head on at full speed one mile east of Seneca, Mich. The west-bound train, composed of two cars loaded with immigrants and five other coaches, was smashed and burned with awful loss of life and fearful injuries to a majority of its passengers. The east-bound passenger train, the Continental Limited, suffered in scarcely less degree. The track in the vicinity of the wreck was strewn with dead and dying.

The recent rains are something unprecedented in this county, the ground being thoroughly soaked up and all the small streams hiked into spring freshets had begun.