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ratus has been instituted in quite a number of instances, and several ditches of considerable length and capacity have been constructed for the purpose of supplying the pipes. On Wolf and Coyote creeks, a similar experience has been had. On the latter stream, and in Jackson county, is the Coyote Creek Mining Company's claim, better known as the Kelly-Ruble location, which is now regarded as the richest mining ground in the county, and is the subject of an important lawsuit.

Besides containing large amounts of gravel of a rich sort, this portion of Josephine county abounds with ledges of quartz, many of which have been prospected, with good results. The Esther or Browning mine, on Grave creek, and the Lucky Queen mine, on Jump-off-Joe, have attracted the most notice. The latter is situated two and a-half miles east of the stage road and very near the county line. It was the property of a joint-stock association of men, mostly residents of Southern Oregon. The works on and in the mine are believed to be the most extensive in the state, the aggregate length of shafts and tunnels being nearly 1,000 feet. The ore is very complex, containing various base metals, besides silver and gold, and assays, in places, very high. A ten-stamp mill was built in 1875, and included various experimental devices for extracting the gold. For several years, work progressed at the Lucky Queen, but suspended finally in 1879.

Of still greater importance than gravel or quartz mines, the railroad next claims the reader's attention. The progress of the Oregon & California line through the Cow creek and Grave creek country was marked by some of the most difficult of engineering works, of which the most considerable are the nine tunnels found between the South Umpqua and Jump-off-Joe. The length of these are officially given as follows, beginning with the most northerly: Tunnel, number one, forty-six miles south of Roseburg, 258 feet; two, 382 feet; three, 442 feet; four, 323 feet; five, 340 feet; six, 514 feet; seven, 109 feet; eight (known as Cow creek tunnel, between Cow and Wolf creeks), 2,805 feet; nine (Grave creek tunnel), 2,112 feet. The altitudes of several places on the road are as follows: Roseburg, 485 feet; Glendale, 1,440; Cow creek tunnel, 1,619; Grave creek tunnel, 1,549; the Rogue river crossing, 1,169. Within Josephine county there are thirty and one-half miles of road, upon which are several quite long and lofty trestles and bridges. The Brimstone trestle required over half a million feet of lumber in its construction, and the Grave creek bridge is 120 feet high, its central span is 120 feet long and the bridge, with its approaches, is 424 feet in length. The cuts are on a scale commensurate with the tunnels and trestles, and many of them are in such extremely soft ground that the difficulty of maintaining the road is immensely increased by reason of the land-slides which are prone to take place.

From the foregoing, it will easily be seen that northern Josephine is not by any means deficient in interest. Almost the first events of which the student of Southern Oregon history has knowledge, were enacted on the old California and Oregon trail, and many a scene of romance and danger has since been viewed there. In the early Indian wars, that locality was the scene of the terrible murders committed by the revolting savages, and many of the victims of their famous raid were settlers in the Josephine county of a little later date. Here, too, occurred the active operations which took place in the following war of retribution against the natives. The Grave Creek House was the headquarters of a contingent of the volunteer army. In the Grave

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