

# The Sierran

◆ A Publication of the Sierra County Historical Society ◆

## Way Stations on Henness Pass Road

By Corri Jimenez



Corri Jimenez Photo

Way stations were stage stops that provided respite for weary travelers, stagecoach drivers and their teams along the rough, narrow trails that were the principal arteries prior to interstate highways and transcontinental railroads. Travelers in Northern California used three main emigrant routes: the Beckwourth Trail through Plumas, Sierra, and Butte Counties; the Carson-Placerville Trail along present-day U.S. Highway 50; and Henness Pass Road comprised of segments of the 1840s California Overland Trail's Truckee River Route.

Henness Pass Road was blazed by Patrick Henness in early 1849, connecting the communities of Marysville, Camptonville, and Downieville in western Sierra County as well as east to Webber Lake, Sardine and Dog Valleys before turning south into Verdi and Truckee Meadows in Nevada. The trail was approximately 128-miles long and branch routes led to other mining communities and goldfields scattered all through the Sierra Nevada. Henness Pass Road covers several different routes including the California Overland Trail (1845-1848), the California Gold Rush (1849-1880), and a connection to the Comstock Mining District (1859-1877). D.B. Scott, a railroad engineer on the Marysville & San Francisco route surveyed it in 1855 and called it "a more direct and better route by which to reach the Sacramento Valley." The road that year was certified as a California State Wagon Road and the preferred route over the Sierra Nevada Mountains. Additionally, approximately 20 businessmen from Yuba, Sierra, and Nevada Counties invested in the

Truckee Turnpike Company to maintain that road as a toll road. On November 24, 1859, the San Francisco Stock Market showed enthusiasm for the Truckee Turnpike Company and invested \$30,000 within a 24-hour period, the equivalent today of about \$900,000. The investment established Henness Pass Road as a good route for companies, and by the fall of 1860, Henness Pass Road was open to travel. Express companies, such as Wells Fargo, Pacific Union Express Company, and Langston's Pioneer Express, used the route regularly with freight wagons and stagecoaches sharing the road... Distinguished Harpers Weekly reporter, J. Ross Browne, favored Henness Pass Road over other routes, commenting "the stopping places are good and conveniently situated...the scenery is not so good perhaps, as on the other route [like the Carson-Placerville Route], but it is nevertheless very beautiful—especially as you approach the head waters of the Little Truckee." Freight was hauled up the Sacramento, Feather, and Lower Yuba Rivers and unloaded at Marysville in Yuba County or Knights Landing in Yolo County. From these hubs, stagecoaches and 8-mule freight teams traversed the pass to California gold mining towns. Passengers could catch a stagecoach at 6:30 a.m. every morning in Sacramento and after a 30-hour ride, be in Virginia City's Comstock Mining District.

Way Stations (Cont. on Pg. 3) ◆

## ← The Sierra County Historical Society →



The Sierra County Historical Society is an organization of people interested in perserving and promoting an appreciation of Sierra County's rich history. The Society operates a museum at the Kentucky Mine in Sierra City, holds an annual meeting, publishes a newsletter and conducts historical research. Members are sent notices of Society activities, receive THE SIERRAN, and are admitted free-of-charge to the museum and stamp mill tour. If you would like to become involved in these activities or would just like to give your support, please join us!

### Officers and Executive Board of the Sierra County Historical Society

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If you have any suggestions or comments, feel free to contact any board member or email at [info@sierracountyhistory.org](mailto:info@sierracountyhistory.org)

### PRESIDENT'S MESSAGE

**The Kentucky Mine and Museum opened for the regular 2025 season on May 24, 2025.** Giguette Knochenhauer and Joanie Engel returned as our great staff who will operate the park 7 days per week. We will call on our dedicated volunteers to assist Giguette and Joanie when large groups visit the park this season. Please stop by to take a tour and to pick up your complimentary commemorative postcard for those who donated to our fundraiser. On March 17, 2025, we delivered a check to the County of Sierra for \$120,000 toward the repair of the trestle. This amount represented 100 percent of our goal from the trestle fundraiser! Work on the trestle started in early May.

Our Annual Picnic on **September 7, 2025** will be at the Kentucky Mine Museum and Park and will include a dedication of the repaired trestle as well as a dedication of the Sierra City Schoolhouse belfry as part of our celebration. Please join us then to memorialize these projects.

The **Music at the Mine** concert series, managed by Erin Wallace, with the guidance of Chris Stockdale, is once again sponsored by the Historical Society and a schedule of the performances is included in this issue of *The Sierran*. Please come by to enjoy these great evening events!

### Become a Member!

Membership in the Sierra County Historical Society is open to any interested person, business or organization. Members need not be residents of Sierra County. Dues are payable each January for the calendar year. Membership Categories are as follows:

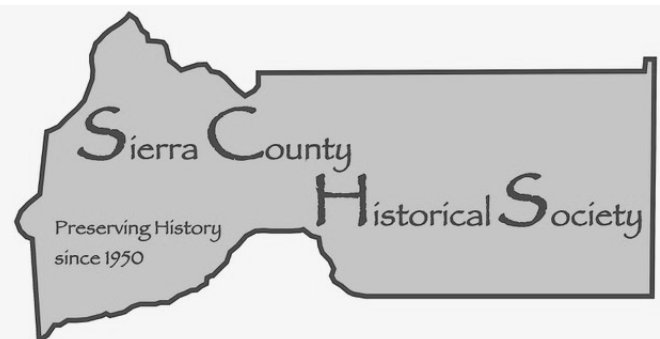
INDIVIDUAL .....	\$20.00
FAMILY & INSITUTION .....	\$25.00
BUSINESS & SUPPORTING .....	\$35.00
SUSTAINING .....	\$50.00
LIFE (per person/couple) .....	\$400.00

In addition, donations are gratefully accepted.

Please send dues and donations to:  
S.C.H.S.  
c/o Scott Mahtieson, Membership Chair  
PO Box 260, Sierra City, CA 96125

This year is the fiftieth anniversary of Sierra County Historical Society operating the Kentucky Mine Museum and Park! Recently, we lost a valued friend and member of the historical society, Richard Nourse, who tirelessly supported the operations of the park since the beginning. Richard participated in setting up the original museum, worked on the trestle repair, as well as assisted his wife, Mary, in every barbeque, picnic and remodel of the museum over that same time period. We will miss him.

Jan Hamilton, President  
Sierra County Historical Society



During its heyday in the 1860s, traffic was heavy with passenger-filled stagecoaches running at night and freight wagons running during the day. Approximately 100 wagons per day are estimated to have traveled the pass. Browne again recounted:

“At calculation we must have passed 2 or 3 hundred teams. Every wagon was heavily freighted, some with merchandise, others with iron castings for the mills, and quite a goodly number with families, fruit, whiskey, and furniture. There were horse teams and mule teams, and ox teams. I never before saw so many teams on one road, no wonder the dust was so deep!

On the route, numerous amenities were set up for travelers, such as hotels/inns, stage stops, and way stations. There are twenty-two known way stations on Henness Pass Road, which excludes random homesteads setup as way stations, but it is speculated there may have been as many as thirty stops on the route for travelers.

The stations on the western portion included: Camptonville (1852), Sleightville House (1849), Negro Tent (c.1850-1888), Mountain House (c.1849), Florida House (1852), Forest City (1852), Fred’s Ranch (unknown), Cornish Ranch House (1861), Middlewaters (1860s), Milton’s Ranch (1861), and Jackson’s Ranch (c.1861). Stations on the eastern route included: Webber Station/Hotel (1860), More/Davis Station (1860), Kyburz (1849), Junction House (1865), 620 Stage Stop (1860s), Sardine House (1865), First Summit (1845; 1860s), and O’Neil’s Station (1860). Sierra County Assessor’s books recorded other stations, such as Chamberlain’s Station, and Warner’s Station. Merrill’s Station was located off Dog Valley Road and Bridge Street in Verdi, Nevada. Most of the eastern way stations were set with access to water and grazing land for livestock. These way stations provided accommodations for travelers by prairie schooners, stagecoaches, and freight wagons, and provided services for guests that included supplying livestock, blacksmithing and wagon maintenance, toll collection, lodging and dining, as well as office space for stage/freight companies. Some of the stops were comparable in size to small towns like Forest City. Mountain House had a three-story inn with 16 lodging rooms, dining hall, dance hall, bar, post office, and telegraph station, plus had barns and stables for stage companies. Cornish Ranch House was a “large commodious house.” More/Davis Station in Kyburz was smaller and had a hotel, cellar, well, and corrals. Today, most of these places are archeological sites and commemorated with a historical marker. Webber’s Station, adjacent to the 1860 Webber Lake Hotel, still stands, and is believed to be the last standing way station on Henness Pass Road.



More’s Hotel Site  
*Corri Jimenez Photo*

For more information on the history of Henness Pass Road and Webber Lake’s way station, see the Webber Lake Hotel National Register nomination at <https://npgallery.nps.gov/AssetDetail/NRIS/100003281>. Additionally, the USFS did a brochure on these way stations and can be found at <https://lowrey.me/journeys/henness-pass/>.

## BILL MEEK, STAGECOACH DRIVER

By Mary Nourse



Bill Meek driving a coach with a six-horse team on Commercial St., Nevada City in 1912.

*Nevada County Historical Society Photo*

**S**tagecoach service was crucial to California’s Northern Mines, serving as the primary means of overland travel and providing both freight and mail delivery to remote areas. Stagecoach companies were major employers, and they contributed to the economic growth of towns along stage routes. From the time of his birth on Christmas day 1856, Bill Meek was on the road to becoming a stagecoach driver. When he was three, Bill and his brother were loaded into saddlebags to travel by muleback on the first leg of their move from Empire Ranch to Indian Valley. At Downieville they continued their journey by stagecoach over the newly constructed turnpike, then joined a pack train where the little boys were again loaded into saddlebags for the final leg of the move. That unforgettable trip foreshadowed a lifetime of remarkable journeys to come.

As a boy, Bill was resolute in his ambition to become a stagecoach driver. At home he would practice handling the “ribbons” in a toy coach he created from a box and some string. At school, he would hitch up six playmates to a wagon and hone his skills. As he matured, he graduated from driving two mules or horses, to managing full freight wagon teams, and at the peak of his career he was appointed stage agent for the Brown Stage and Auto Company and the Davies Bros. Stage and Auto Company, who maintained joint offices at the National Hotel in Nevada City. His selection as local agent for the two companies was a popular one, for according to the June 2, 1916 Morning Union, “...no man is better known and better liked in the mountains than Bill Meek.” His pleasing personality earned him the title of “Mayor of Camptonville, and his driving prowess was legendary, particularly in challenging circumstances.

Bill Meek (Cont. onPg. 4) ➔

The May 13, 1915 Morning Union reported on an extraordinary exhibition of skill in fording the river in high water: "The North Yuba River was at high surge Tuesday and roared like a lion, sweeping over the main road between Goodyears Bar and Downieville at a point where the highway skirts close to the stream for a short distance, but this did not deter Bill Meek from going through with the Downieville stage. Bill is driving between Camptonville and Downieville, and the past three days have been trying ones for the men who handle the ribbons on the mountain stage lines. People around Downieville and Goodyears Bar had no idea that the stage would attempt to get through Tuesday, as the water was several feet deep in the low place on the road. "Water is made to drink and waller in," said Bill Meek, when they told him of the danger of trying to ford the stretch of inundated road," and we'll show them how to waller," and he did. When the surging water was reached, Bill Meek told his passengers to make their way around the water by climbing over the hill, and they took the mail sacks along with them, because he did not want to take any chances in losing Uncle (Sam's) pouches. Then Bill climbed on the box, cracked his whip and the faithful horses plunged into the water. It was real deep, coming into the bottom of the stage coach, but Bill urged the horses along and they pulled like trojans until the water was forded. On the other side the passengers were waiting, the mail sacks were again piled into the stage and on they went to Downieville, arriving in good time. Everybody was surprised but Bill Meek, who said it is just as easy as falling off a log when you know how. It takes something more than water to stop Bill Meek." On one occasion though, Bill was stopped in his tracks when he kicked up a gold nugget "half the size of an egg" in the red mud of the stage road. The slug was valued at "something like \$100."

The advent of the automobile didn't pull Bill completely out of service on muddy roads. In the early days of motor travel, he had to rescue a party of mining dignitaries on an inspection tour of the Camptonville area when their car broke down. He saved the day by driving them back down the mountain in a horse drawn vehicle. Despite setbacks such as this, the motorcar ultimately established its primacy, and in 1914 Bill Meek drove the last scheduled stage into Downieville. It truly was the end of an era.

#### SOURCES

*Camptonville Community Courier*. March, 2006.  
Lawler, David and Pauley, Leland. *The Life Story of Bill Meek*. California Gold Publications, 2005.  
*Morning Union*. Jan. 29, 1914; May 13, 1915; and June 21, 1916.

## ◀ CAST OF CHARACTERS ▶

In the next several issues the Sierran will feature real live folks who formed the rich tapestry of our past. If you would like to share anecdotes about your favorite character in a future issue, email your submission to [mnourse46@gmail.com](mailto:mnourse46@gmail.com)

## QUEEN LOUIE

BY CORRI JIMENEZ

Queen Louie, born around 1844, was one of the most colorful residents of Sierra City and thought to be the last Chinese person still in town after the Gold Rush era. In his obituary, the *Mountain Messenger* memorialized him as a "kindly old fellow with a rare sense of humor who was well liked by everyone". He often serenaded newcomers on his violin and was known to show up at funerals with bouquets of wildflowers. He was friends with the proprietor of Lottie's Boarding House, later known as Tita's Hideaway, which was said to be a brothel. Queen Louie had a cabin off Cemetery Road, near the present-day transfer station and passed away on January 21, 1933.

Sources: California US Death Index, 1905-1939, Sierra County; "Last of Sierra City's Chinamen is Found Dead on Cabin Floor, *Mountain Messenger*, January 21, 1933; Sinnott, Sierra City & Goodyears Bar, p. 87-88; and Smith, CK. "Sierra City Memories," *Sierran*, Fall/Winter 1996, vol XXIV, Number 2.



Queen Louie

Photo Courtesy of Cathy Nicholas



Lottie's Boarding House

Photo Courtesy of Cathy Nicholas

## SIERRA CITY STORIES

In the early 1970s the Lodge Hall Apartment Building, original site of the Odd Fellows Lodge on Main Street, burned to the ground. Fortunately, no one was injured in the fire, even though an infant had to be tossed out a window to a neighbor's arms. It was feared that the screaming infant had suffered burns, but he was just indignant that he had bashed into the dentures of his savior, Carroll Yegge. Although the owners Linc and Billie Madsen lost almost everything, Billie's wig survived the conflagration.



Odd Fellows Lodge, Main Street across from the water fountain.  
SCHS Photo

Lydia Cartwright Rosen's House at Church and Main Street has a truly "chilling" tale to tell. Lydia was just ten years old when her home was hit by a devastating avalanche on January 10, 1952. She speaks of the cataclysm in her memoir, *Mountain Springs*: "That eventful Monday morning might have begun as just another winter school day which normally would have found me at my desk in our large old gold rush school-house, dreamily counting snowflakes through the tall, many-paned windows of our classroom. But mercifully, I was home in bed with a cold in our Morrison family home on Church Street. As it turned out, I was not the only student who had stayed at home that day. The evening before, our conscientious teacher, Hugh Jones, had trudged from home to home through the blizzard, warning parents of a potential avalanche danger. In the sixty years since that morning, I have often wondered at the providence that insured that all parents follow the warning that kept twenty-three children from certain death...Cozy under my quilt I had become conscious of an increasing wail and roar. The wind had begun to scream, and the trees outside the window were whipping crazily back and forth. While I sat stunned in my bed, the fury outside reached a climax. I heard a tremendous advancing rumble that sounded like a giant shrieking freight train thundering down off the Sierra Buttes, heading directly toward our end of the town. As the rumble reached a crescendo, our house jolted alarmingly. With a deafening crash, the window to my left facing Church Street disintegrated into a mass of jagged pieces; in the mirror, my mother saw a driven mass of snow pour through the broken window and swirl across me in my bed like a white tidal wave frothed with dark green."

Sierra City Schoolhouse is on Main Street, across the way from Jean Herrington's childhood home. Decades ago, Jean

told me an unforgettable story about her one-year stint in the one-room school. As a little girl, she was miserable when she wasn't quite old enough for first grade, so she would sit on the fence every day and cry. The kindhearted teacher finally took pity on her, waived the rules, and let her join the primary class for the term. The following year, Jean moved to Oakland and attended a big city school for her second go at first-grade. She told me she was so intimidated by the noisy, indoor flush toilets that she would hang back at recess and use an indoor sandbox that was behind the piano to do her business.



Sierra City Schoolhouse

SCHS Photo

Heading down canyon, toward Downieville, you'll find Holly House at 119 Main Street. It was built by H. Watt Hughes who made his fortune in the Young America Mine, and it was later sold to Lawrence Holley. Through the years, it has served as a private home, a boarding house, a bed-and-breakfast, and an annex to the Sierra Buttes Inn. During a major renovation in 1978, local carpenter Cy Rollins found about 50 postcards in the walls that were love notes to Adeline Castagna from a Bay Area suitor, Armando Brusco. The correspondence spanned several years, then stopped shortly before Addie's marriage to Lawrence Holley. Armando's messages simply ooze romance and sentimentality with the young suitor using such endearments as, "My little bunch of skirts." Some of the postcards are on display at the Kentucky Mine Museum for those who want to speculate as to why they were hidden away.



Holly House. The 'e' was dropped from the spelling of Holley after holly bushes were planted in the yard.

SCHS Photo

# IS THERE GOLD IN RED OAK CANYON?

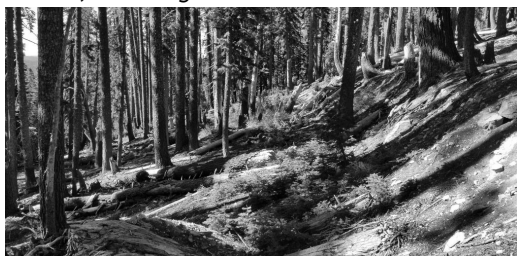
BY DON COSTA WITH MARY NOURSE

I grew up in Downieville, which was a prominent mining town during California's gold rush. My father, George Costa, was also raised there and was engaged in gold mining for most of his life. He leased the White Bear Mine near Downieville from the late 1930s through 1966. In about 1955 at the age of twelve, I became involved with his search for the "missing" extension of the White Bear tertiary channel. I learned that tertiary channel deposits are alluvial placers that were deposited by ancient stream channels during the Eocene, Oligocene, Miocene, and Pliocene epochs. I also spent many of my early years sluicing the banks of the North Yuba River behind our home on River Street and "sniping" crevices around Downieville. Like my father, my interest in mining soon became focused on the quest for the "hidden" channels beneath the lava caps.

After two friends of mine purchased the Gibraltar Mine in the early 1990s, I spent some time with them doing reconnaissance in the southeast area of the claims. On a small ridge to the east of Rattlesnake Peak, we found a tunnel located above Empire Creek that had some gravel scattered on the dump and a raise from the tunnel that was caved to the surface about 150 feet up the hill from the tunnel. About eight feet down into the raise, a layer of gravel was visible. One day, with the help of a rope tied around me, I lowered to the gravel and scooped a pan of dirt next to the bedrock. Upon panning that sample, I found a very fine trace of gold. Later that year, we took a backhoe to the shaft to cover the open hole with a boulder. While there, we dug in two places near the hole and found some gravel and fine gold from each dig. That was the extent of my investigation of that area at that time.

By 2011, two things took place that rekindled my interest in prospecting that area:

1. The 1991 price of gold of about \$350/oz. had climbed to over \$1,500/oz. by 2011.
2. In the mid-1990s a large two-acre landslide occurred about 900 feet west of the tunnel. The upper "rim" of that slide dropped about vertical 20 feet. This kind of earth movement is often the result of an underlying layer of "pipe clay" or lava ash that was deposited on top of the ancient gravel channels. The layer of pipe clay acts as a slip plane when enough ground water is produced by a year of heavy precipitation, allowing the earth to shift.



The upper portion of the 1990s landslide.  
Don Costa Photo

In the fall of 2011, I filed a forty-acre mining claim just east the Gibraltar claims and started digging a cut into the hillside about eighty feet below the road. As expected, I encountered quartz gravel sitting on slate bedrock within two feet of the surface which increased to over five feet of depth twenty feet into the hill. I also started a second cut about twenty feet to the north of the first, about five feet lower in elevation. Both cuts were dug westerly, with the strike of the underlying bedrock running approximately north-south.

Don Costa Photos



Twenty feet into the hill, 4.5 feet of gravel.



Finished cut was 18 feet to the top by 2014

After four years of hand digging and wheelbarrowing, I had extended the cut to forty feet into the hill. I did not encounter any gold or black sand during the last twenty feet even though the cut held gravel up to nine feet of depth. Finally, in 2016, I hired a backhoe to extend the cuts, both of which encountered the same result: Within ten more feet, the bedrock changed from hard slate to soft serpentine and dipped sharply down into the hill. No gravel remained, which meant that I had been digging into a high bench from an ancient channel. Once I realized this, I abandoned the claim.

I still wondered about the history of the old tunnel below my digs. Who did all that work and when did they do it? The answer to that question came to me while doing historic research on some mines north of there. It turns out that there were several men involved in those efforts throughout the 1880s and 1890s. The most notable person involved with the early prospecting and exploration of the "Red Oak Gravel Mine" was Thomas P. Hawley.

Born in Indiana in 1830, he moved to Nevada City as a young man and was engaged in mining for about two years around 1855. He then worked for the Nevada County Clerk's office until 1857. He was admitted to the Bar in 1859 and soon became the Nevada County District Attorney. In 1870 he relocated to become the District Attorney of White Pine County, Nevada. Two years later, he was appointed to the Supreme Court of the State of Nevada where he served until 1890.



University of Nevada, Reno  
Photo

Red Oak Canyon(Cont. onPg. 7) ➔

In October 1882, Hawley had invested in the mining venture "Red Oak Mining Company" with several other investors. The corporation was headquartered in Carson City, Nevada. The other investors/partners were involved in the actual mining activity. Several newspaper articles refer to Captain Wilbourn and Mr. Mason between the years 1882-1886, with Judge Hawley making a visit in the summer of 1885. The earliest article I found appeared in *The Downieville Messenger* on March 27, 1869:

"On Wednesday night last, when James Murrow arrived at his cabin, near town, and opened the door, he discovered a Chinaman in the room. There being two loaded guns lying on the bed, Jim hastily closed the door and locked it, and called to Captain Wilbourn, one of his neighbors to bring his gun. Just as Wilbourn appeared, the Chinaman jumped from a window and was making off when Murrow grabbed him and beat him nearly to death, serving him just right. It is safe to calculate that no more Chinamen will get into Jim's cabin without making sure he is at a safe distance."

It is likely that the tunnel work began in the summer of 1883 since notice of Red Oak Mining Company's incorporation was published on October 20, 1882 in *The Sacramento Daily Union*. The directors named were Thomas P. Hawley, W.W. Mason, James Fraser, F.J. White, and Ernest S. Hawley (the son of Thomas). Capital stock was \$300,000 divided into 100,000 shares. There must have been some prior exploration in the area that led to the formation of the corporation. Several articles in the *Sierra County Tribune* describe the active progress of the mining until 1886. In March 1883 the newspaper reported, "Captain Wilburn, one of the stockholders in the Red Oak Gravel claim, has gone up to the mine to prepare things for the usual summer's work. The Red Oak ground adjoins the Grand Prize and the Bunker Hill locations and embraces an area of about 900 acres. The company is running a tunnel to tap the channel. A number of principal stockholders reside in Carson, Nevada."

In a February 7, 1885 update, the Tribune indicated the company was near gravel: "Messrs. Mason and Wilbourn were down from the Red Oak Mine last week and reported that their tunnel was in 330 feet and in picking ground. The former gentleman informed a Tribune reporter that they expected to strike gravel in twenty feet further. Parties residing in Carson, Nevada, San Francisco, and New York are also interested in the mine. About \$10,000 have been expended in developing the property and the company are entirely out of debt, having always paid their bills promptly and without grumbling." That July, Judge Hawley was in the area to "look after his mining interests" and rumors about town were that favorable developments had been made at the Red Oak. By August, the Tribune was reporting that the outlook "continues very flattering. After running 402 feet of tunnel and raising up 24 feet, a fine body of gravel was encountered." By April 1886, the company still hadn't reached bedrock, but Mr. Mason who was heavily invested at \$7,000, expressed high hopes for valuable returns for all that had been paid out in prospecting. The next ray of hope for the Red Oak was reported in the *Mountain Messenger* on

December 5, 1891. "Gravel has been found in the Gibraltar drift claim situated above the Red Oak. An upraise was made from the tunnel and at a height of 60 feet very good-looking gravel was found which contained gold." Another, and possibly the last, glimmer of hope for the Red Oak Mining company appeared in the *Feather River Bulletin* on September 29, 1895. According to their reporting about the nearby Sunnyside Mine thriving after sinking a shaft and hitting bedrock, "some Carson parties are running a prospect tunnel to open a channel in what is called the Red Oak Mine." However, later articles reiterated the same information with no mention of new efforts. Sadly, Judge Hawley and his fellow investors never struck it rich on their claim.

During my five years working on that hill, I was able to find several workings besides the tunnel and the raise. (A raise is an upward or vertical opening in underground mines.) There are also two ditches in the area. One is above the tunnel that diverts water into the tunnel ravine from an adjacent ravine, and another one starts in a wet ravine about 700 feet to the west. That one was only constructed halfway to the tunnel, then apparently abandoned. A small amount of tailings from a sluice box are lying on the hill about 40 feet from the first set of timbers. It appears that the Red Oak Mining Company decided to terminate their efforts at that point.

As you can see, I was not the first prospector to test this ground and quit, nor will I be the last. I still believe that there are still remnants of an ancient gravel channel under the lava on that small ridge. Whether or not that channel contains any placer gold is yet to be determined. There has been a considerable amount of placer gold taken from the lower area of Red Oak Canyon but there is no evidence to suggest the gold came from this ridge. After nearly 150 years, the question remains unanswered, "Is there a substantial amount in gold in Red Oak Canyon?"

### Sierra County Museums welcome you to take a trip back in time.

**Goodyear's Bar Schoolhouse Museum** [www.goodyearsbar.com](http://www.goodyearsbar.com)

**Forest City Museum** Open 12-4 on Saturday or by appointment by calling Glenn at 530-913-2614.

**Alleghany Underground Gold Miners Museum** [www.undergroundgold.org](http://www.undergroundgold.org)

**Downieville Museum** Open 11-4, 7 days a week  
530-289-3423

**Milton Gottardi Museum**, 605 School St, Loyalton. Open 12-4, Fri-Sun in Summer [www.loyaltonmuseum.org](http://www.loyaltonmuseum.org)

**Kentucky Mine Museum**, Sierra City  
<https://www.sierracountyhistory.org/kentucky-mine-historic-park-and-museum>

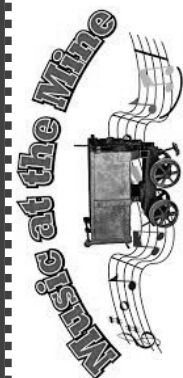
# The Sierran

Sierra County Historical Society

P.O. Box 260

Sierra City, California 96125

ADDRESS CORRECTION REQUESTED



**Kentucky Mine Amphitheater**  
Sierra City, CA

## SUMMER 2025

Saturday June 21<sup>st</sup>  
7:30pm

### ACHILLES WHEEL

*High Energy Psychedelic Rock, Blues and Bluegrass*

♫  
Saturday July 19<sup>th</sup>  
7:30pm  
TBD

♫  
Saturday August 2<sup>nd</sup>  
7:30pm  
TBD

♫  
Saturday August 16<sup>th</sup>  
7:30pm  
TBD



Follow us on facebook for band announcements, ticket links, show photos and more information  
**facebook/MusicAtTheMine**  
Tickets: \$30 presale/ \$35 at show  
Info/Questions/Concerns  
Contact Erin Wallace  
erin.musicatthemine@gmail.com