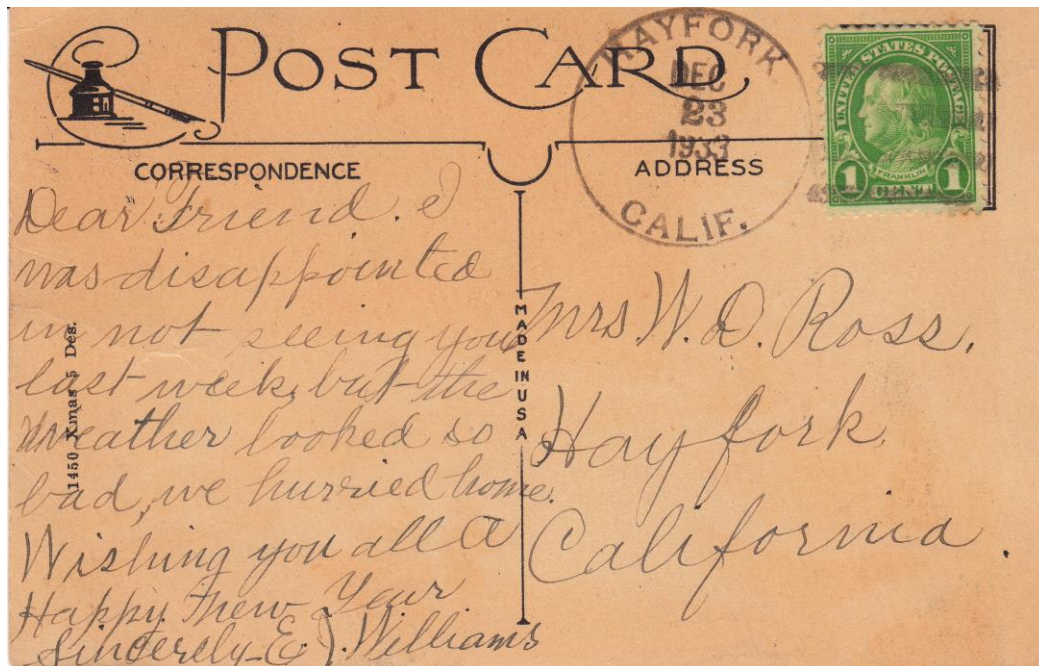


The monthly newsletter is a service to the community and our members. We welcome requests to research specific topics from the public and accept articles on local history. Please note that the Society reserves the right to accept or decline any article or material at its discretion. The Society is not responsible for the loss of or damage to any submitted material so please keep a copy for your records. Please include a note authorizing Anderson Historical Society to publish the material. We need two things from all members or those interested in local history: please be sure the Society has an updated email address and please spread the word to friends and neighbors about the Newsletter. Please contact us at: [www.andersonhistorical.com](http://www.andersonhistorical.com).

Post Card: Hayfork (E. J. Williams/W. D. Ross)



The postcard above dated December 23, 1933 at Hayfork, Trinity County was found in an old album belonging to Anderson Historical Society. The intent was to start a postal history and general postcard display but since this one had two clear names it seemed worthy of a few minutes of research.

The sender was Earl Jay Williams born in 1918 at Bella Vista in Shasta County and in 1930 lived on a branch road from Hayfork to Williams Road in Tehama County. At the time the card was mailed he was about fifteen and living with his parents: Ernest Leroy Williams (1887-1971 Shasta County; brother of George Williams) and Lena N. Williams (Adelena Nancy Day 1896-1950). In 1940 Earl was a farmer at Bella Vista. Earl died in 1989 in Bella Vista.

The card was addressed to Mrs. William D. Ross (Mary Ellen Drinkwater, born about 1878 in California-1946). Her husband was William Daniel Ross born in 1876 in Kansas (died 1963 in Hayfork). William first appears in Hayfork in 1910 where he was a farm laborer. From 1920 until his death he was listed as a farmer in Hayfork.

The rest of the history is conjecture. Earl age fifteen wrote to Mary age fifty-five and signs sincerely. It is more likely Earl was communicating with Mary's son Malcolm W. Ross who was the same age or Bertha C. Ross who was three years earlier.

### Shasta Springs Resort and Shasta Retreat

The following post cards were found in a collection belonging to Nancy Rubenia "Ruby" Mitchell (1878-1951) of Paskenta in Tehama County indicating that she vacationed there along with thousands of others.

In 1872 the northern progress of the California and Oregon Railroad ended just north of the new town of Redding due to construction problems on the connecting Oregon & California Railroad. The two railroads were temporarily joined by the California & Oregon Stage Line but the trip averaging twenty-four hours in good weather was not conducive to mass tourism.

When construction resumed in Oregon the successor to the C&ORR, the Central Pacific resumed construction from Redding in 1883. Construction quickly stalled at Delta. In 1884 the Southern Pacific Railroad that had been organized that year to operate and control the properties of the Central Pacific looked to acquiring the Oregon & California Railroad. With an agreement in effect in September 1885, two thousand workers (1,800 Chinese) resumed the northward construction. By 1886 Cedar Flat at Dunsmuir was reached and on December 16, 1887, the last piece of rail connecting San Francisco with Portland, Oregon was laid.

In response to the new railroad line coastal steamers cut steerage fares well below the railroad fare of \$22.00 taking much of the immigrant and coach trade. The Southern Pacific countered by widely publicizing the Shasta route in the fabled Road of a Thousand Wonders. Other folders spoke of the delights of the "Mount Shasta Route" and began capitalizing on the "fishing, hunting and scenic points of the McCloud River, Soda Springs and Mount Shasta." Special excursion fares from San Francisco were offered and mountain resorts in the upper Sacramento River Canyon began to flourish. With a new type traveler, the tourist, resorts opened at Lamoine, Sims, Sweetbrier, Castella, Castle Rock, Upper Soda Springs, Shasta Retreat, Telmo Heights and Shasta Springs.

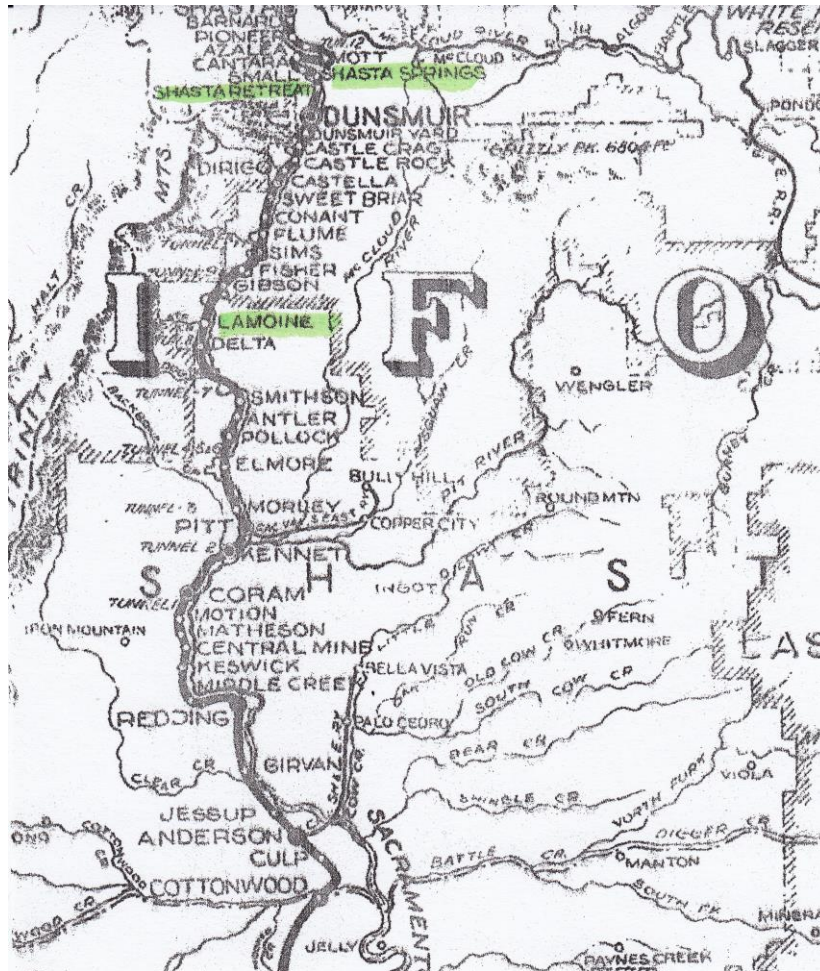
Shasta Springs, just north of Dunsmuir in Siskiyou County, was the most celebrated. All trains stopped at the springs so passengers could alight and get a drink of the sparkling "restorative" water. The springs had been discovered by George W. Scott on his property in 1881 and in 1887 he formed a company with several San Francisco merchants to market the healing water. A lavish resort was laid out including a water-powered scenic railroad (fare five cents) from the railroad pavilion for those wished to avoid the zigzag trail up to the main resort. Guests could walk to Mossbrae Falls, Oxone Spring or Cantara Spring as well as

enjoying hiking or fishing. The original Victorian style station was replaced in 1913 by a log and cedar shake structure. The popularity of the resort waned after the 1920s.

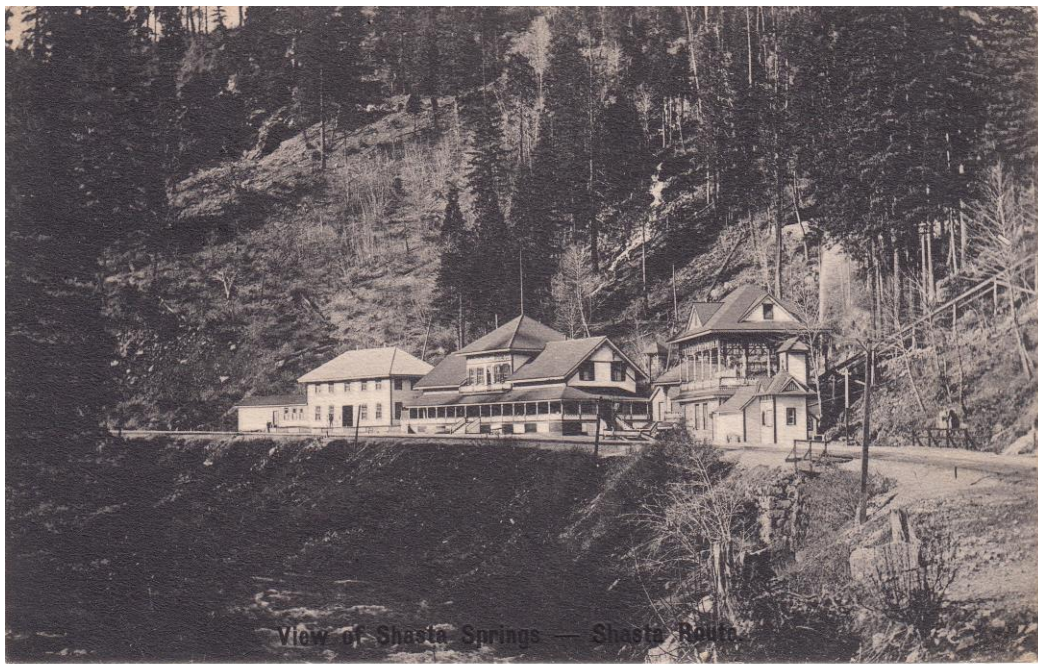
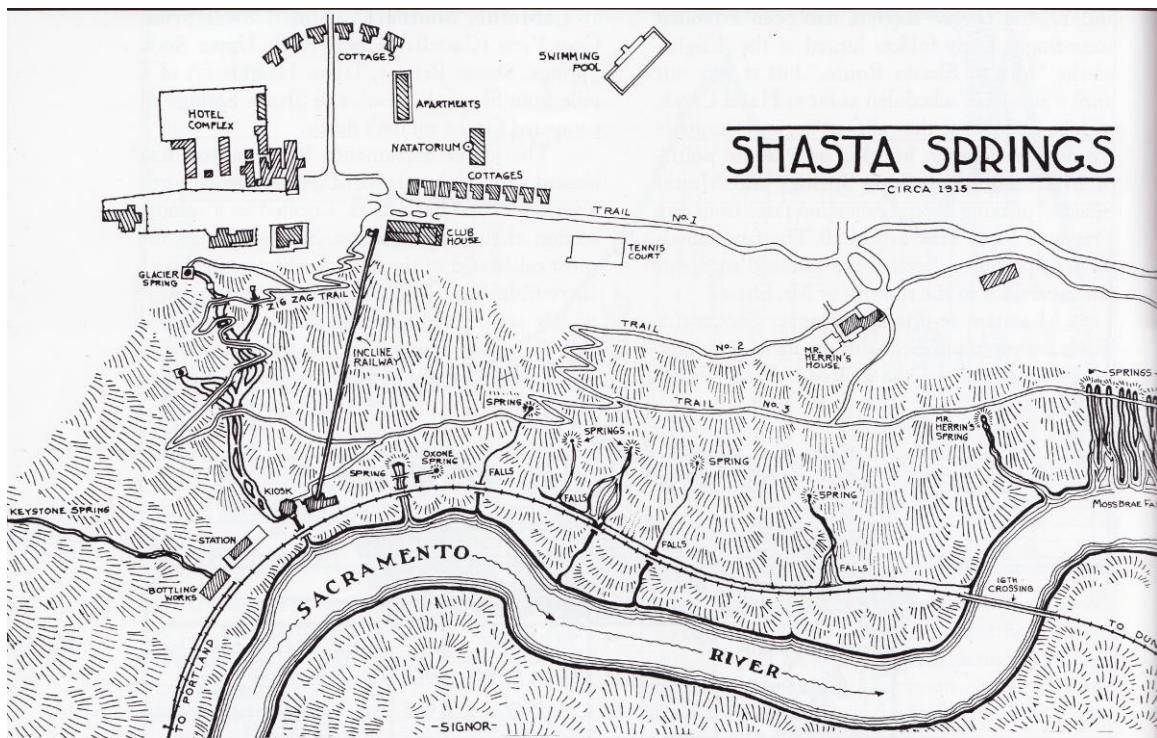
For the railroad the location started as Mt. Shasta M. S. Spur from June 1890 to 1904 when the name changed to Shasta Springs. The stop was run until 1956. (Note: between June 1890 and March 1891 Mossbrae Falls was also a stop.)

The second resort represented by the postcards was Shasta Retreat that from 1896 to about 1939 was the stop just before Shasta Springs when traveling north. The resort was two miles from Shasta Springs and an easy two-mile walk north of Dunsmuir. From 1903 to 1931 Shasta Retreat had a post office.

Both resorts are now closed and have passed into history.







Shasta Springs from a postcard posted in 1908.





Water-powered railroad to the main resort at Shasta Springs.



The natatorium or bathhouse at Shasta Springs.



Postcard by Edward H. Mitchell of Mossbrae Falls.

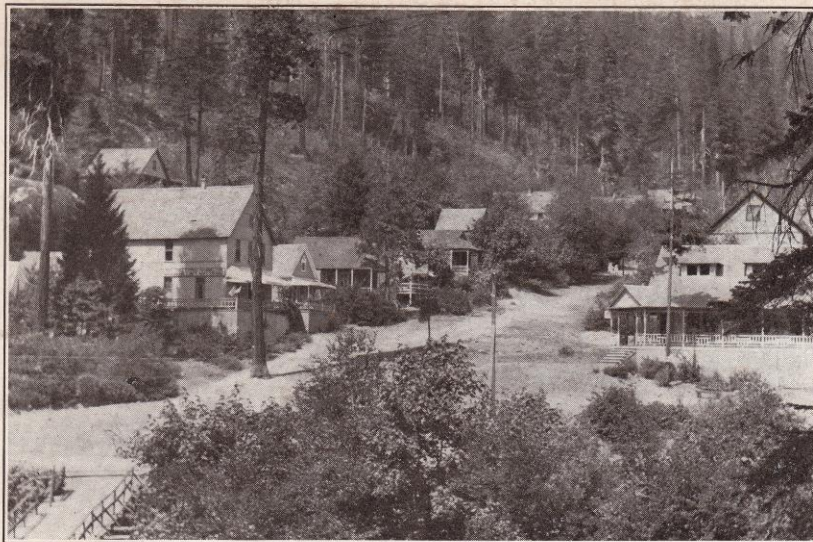




Postcard by E. J. Lawless of the springs at Shasta Springs.



Depot for Shasta Retreat about 1906



5006 SHASTA RETREAT, CALIFORNIA

An undated postcard of Shasta Retreat.





An undated postcard of the Kellogg Cottage at Shasta Retreat.

The articles for February 2020 are: 1) Letter from Col. Wright Concerning Indian Census, 1854, 2) Parkview Area, and 3) Brown & Maguire Express, Copper City

#### Letter from Colonel Wright Concerning Indian Census, 1854

Found among the papers of David DuBose loaned to Anderson Historical Society was a letter by the commander of Fort Reading, Major and Brevet Colonel George Wright, in response to a request of the Department of the Pacific commander, Colonel Ethan A. Hitchcock. The response was routed through the adjutant of the Department of the Pacific, Major Edward D. Townsend. All three of the officers would later serve as general officers in the Union Army.

The letter reads:

Headquarters, Fort Reading, California  
March 10<sup>th</sup>, 1854

Sir.

In compliance with your letter of the 18<sup>th</sup>, I have the honor to submit the following report of the Indians near this post.

Total number of Indians on Cottonwood Creek and west side	
Sacramento River.....	1500
Total number on the Sacramento, west side, from Red Bluffs to	
Mouth of Pitt River.....	1400
Total number on western slope of Sierra Nevada, from Antelope Creek	
to Pitt River, including the following streams with their tributaries,	
commencing from the south – Mill Creek, Battle Creek, Ash, Bear, and	
Cow Creek.....	3000

Pitt River from its junction with the Sacramento to Fall River Valley.....	1000
TOTAL.....	6900

In making the foregoing estimate, I have availed myself of the most reliable information to be had in this section of the country. Especially I am indebted to Major P. B. Reading, a well-informed gentleman who has resided in this District for the past ten years. I suppose that the number of warriors may be fairly estimated at one fifth of the whole population, which would give thirteen hundred and eighty within a circle of about fifty miles from this post.

The general disposition of all these Indians may be regarded as peaceful. The frequent collisions which take place between them and the white population, are the natural results of the encroachments of the latter. The Indians have been driven from their hunting and fishing grounds and at certain seasons of the year are entirely destitute of subsistence, hence thefts and robberies are a frequent occurrence. In retaliation, the whites people fall upon the Indians, and murder them indiscriminately, the innocent suffering alike with the guilty. I was in hope that the Superintendent would, before this, have visited this portion of the State, and commenced the system, which has been so successful in the South.

The Indians embraced in this report are mostly armed with bows and arrows, but very few firearms are to be found among them.

The general disposition of the white people towards the Indians is not friendly, and I have no doubt that most of the difficulties with the latter, have been brought on by the wanton aggressions of the former.

I enclose herewith a copy of my report and letter of the 1<sup>st</sup> of August last, which embraced all the Indians in the Northern District, as far as could be ascertained at that time.

Very Respectfully  
Your Most Obedient Servant, G. Wright

Major E. D. Townsend  
San Francisco, California

The exact purpose of the letter is not indicated but it can be surmised that it may have been in preparation for an Inspector General's visit as Colonel Wright was addressing the entire command area rather than a specific incident. Colonel Joseph K. Mansfield did inspect the post in July 1854 and topics of discussion were the facts that no Indian Agent had ever visited the post and that U.S. Army officers were having to act as de facto Indian Agents. It may be coincidence but the next month Superintendent of Indian Affairs Thomas J. Henley directed Subagent Henry Lewis Ford (accompanied by Captain Erasmus D. Keyes of the Presidio of San Francisco) to do a feasibility study concerning the establishment of a reservation in northern



California. The study was positive and in January 1855 the Nome Lackee Reservation was established in Colusa County (later Tehama County) along with the military post of Camp Nome Lackee.

It is evident that Colonel Wright is referring in the letter to the Sebastian Indian Reservation (commonly called the Fort Tejon or just Tejon Indian Reservation) established in 1853. It is also evident that Colonel Wright is anticipating a reservation based on the Treaty of Peace signed at Reading's Ranch in August 1851 by U.S. Indian Agent O. M. Wozencraft and that he has no indication that the treaty was not ratified and was deliberately kept from public knowledge.

#### Historical Data:

Colonel Ethan Allen Hitchcock: was born in 1798 in Vermont. His mother was Lucy Caroline Allen (1768-1842) the daughter of Revolutionary War General Ethan Allen. Ethan graduated from the U.S. Military Academy at West Point in 1817 (17<sup>th</sup> in a class of 19) and was commissioned a 3<sup>rd</sup> Lieutenant in the Corps of Artillery.

In 1818 Ethan requested a transfer to the infantry and was appointed a 2<sup>nd</sup> Lieutenant in the 8<sup>th</sup> Infantry Regiment. Ethan served at Mobile, Alabama and New Orleans, Louisiana before being appointed Regimental Adjutant. With the reorganization of the Army Ethan was promoted to 1<sup>st</sup> Lieutenant in the 1<sup>st</sup> Infantry Regiment. Ethan served on recruiting duty, at the Bay of Saint Louis and at Baton Rouge, Louisiana before being appointed an Assistant Instructor of Infantry Tactics at the U. S. Military Academy. In December 1824 Ethan was promoted to captain in the 1<sup>st</sup> Infantry Regiment but was on recruiting duty until 1827 when he returned to the U.S. Military Academy as Commandant of Cadets. From 1834 to 1835 he served at Fort Crawford, Wisconsin before volunteering for the Seminole War in 1836. He served at the fighting around Camp Izard.

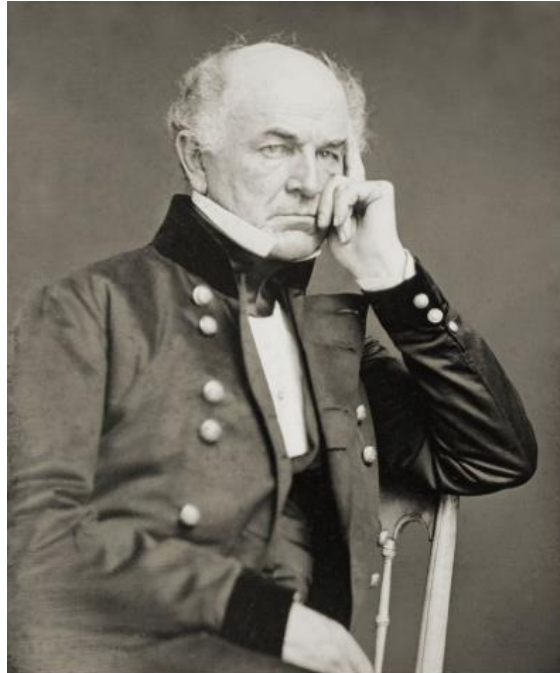
Ethan next served as Acting Inspector General of the Western Department and on the northern border during the Canada Border Disturbances before returning to Florida. Ethan was promoted to major in the 8<sup>th</sup> Infantry Regiment and commanded the Western District of Florida. He was promoted to Lt. Colonel in the 3<sup>rd</sup> Infantry in 1842 and served at Jefferson Barracks, Missouri. With anticipated problems from the annexation of Texas he was sent to the border at Fort Jesup, Louisiana then from 1844 to 1845 he served in military operations in Texas.

After a period of illness Ethan returned for the Mexican American War and was assigned as General Scott's inspector general. Nathan served at the Siege of Vera Cruz, and Battles of Cerro Gordo, Churubusco, Molina del Rey and was promoted brevet colonel for gallantry and meritorious service then brevet brigadier general. Ethan participated in the Storming of Chapultepec and the capture of Mexico City.

In 1851 Ethan was promoted to colonel of the 2<sup>nd</sup> Infantry Regiment then assigned as commander of the Pacific Division. Ethan was in command at the change to the Department of the Pacific and served until relieved by General Wool in 1854. After a short assignment in the east Ethan resigned in 1855 from the U. S. Army as a Colonel and Brevet Brigadier General to pursue academic pursuits.

At the beginning of the Civil War Ethan asked to be reassigned to the U.S. Army but was at first denied. After the intervention of his old commanding officer

Lt. General Winfield Scott, Ethan was commissioned a major general of volunteers in February 1862. Ethan did not receive a field command but was appointed special advisor to the Secretary of War and Chairman of the War Board from March to July 1862. For the rest of the conflict Ethan served as Commissioner for Prisoner of War Exchange then Commissary-General of Prisoners. Ethan was mustered out of the U.S. Army in 1867 and moved to Charleston, South Carolina, then Sparta, Georgia. Colonel, Brevet Brigadier General USA, and Major General USV Ethan Hitchcock died in 1870 and buried at West Point.



General Ethan A. Hitchcock

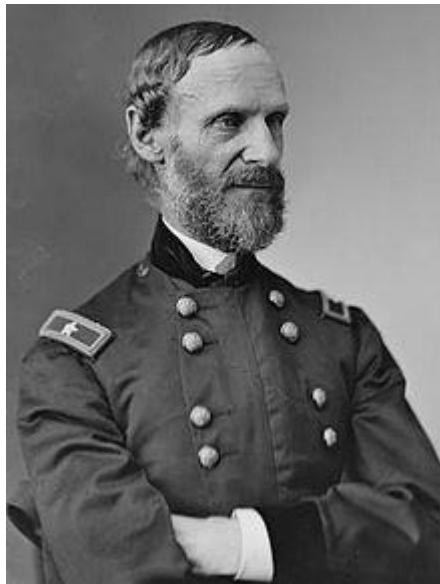
Major Edward D. Townsend: was born in 1817 in Massachusetts and was the grandson of Vice-President Elbridge Gerry (Under President James Madison). Ethan graduated from the U.S. Military Academy at West Point and was commissioned a Second Lieutenant in the 2<sup>nd</sup> Artillery Regiment in 1837. Nathan served in the Second Seminole War (1837-1838) and the relocation of the Cherokee Nation (1838). While transferring the Cherokee west of the Mississippi he was promoted to 1<sup>st</sup> Lieutenant. Nathan was appointed Regimental Adjutant and served on the northern frontier during the Canada Border Disturbances. In August of 1846 Nathan transferred from the 2<sup>nd</sup> Artillery to the Adjutant Generals Office. Nathan was promoted to captain in the 2<sup>nd</sup> Artillery but opted to remain a Brevet Captain of staff at the Adjutant Generals Office in Washington, D.C. In November 1851 Nathan was transferred to the Pacific Division and promoted to Brevet Major of staff. Nathan served in the Pacific Division until January 1856.

The Department of the Pacific was created in October 1853 to replace the older Pacific Division created in 1848. The headquarters in March 1854 were in San Francisco but were moved in September to Benicia Barracks. Nathan first served on the staff of Colonel Ethan Allen Hitchcock but after a change of command served



under Major General John E. Wool. Nathan may have accompanied General Wool when he inspected Fort Reading in October 1854. From 1855 to 1857 the Department of the Pacific headquarters was moved to the Puget Sound District in Washington to be closer to Native American disturbances.

Nathan returned to the Adjutant Generals Office in Washington, D.C. in January 1856 and served until March 1861 when he served for a short time as Chief of Staff for Army Commander Lt. General Scott. In August 1861 Nathan was promoted to Colonel of staff and was assigned to the Adjutant Generals Office in Washington, D.C. In March 1863 Nathan was appointed Acting Adjutant General of the Army. He received a brevet promotion to brigadier general in 1864 and another in 1865 to major general for meritorious and faithful service during the Rebellion (Civil War). In February Nathan was appointed Adjutant General of the Army with the rank of brigadier general of staff. Nathan served as Adjutant General until June 1880 when he was retired due to reaching the age of sixty-two. General Townsend died in Washington, D.C. in 1893 after an accidental shock from a cable car.



Edward D. Townsend as Brigadier General

Major and Brevet Colonel George Wright: was born on October 21, 1801, at Norwich, Vermont and graduated from the Military Academy in the Class of 1822. His early assignments were on the frontier in Wisconsin and in Maine. In 1838 Wright was transferred to the 8<sup>th</sup> Regiment of Infantry, serving on the Canadian border when a territorial dispute threatened to turn into a real war. The "Potato War" was settled politically, but in 1844 Wright was assigned to a hard-fought war against the Seminole in Florida. Wright was promoted to brevet major for his meritorious services. He remained assigned to the 8<sup>th</sup> Infantry during the Mexican-American War, where he was wounded and promoted to brevet colonel at the Battle

of Molino del Rey. In 1848 Wright was promoted to major in the regular Army and transferred to California. In September he was given command of the Northern District of California (that included the Rogue and Klamath Valleys of Oregon) headquartered at Fort Reading.

While at Fort Reading Colonel Wright was aligned with the developing War Department policy that what was needed to end the succession of attacks and counterattacks between settlers and Indians was a system of military reservations to be organized as self-sufficient colonies. To this end Col. Wright organized talks with Indian delegations at Fort Reading. During the spring of 1853 Col. Wright met with three groups of Indians of about forty members each and later two Pit River chiefs. Wright's policy of arbitration successfully resolved disputes along the McCloud and Pit Rivers. Col. Wright in the absence of an Indian Agent, unofficially assumed an Indian Agent's duties and he allowed military posts to feed Indians as necessary in the absence of Indian Agents. When his multiple directives to higher command helped bring about the establishment of the Nome Lackee Reservation (Camp Nome Lackee was under the direct command of the Department not Fort Reading) Col. Wright was a supporter. When asked to resolve inefficiencies at Camp Nome Lackee, Col. Wright not only provided an inspection and directed corrections but on his own initiative sent a detachment of one corporal and six privates to augment the camp. About the time of his transfer from Fort Reading in April 1855, Wright was promoted to Lt. Colonel in the regular Army.

LTC and Brevet Colonel Wright transferred to Washington Territory, where he was promoted to colonel in command of the 9<sup>th</sup> Infantry Regiment. During this period Wright fought in the Yakima War, a punitive campaign against the Yakima, Spokane, Palouse, and Coeur d'Alene tribes. He was known for his slaughtering of 800 Palouse horses and destruction of their food supplies, which brought the tribes to surrender.

At the beginning of the Civil War Col. Wright was commander of the Department of Oregon. He then commanded the District of Southern California, before being promoted to brigadier general of Volunteers in command of the Department of the Pacific. At the end of the Civil War, the regular Army reorganized and Colonel Wright was given command of the Department of California. In July 1865, General Wright was transferred to the Department of Columbia and left California by ship to assume his new command. On July 30, 1865, Colonel Wright died at sea when his ship sank. The Army promoted Wright to brevet brigadier general, USA. He was buried at Sacramento City Cemetery. Fort George Wright, near Spokane, was named in his honor.





Brigadier General George Wright

#### Parkview Area

Developed from the papers of Sandy and Dave DuBose

Parkville refers to that small region along the four and a half miles between Dersch and Ball's Ferry Roads. A tiny settlement west of Parkville Road on Bear Creek where Dry Creek merges existed in 1856 occupied on squatter's rights. The area was claimed as an 1844 Mexican Land Grant named Rancho de Briesgau by Wilhelm Benitz and since the land was in question "squatter's" moved onto the land. The court hearing the land case, agreed that Benitz had hired Julian (a caretaker also hired by P.B. Reading) and a John Yates to improve his claim (Julian was killed by Rogue River Indians and Yates left due to the danger). The court did not agree with the vagueness of Benitz's map and so he was only granted 7,500 acres. About the time of the decision, Benitz transferred title to his partner Ernest Rufus who after the decision sold the land to Jeremiah Clark. Clark attempted to develop the land hence the community of Clarkville in 1856. On the portion of the claim disallowed by the court the ownership reverted to the federal government and many of the squatter's claims in that area were granted land under the Preemption Law of 1841. Some of the squatters commonly cited are Alexander Love, Dr. James F. Winsell and Samuel Bosworth Sheldon all of whom received their land by cash sale in 1866. All three had filed for "Squatter's Rights" on or before 1852, all paid sixty-two and a half cent per acre in 1856 (the Preemption Law cites \$1.25 per acre up to 160 acres) after the government survey and all three received their cash-sale patent from the government land office in 1866.

Although trapping had taken place all along the Sacramento River and its tributaries the first documented non-Native American use of the land was by Samuel J. Hensley who was an employee of John Sutter. In 1844 Hensley supervised a wood cutting crew employed to raft logs to Sutter's New Helvetia settlement. By local

history some of the logs were taken from Bear Creek and the Parkville area. While some logs were floated down Bear Creek most were hauled by ox teams to the mouth of Bear Creek, organized into rafts and ridden downstream after being launched in the Sacramento River.

After Hensley the Parkview area remained undisturbed until Pierson B. Reading's discovery of gold at Clear Creek in 1848. The 1851 Treaty of Reading's Ranch negotiated by Oliver M. Wozencraft would have made much of the area into an Indian Reservation but it was never ratified and quickly the idea faded. When the initial gold rush was over it only took a short time for many of the miners to seek less hazardous and more reliable means of earning a living. Reading had proved the nearby land was fertile and with available streams to supply water the areas around Millville and Parkville soon attracted settlers.

By tradition there are two choices for the naming of Parkville: Stephen Park or John W. Park. Stephen Park "settled by Bear Creek in the 1850s" and John W. Park "settled on the Oakley Ranch at the mouth of Bear Creek about the same time." Neither Park was listed in the 1850 U.S. Census or the 1852 California Census but Stephen was listed in 1860 as a farmer within the area served by the Millville Post Office. In 1860 Stephen was farming thirty improved acres and owned an additional fifty acres. In 1860 Stephen produced twenty bushels of Indian corn and fifty bushels of oats and owned two horses, one milk cow, two other cattle, two oxen, and twenty-five pigs. Stephen who was born in Ohio about 1826 was single with two hired laborers living on the property. There was also a D. Park registered at the Millville Post Office born about 1833 in Virginia and working as a laborer. No John W. Park was found (a John Parks born about 1825 in England and working as a miner in the Horsetown Post Office area was found on the 1860 U.S. Census).

Farmland attracted settlers but what made the town bloom in the late 1850s? The answer is probably transportation. It was a time of population expansion with settlers coming into California not only from the east but south out of Oregon. Miners were moving from the southern mines to the northern mines in Siskiyou, Trinity and Shasta Counties and industry was being developed to support the new growth. Noble's Emigrant Trail was established in 1852 that cut days off the older Lassen Trail and used portions of what is now Dersch Road to the mouth of Cow Creek and the Emmigrant Ferry. Lumber and shingles for new homes and business in Cottonwood, American Ranch, and other small settlements and ranches came by Parkville on the southern road from Shingletown. Parkville was also on the east branch of the California-Oregon Trail and travelers could easily access the central branch of the trail to the Sacramento River Canyon.

The last factor for the boom was the mode of transportation. Teamsters and family wagons could only travel ten to twenty miles a day depending on the weather. Teamsters need regular stops to water the draft animals and grass to keep them overnight. The California-Oregon Stage Company established a stop at Parkville in 1857. The town quickly had a hotel for thirty boarders as well as livery stables and corrals. Enough settlers had moved into the area by 1861 that the Parkville School District had been organized. From its establishment in 1852 on Cow Creek, Fort Reading provided employment for teamsters such as Ezekiel Thatcher who hauled building supplies to the fort. From 1852 to 1856 the fort provided an

economic boost to Parkville as the commissariat was urged to buy local produce unable to withstand shipment from Benicia Barracks.

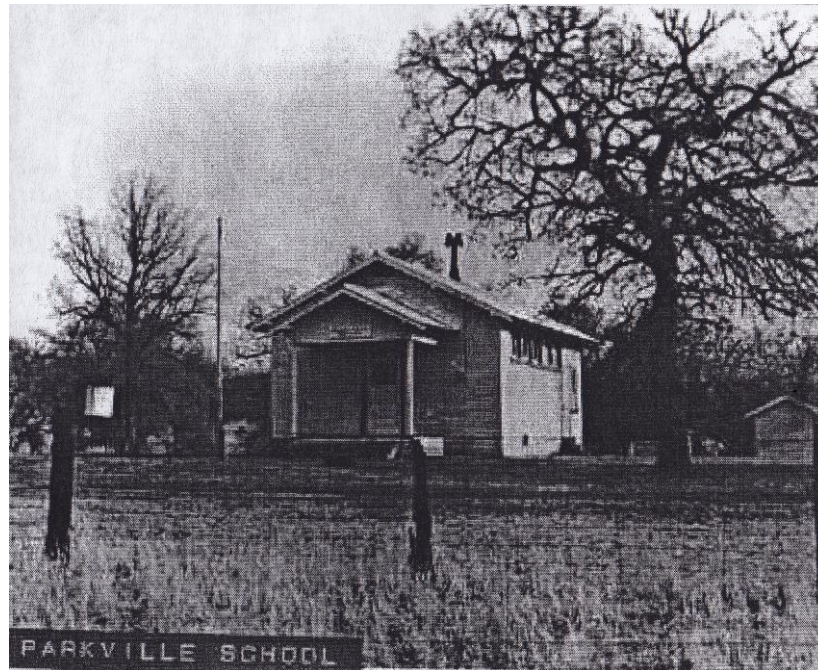
In 1865 the California & Oregon lost its mail contract and it is believed that the Watkins Express and Passenger Line picked up the local contract. The route ran from Red Bluff through Jelly's Ferry to Battle Creek. Parkville, Millville, Churntown and Buckeye to Shasta. The full trip would leave Red Bluff at 7:30 AM Monday and arrive at Shasta at 2:00 PM Tuesday.

There is a local tale that Parkville was once termed Greaserville (also Little Greasy, Greaseville, and Greasyville) with two conclusions about the nickname. The first reason relates to the high number of unaccompanied men and their lack of cleanliness. The second relates to the service of greasing axles on freight wagons that was offered in town. It should be noted that the offensive slang did not come into popular usage until decades later.

In January 1871 the Parkville Post Office was established about two hundred yards north of the Ash Creek bridge. The post office was later moved one mile south. The first postmaster with a salary of \$12.00 was William Worthington Lassengree Smith (1821-1893). William was still postmaster in 1873 but in 1875 the post office was moved to Ball's Ferry (the post office history states it was named for 1850 settler John W. Park). Transportation was again responsible for the decline. In 1869 the Central Pacific completed the transcontinental line curtailing much of the need for the Noble's Trail. In 1872 the California & Oregon Railroad was completed on the west side of the Sacramento River to just north of Redding. The same event caused the California & Oregon Stage Company to alter its route north to Oregon. Only the commercial traffic of Rudolph Klotz's lumber mill in Shingletown still passed through to the Daingerfield Ferry (Logan's Ferry after 1878).

The Parkville School District was formed in 1861, just north of the bridge on the Red Bluff-Millville Road (presently Parkville Road). In January 1872, Parkville School had fifty-six students and the County paid \$3.35 per student (the school tax was .35 per \$100 and there were 1,217 students in Shasta county schools at the time). The first teacher at Parkville was a Miss Wright. In years to follow Mrs. Marie Dersch and Mrs. Marie Carr would both teach at the Parkville School. In March 1874, the Parkville School had forty-seven students and the teacher's salary was \$82 per month. In 1916 the school was moved north about a mile and a half to the intersection of Parkville and Dersch Roads. The school was closed in 1958 (then part of the Cottonwood School District) and the building purchased and moved the old Thatcher Ranch and converted it into a dwelling.





The Parkville School after it was changed into a rental home.

Some people cite the Parkville Cemetery is the oldest public cemetery in the County (the Igo Cemetery was founded in 1856 eight years before Parkville). Many of the older cemeteries were dedicated to specific groups such as Catholic, Masons or International Order of Odd Fellows. The cemetery is on land donated by Ezekiel

Thatcher and Nero Harrington after the death of Climena Grace Klotz who died in childbirth in 1864 at age sixteen. Climena was the wife of John Klotz (the youngest brother of Rudolph Klotz) and the daughter of Nero Harrington. Climena was the sister-in law of Ezekiel Thatcher.

The cemetery is one place where local history can still be seen first hand. Among those interred in the old cemetery is William Jefferson Davis (1833-1918) a Pony Express rider and Eliza M. Hartsough (1814-1911) a daughter of Alexander Hamilton Willard who was a member of the Lewis & Clark Expedition of 1804-1806. Others such as Anna Maria Dersch (1831-1866) who was killed by Indians represents unfortunate times as hundreds of local Yana were killed to "avenge" the murder. Others represent early pioneers: Darrah of Darrah Springs, Thatcher of Thatcher Mill, Lack of Lack Creek and families such as Giles, Hall, Richardson, Schuler, Wilcox, Harrington and Tuggle. We encourage everyone to visit the Parkville Cemetery website ([parkvillecemetery.com](http://parkvillecemetery.com)).



Ezekiel Thatcher

The Dangerfield (Daingerfield ) Ferry was long associated with Parkville. The ferry was established by Leroy P. Dangerfield and R. N. Slack in 1853, and ran across the Sacramento River to connect with what is now Blue Jay Lane. As with most other ferry contracts in Shasta County the owners and names were often changed. Dangerfield & Slack was sold to Judge George W. McMurty in 1855 and renamed. Next in 1858 it was Haycroft & Lafferty and in 1861 Adams & Braggs (just Braggs in 1863). The final owner in 1878 was Pleasant Dixon Logan, one of the few Black settlers in the area. Logan operated the ferry until it was destroyed in the flood of 1890. The Klotz Mill in Shingletown used to haul to Logan's ferry and in 1872 built a spur line connecting with the Central Pacific Railroad on the west side of the

Sacramento River (often called Klotz Dump Spur). Lumber products were transferred to rafts at Logan's Ferry and floated downstream to offload at the spur. When the Ball's Ferry Bridge was completed in 1899 about a mile down the Sacramento River most traffic was diverted to Ball's Ferry.

The Parkville area before the Gold Rush was a border area between the Yana and the more populous Wintu who historically had moved down from southern Oregon. The Yana, a Hokan speaking group, lived east of the Sacramento River while the Wintu, a Penutian speaking group, generally lived west of the Sacramento River. The two groups often traded and there was some intermarriage as an insurance against environmental problems such as a bad acorn harvest in the western foothills. Over time the Yana were pushed back into the foothills and creek valleys. Both groups suffered when Hudson Bay Trapper John Work introduced malaria to the area in 1832. There are estimates that nearly half of the Native American population died in the resulting epidemic.

1848 introduced further turmoil and disruption of the Yana and Wintu's way of life. Miners and settlers immediately competed for food sources and land. Rivers and streams were polluted and oaks cut down for timber or firewood thus cutting off Native Americans from their two main food staples: salmon and acorns. By 1855 Native Americans were dying off in great numbers from starvation. Native Americans that desired to maintain their old way of life were forced to move to less productive land or areas the whites simply did not want at the time. The new laws of the State of California were designed to utilize Native Americans to fill a lack of laborers. The 1850 "Act for the Government and Protection of Indians," was in fact an indenture law creating a form of slavery in everyway except the name. Fishing laws were passed to limit the Native American salmon harvest. The laws forced Native Americans to associate with white families for protection while denying them any real means of assimilating into the white culture. In times of conflict such as stealing food by necessity to survive or killing a white person, with or without cause, the innocent living with white families were often in greater danger than the guilty.

After John McCarty was killed in 1861 the Parkville Resolutions were published. They in part stated, "we give notice to all concerned that any and all Indians between Chico and Pit River, after November 1, 1861, will be regarded as open foe and treated as such. We will also warn anyone that shall harbor or give succor or conceal said Indians will be regarded as the allies of our enemies and treated as such." The resolution was signed by E. T. Thatcher as chairman, and D. F. Lack as secretary.

The hysteria returned in 1866 after the killings of Marie Dersch and Catherine Allen. This time the Millville Resolutions were published stating "that if any Indians are found within the boundaries described in the first resolution it shall be the privilege of our company or citizens to exterminate or expel said Indians." Volunteer companies were raised and paid by subscription and it is estimated that five hundred Native American, men, women and children were killed in the first week.

The hysteria did not overtake all of the white population as the Millville Resolution were followed within days by the Churntown Resolutions stating that the latter was "not only inconsistent with humanity but directly in opposition to the



best interests of the people.” Parkville resident Dr. James F. Winsell and others were known to have hidden and protected Native Americans. After 1866 Native American groups clinging to the old ways of life were driven further into the foothills and isolated canyons and only those who associated with white families remained in the Parkville area.

Although not among the original settlers, the Parkville area had a Chinese population in the 1860s and 1880s. Faced with a repressive miner’s tax on foreigners and ever increasing anti-Chinese legislation some opted for employment where they might be welcomed. Market gardening of small-scale farms specializing in vegetables and fruit was one such area. In the 1860s Chinese were farming between Ash and Bear Creeks. Many of the Chinese throughout Shasta County were enticed to railroad work when the Central Pacific started laying track north from Redding. In 1883 William Wilcox leased sixty acres south of the first settlement to various Chinese for market gardening. Aside from delighting the housewives on local ranches with fresh produce, much of the remainder was hauled to Cottonwood and Anderson for sale. The local Chinese community was believed to have existed into the 1920s.

In 1843 P. B. Reading noted that grizzly bears were so numerous along Bear Creek that they had developed sunken pathways five to six inches deep (the last local grizzly bear was killed in the Inwood area in 1895). Elk and smaller game were abundant and hunting always remained a part of life at Parkville.

By 1860 wheat, oats and Indian corn were the main crops and most farms were almost self-sufficient with a milk cow or two and a few beef cattle. William Worthington L. Smith was noted as having nineteen horses, seventy oxen, one hundred and fifty cattle, twenty-two sheep and forty swine. Almost every family also kept swine as they could be grazed on the abundant acorn crop. Most families also raised turkeys that gorged on grasshoppers in the summer. By 1879 there were at least four producing apple and peach orchards as well as one vineyard. In the 1880s sheep production increased as there was a demand for wool and mutton that could be easily shipped to markets in San Francisco and other areas. Around the same period the stone fruit production became prevalent as it could be dried locally and shipped to distant markets. The demand for sheep was greatly reduced in the 1920s and the increase in refrigerated train cars decreased the demand for dried fruit. Prune orchards last until World War II when pickers could not be hired. Many orchards were pulled out and most of the land went to cattle or dairy farming.

Parkville retained its rural and rustic appeal. Telephones came into the area in 1905 but electricity didn’t come to most residents until about 1932. Up until more modern transportation most families had to be self-sufficient and most made their own soap, tended gardens, pickling and canning food, and butchering their own livestock or game. Nothing was wasted and broken items were often reused in different forms as there were no local hardware stores. Travel improved after the Ball’s Ferry Bridge was established in 1898 but for many families men often went off the farms and ranches to earn extra money at lumber mills, the railroad or gold dredges. The Great Depression was an especially tough time but in many ways they were also simpler times. Families in Parkville pulled together and persevered.

Sandy and David DuBose purchased their ranch at Parkville in 1970 but the oral history starts with the Peacock brothers (possibly the Peacocke cousins) who owned the ranch in 1911 when the irrigation ditch was carved out beginning at Bear Creek three miles north of the ranch. The water right for the ditch allowed the three ranches served to put up a partial dam in Bear Creek near the old Thatcher rock house and divert one thousand miner's inches. The share for the Peacock ranch was two hundred miner's inches. Each ranch was responsible in the spring to clear the ditch (named the Kueney-Peacock Ditch) of brush, logs and other debris as well as fixing the physical structure. The ranch originally had a fifty acres prune orchard south of the house. The ditch ran to the end of that field and was able to irrigate the entire orchard from spring until the end of July. The prunes were dried outside on pallets in the triangular area of hard pan that was ideal for drying.

The first house was destroyed by fire and a new house built on the same site using the original chimney that begins under the house and rises six foot above the attic peak. When the Peacock brothers left isn't known but the Barton family acquired the ranch prior to World War One as Frank Webster Barton was living on Bear Creek according to the WWI draft registration in 1918. Plumbing was brought indoors about 1939. The hay barn next to the road was first built as a dairy barn as one side has heavy dairy stanchions and a cement floor. Hay was stacked in the center section. After a few years a B grade barn was built with a milking parlor and milk room for processing the milk for sale.

During this period twenty acres of alfalfa were planted on the north border and irrigated from the ditch. In 1939 a deep well and gravity flow pump was installed to continue irrigation into late summer. Around the period of World War Two the prune orchard was removed and replaced with another fifty acres of alfalfa. Frank Barton (born 1884) died in 1940 and his wife Beulah Lundy Barton remained on the ranch with a caretaker.

In the 1960's all these fields were leveled to grade with professional help from the Soil Conservation Service and using discarded World War Two equipment that was stored at the Grover place on Battle Creek. The arrangement was a cooperative effort in self-help and community support. It was presumed that the rest of the open land was to be used for grazing or perhaps dry land crops were started. Strawberries were grown there for a short while and had to have power so they could pump water from the creek to the sprinklers.

In 1970 David and Sandy DuBose bought the ranch from Beulah's grandson who had no interest in the property. Beulah and Frank's daughter Mildred Barton Larrabee (born 1911) had died in 1969. Beulah moved to Butte County where she died in 1973. The alfalfa had been in for seven years, but a crop was harvested that first year. Afterward all open land was planted with oats for hay. The pasture at the north end of the property continued to be irrigated by the ditch until 1995 when Bear Creek no longer had enough volume to be used and the ditch was abandoned by all three ranches.

Frank and Carole Stone began leasing the entire ranch in the mid-1980s, both with full-time jobs as well as two small children. They began slowly with little but now have thirty cows and farm fifty acres and graze another hundred and ten acres of oak woodland and open pasture.

In 2006 the irrigation was an irreversible problem and Sandy began to worry about the dense fuel load in the oak woodland and the increasing fire threat. David was in the early stages of a serious illness and there was no direction for having a thriving farm and wildlife habitat that was both their dreams. David became more disabled and died in June 2008.

The Department of Fish and Game did a three year computerized camera count and in 2011 and there were only six salmon counted. Sandy began casting around for information, ideas and support. Sandy donated five acres to the Parkville Cemetery, Sandy was referred to the Natural Resources Conservation Service of the Department of Agriculture. Soon a rangeland specialist, a water systems engineer, a forester and a wildlife biologist helped to see what was possible and create a plan leading to a conservation easement with Shasta Land Trust. Sandy was assured that the portion of the ranch dedicated as a nature preserve would honor David who taught courses on natural resources for thirty-four years. Sandy stated she had the deep pleasure of knowing the direction the ranch was going to serve the public in education and knowing that the community would always have a chance to walk freely on protected ground.

#### Brown & Maguire Express, Copper City

On occasion we write a story that only has a bare skeleton in the hopes that someone else can build it up with muscles. Much of the history of Shasta rests in hidden bits and pieces that need to be brought together. This story started with a simple request for information on the Brown & Maguire Express that reportedly ran from Copper City to Shasta at the beginning of the Civil War.

Our search found that there are only two known express letters from the company in collections. The first has no address but is postmarked Red Bluff. The boxed company name is on an embossed envelope (U-35) that started in 1861 and was replaced in 1864. A note stated that the company was believed to have operated in 1858 but no confirmation was found. It also stated a newspaper article from Red Bluff in September 1864 gave the name of the expressman at Copper City as "Scotch" (Schoch). It also stated that Brown & Maguire sold to Schoch before 1864 but provided no other data.

The second example shown below from the Western Express auction house provides much the same information. There is a boxed company label on the same 1861 embossed envelope. The only difference is the second card is addressed: Prairie Post Office, Yolo County. A note was provided that it was "believed that this express operated between Red Bluff and Copper City along the Yreka Road." Again no reference data was supplied.

Confirming data was found in a May 1864 advertisement from Red Bluff. Brown & Maguire's Express and passengers coaches left the Luna House and Tremont Hotel in Red Bluff every Tuesday & Friday at 5 o'clock for Copper City, Pittsburg Mines (Pittsburg Mines). The return trip was every Wednesday and Saturday and the fare was six dollars. The advertisement was dated March 1864 and Brown & Maguire were proprietors. It appears that the headquarters of the company was in Red Bluff and that explains the two Red Bluff postmarks. The



company was not on the tax assessment role for Shasta County in 1861 or 1862. The Luna House was a hotel built in Red Bluff around 1854 and was in operation in 1864 while the Tremont Hotel was built in 1861 to replace the Eagle Hotel that was severely damaged by fire earlier in that year.

The next discovery was that there were two express companies serving Copper City during the period 1861 to 1865. The second was Schoch's Copper City Express. W. S Schoch (pronounced Scotch) had his headquarters at Shasta and his route was from Buckeye, Churntown, Pittsburgh, to Copper City. The express company existed from 1861 to 1865. Nine envelopes from this company are known and the example below is also addressed to Catherine Raum, Prairie Post Office, Yolo County and postmarked in Shasta. So it would seem that both companies connected to regular post offices: one at Shasta that was opened by 1851 and one at Red Bluffs (later Red Bluff) established in 1853. No evidence was found that Schoch bought the Brown & Maguire Express.

To explain what happened to the two companies requires a short history of Copper City. The Pittsburgh Mining District had been established in 1852, with the discovery of gold by Captain O. R. Johnson. The first rush quickly slowed as the placer deposits were worked. Miners had to search the benches and smaller streams which leads to Charles Williams, a Swedish miner in the Pittsburgh District in 1862. While panning in a spring he managed to find a few dollars worth of gold some of it with the quartz attached. The quartz was heavily veined in a dark material he took for lead. A short while later he was shown some Washoe silver on a trip to Red Bluff. Charles quickly revisited his site and forwarded ore samples to San Francisco for assay. The samples were pronounced to be rich in silver and copper. Charles with his partner incorporated under the title of the Original Williams & Kellinger Gold, Silver and Copper Mining Company. The main investors besides the original partners were Hogue Worley, George Silverthorn, Major P. B. Reading and J. J. Bell. Shortly after similar discoveries were made at "Kellinger Hill" and at Bully Hill about three miles to the west. In 1863 a "rush" established Copper City on the Pit River at the mouth of Squaw Creek. A plot map was laid out and lots sold "like hot cakes" with prices ranging from \$25 to \$200. In 1864 Copper City contained over a hundred buildings including a newspaper, the Copper City Pioneer.

By 1866 the town was down to six voters and many buildings were being salvaged and moved to other locations. The newspaper was closed. The town had been beaten by the nature of the silver ore. Because of difficulties removing the silver and gold from other base metals the mines were quickly abandoned. The processing and production costs were in excess of the value of the gold and silver recovered. When the mines were abandoned there was no need for express companies: Schoch seems to have stopped service in 1865 and Brown and Maguire probably stopped about the same time.

Copper City still had one more boom starting in the late 1870s. With new refining techniques and an increased need for copper the city revived until about 1920. The town is now one of the waters of Lake Shasta.



Copper City in the boom period from 1870-1920 (Cal. State University Chico Collection)



**BROWN & MAGUIRE'S**  
**Express and Passenger Coaches**  
 LEAVE the Luna House and the Tremont Hotel, Red  
 Bluff, every  
**TUESDAY AND FRIDAY**  
 at 8 o'clock A.M., for  
**COPPER CITY**  
**PITTSBURG MINES.**  
 —Returning, Leave—  
**Copper City for Red Bluff**  
 —EVERY—  
**WEDNESDAY AND SATURDAY,**  
 at 8 o'clock, A.M.  
**FARE.....\$6.**  
 BROWN & MAGUIRE, Proprietor.  
 Red Bluff, March 17, 1864.



Schoch's Copper City Express