

**FREE LOCAL INFORMATION GUIDE**

# JEFFERSON BACKROADS

**GOD BLESS AMERICA**



A Happy Little Publication  
[www.JeffersonBackroads.com](http://www.JeffersonBackroads.com)

**SEPTEMBER 2016**

## JEFFERSON STATE FLIXX FEST 2016

**SEPTEMBER 22-25, 2016**



**JEFFERSON STATE FLIXX FEST OFFICIAL PROGRAM**

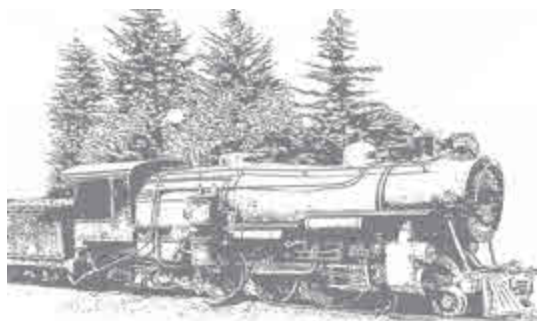
# WE LOVE OLD SCHOOL AMERICA


## Welcome Aboard!

We love to surround your business ADs with cool local information, amazing events, interesting history and stories of our many Mom & Pop businesses operating here in our Extreme Northern California and Southern Oregon "State of Jefferson" region.

**DISCOVER THE ADVENTURE SIDE OF THE STATE OF JEFFERSON**

THANK YOU! This happy little local publication is made possible ONLY thanks to our Honored Advertisers who graciously place their ADs with us. Our beloved writers, readers and subscribers complete the circle... Please take a moment to let these generous businesses know you saw their Ads and stories in Jefferson Backroads. It really DOES make a difference!



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## 2016 Advertising Rates

AD SIZES & RATES PER MONTH - 3 month AD run

CARD B/W	2x3 1/2	only	\$50/mo
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## JEFFERSON BACKROADS

### A HAPPY LITTLE PUBLICATION

PO Box 344                      Michelle Fain    Ralph Fain  
Grenada, CA 96038      Owner-Editor    Side Kick  
(530) 640-0100              www.JeffersonBackroads.com  
email: JeffersonBackroads@gmail.com

Cover Photo - Designed by Jefferson State FLIXX Fest Creative Team.

Jefferson Backroads is proudly published for the Hard Working, Old School & Patriotic American Rebels who live in or travel through our Rugged & Beautiful State of Jefferson. We focus on the positive, the fun, the amazing local businesses, the history and THE ADVENTURE!!

Our papers are distributed in the first week of each month throughout Siskiyou County, California and in surrounding counties.

Deadline for ads, articles or events: 10th day of the month.

Subscriptions are available by mail within USA for only \$36 per year which covers postage and handling. Please mail check payable to Jefferson Backroads: P.O. Box 344, Grenada, CA 96038. Include your full name, mailing address and a phone number. FYI: Our publications can be read ONLINE 24/7/365. Thank You for your Support!

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Jefferson Backroads started up in April 2010. Anyone can read our publications each month FREE via our website and Facebook page.

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# UPCOMING EVENTS

Contact us by the 10th of each month to place your events or classes. Call or Email Us !!



## A FEW LOCAL AREA FARMERS MARKETS

Burney	Wednesday	3:00-6:00
Cedarville	Saturday	9:00-Noon
Dunsmuir	Thursday	3:30-6:30
Etna	Thursday	4:30-6:30
Fort Jones	Tuesday	5:30-
McCloud	Saturday	11:00-3:00
Montague	Saturday	9:00-Noon
Mt. Shasta City	Monday	3:30-6:00
Seiad Valley	Saturday	10:30-2:30
Shingletown	Tuesday	4:00-6:00
Weed	Saturday	11:00-4:00
Yreka	Wednesday	11:00-2:00
Yreka	Saturday	10:00-2:00

Call Local Chambers of Commerce for Specifics  
or check [www.shastacascadefarmfinder.com](http://www.shastacascadefarmfinder.com)

September 8-11, 2016  
Tulelake Butte Valley Fair  
Tulelake, Calif - Call (530) 667-5312

Saturday September 10-11, 2016  
Mountain Bluegrass in McCloud,  
California. Call McCloud Chamber  
for all the details (530) 964-3113

September 10-12, 2016 - Music by the  
Mountain in Mt. Shasta, California. See  
Pages 13 and 36 for story and AD.

September 10-11, 2016  
36th Annual Palo Cedro Honey Bee  
Festival at Bishop Quinn High School in  
Palo Cedro, Calif - Call (530) 547-2727

Saturday, September 17, 2016  
Art & Wine of Lassen: Celebrate local art,  
wine, and music at Lassen. Tasting fee  
includes a commemorative glass.  
Info: (530) 595-4480

September 17 & 24 - Ride the Rim at  
Crater Lake! See Page 16.

September 21-25, 2016  
Jefferson State FLIXX Fest Film Festival  
in Fort Jones, California. See the Official  
Program starting on  
Page 49....

September 23-25, 2016  
Montague Hot Air Balloon Fair  
Call (530) 643-1305 or  
See Page 18 for all the details.

September 24, 2016 - Yreka's  
Sizzling September Car Show in  
Yreka, Calif - Call (530) 842-1649

September 24, 2016 - Bike-Toberfest  
in McCloud, California. Call McCloud  
Chamber at (530) 964-3113

Sunday September 25, 2016  
Gazelle Grange BBQ Sirloin Lunch  
and Bingo in Gazelle, California  
See AD on Page 40.

September 30-October 2 - Klamath  
Independent Film Festival in Klamath  
Falls, Oregon. See ad and story on  
Pages 24 and 25.

October 15-16, 2016 - 51st State  
Gun Show in Yreka. Please see AD  
on Page 42.

Saturday October 22, 2016 - Sons of  
Italy Polenta Dinner and Raffle in  
Weed, California. See AD on Pg. 45

Let'em  
Know You Found Them in  
Jefferson Backroads!

## CHIROPRACTIC



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## LIVE MUSIC:

September 9 at 7pm:

Adam Sizemore is  
a solo enthusiastic  
soul/country musician.

September 24 at 9pm:

Strings Broken band  
is a fun high energy  
Greatful Dead inspired band.

Tickets are \$10 at the  
door and we serve food  
as long as the  
bar is open.

# UPCOMING EVENTS

Shasta Lily Quilt Guild  
Presents  
Quilting Around the  
Mountain 2016 September 3 & 4  
Saturday 10am-5pm Sunday 10am-4pm  
Mt. Shasta High School  
Mt. Shasta, California



**Featured Quilter:**

**Don Linn**

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[www.shastalily.org/quilt-show.html](http://www.shastalily.org/quilt-show.html)

Scott Valley Theatre Co.

## Upcoming Events:

**Saturday September 10 at 7 pm:**

“LAUGH OUTLOUD” - Stand Up Comedy

Avery Memorial Theatre  
430 Main Street - Etna, CA 96027  
(530) 598-0989  
[www.scottvalleytheatrecompany.org](http://www.scottvalleytheatrecompany.org)

# TULELAKE BUTTE VALLEY FAIR



Find us on Facebook - [www.tbvfair.com](http://www.tbvfair.com) or Call for info (530) 667-5312

# RESCUE RANCH

## Open House

**Saturday Oct 1. 11am to 3pm. We grill hot dogs and hamburgers, and have an ice cream social. We have an amazing well known desert auction. We raffle off theme gift baskets and our big raffle items this year are a weed whacker and chain saw.**

**A local competitive dog agility group will have demos.**

**We will also have one of our trainers showoff a shelter dog or two and how we train.**

**Rescue Ranch** is a haven for abandoned, abused, and neglected dogs started on a hillside ranch in Siskiyou County in 1993. It was the dream of the founders to "speak for those who cannot speak for themselves." We are carrying on this vision today, and have placed over 950 dogs of all ages and breeds since 2009. Rescue Ranch is a 501(c)(3) no-kill dog shelter and we have been fully operational at our facility located at 2216 Oberlin Road in Yreka, California since 2009.

Rescue Ranch provides a safety net for dogs that have found themselves in city and county facilities in Siskiyou County. We have a 20 kennel shelter facility and an active group of foster families. We also participate in recruiting programs for the Search Dog Foundation in Ojai, California and Dogs for the Deaf in Central Point, Oregon. We transfer rescue dogs to these organizations so after specialized training these rescue dogs can fill rescue and assistance roles for people in our communities.

We provide safety net programs for dogs and their families throughout the county. For any dog adopted from our shelter we provide counseling to assist families with incorporating a new dog into their family. We also offer training classes at the shelter, providing tools for dogs and their families to be able to communicate. We are proud of our unique "Seniors for Seniors" program. For any senior dog adopted from us by a senior citizen we provide routine medical care, transportation to veterinary services, and assistance with basic grooming, medications etc. and when it becomes necessary quality of life care decisions. Shelters in Siskiyou County have limited space, so in order to help families who can no longer provide care for their dogs we provide a courtesy posting program to national adoption websites.

We participate in a wide variety of community events in Siskiyou County and have many fundraising events to publicize the needs of the dogs. We have a very dedicated and expanding group of volunteers. Volunteer hours are provided by individual community members, high school students for senior projects, school groups, and scout troops. We also operate a 10 kennel boarding facility and all proceeds are used to sustain shelter operations.

At Rescue Ranch we believe that all of us working together can support quality lives for our companion animals and by those efforts improve the quality of life for all in our communities.

HELP SAVE A LIFE: ADOPT, Volunteer, Foster, Donate. 🐾



Rescue Ranch, Inc.  
2216 Oberlin Road  
Yreka, CA 96097  
(530) 842-0829  
[www.rrdog.org](http://www.rrdog.org)

*This beautiful mural was painted by Michelle Shackelford with supplies donated by Yreka Paint.*

**Call if you can donate much needed supplies, cash or time for the animals.**

# FASTURN QUILT SHOP

## 2016 LONGARM QUILTING CLASS SCHEDULE

Thursday  
September 29th

### Morning Class Stepping Stones to Quilting Your First Quilt

Class Description: This class is for everyone – whether you've never quilted and want to learn, or if you already quilt. This overview covers the step-by-step process, from selecting a quilting design to the first quilting stitches.

### Afternoon Class Longarm Quilting Boot Camp Basics

Class Description: Does longarm quilting interest you, and you'd like to learn more about it? Or do you just need a review of longarm quilting basics? This class takes the mystery out of longarm quilting.

Friday  
September 30th

### Morning Class Ruler Mania

Class Description: If you love precision and consistency in your quilting designs, you will love using design rulers and templates!

### Afternoon Class Introduction to the HQ Pro-Stitcher

Class Description: HQ Pro-Stitcher is an intuitive computer-guided quilting system designed especially for use with Handi Quilter longarm quilting machines. User-friendly and simple to operate, the step-by-step process for each function is easy to master and fun to do.

Saturday  
October 1st

### Morning Class Free Motion Quilting Fun

Class Description: Quilters everywhere LOVE the excitement and fun of free-motion quilting – and it's easier than you think!

### Afternoon Class Creative Textures and Fills

Class Description: Meandering is the easiest and most common filler for background space, but there are limitless creative design elements to use instead.

  
"The perfect tube turning system..."  
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**Hours:**  
M-F 10-6  
Sat 10-4  
Sun 12-4

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Instructor Kelly Ashton joined Handi Quilter as an educator in 2013. As a previous quilt shop owner, Kelly acquired extensive experience teaching appliqué, piecing, and longarm quilting classes in her shop and at local quilt guilds.

Kelly and her husband reside in Gunnison, Utah, and are the parents to seven children and five grandchildren.

She is a Registered Nurse and loves to travel and spend time in her garden.



# Adopt a Dog or Cat



**TERRY**

Terry is a little 14 pound terrier mix. He is an intact male and loves toys. He does great with most dogs. He

loves attention and would love to be in your lap all day.

Please call Yreka Animal Control at (530) 841-2306 if you have questions.



**HENNEY**

Henney- 4 yr female Yellow Lab mix

Meet Henney! This goof ball is full of energy and looking for a partner to keep up with her. She loves water, playing ball, and learning new tricks! She came to us with another dog, so may enjoy a dog friend with compatible interests. She doesn't seem to mind the cats here, but introductions should be made slowly.

This girl is food motivated, so should be easy to train for all kinds of fun jobs. If an outgoing

buddy or agility partner is what you're looking for, come meet Henney today! The adoption fee includes spay/neuter, microchip ID, SHS I.D. tag, initial vaccines, 30 days free PetPlan health insurance, and plenty of post adoption support!

Call Siskiyou Humane Society at (530) 926-4052.



**TUCKER**

Tucker is a super cute boy. He is a cattle dog mix around 8-10 months old. He is great with other dogs and loves toys. He is still a puppy and does need some time and attention to become the great dog he is capable of

being. He would do great with any family that is willing to give him some love and attention.

Please call Yreka Animal Control at (530) 841-2306 if you have questions.



**BOOTS**

Boots- 6 yr male Domestic Longhair Cat

Meet Boots! This very large boy is looking for a mellow household that will allow him to take his time observing his surroundings. He has not lived with cats, dogs, or kids, so may enjoy a new home as the only furry friend. But who knows, he may also enjoy the company of other mellow animals, we just don't know yet.

Boots will require regular brushing and someone that will be loving and patient enough to keep up with his long fur. He would also benefit from someone who can regulate his eating to get him back into shape. If this gentle giant sounds like your kind of guy, come visit today!

The adoption fee includes spay/neuter, microchip ID, SHS I.D. tag, initial vaccines, 30 days free PetPlan health insurance, and plenty of post adoption support!

Call Siskiyou Humane Society at (530) 926-4052.

Wherever you are, there are sweet little animals who need a "forever home."

You Can Make a Difference!! ♥ ♥ ♥ ♥

See Page 6 for story about Rescue Ranch and their Open House...



When it is hot outside I belong  
at home or outdoors with you...  
**NOT in a hot car!**



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**Call Your Local Animal Shelter and go rescue a sweet new furry friend.**





Above: Ralph with his magical cataraft on the Smith River near Hiouchi, California.  
 Below: Vance and Ralph at the river... Best buds... Photos by Vance Poulsen.





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# RIVER'S PATH

Poem By Ralph Fain

Gathering mist above the peaks  
 Becomes the rain the earth it seeks,  
 Flowing from the clouds above  
 Hug the mountains like a glove,

Unraveled on the mountainside  
 Seeking cracks and crevice hide,  
 Running playing through the rocks  
 Tumbles from the mountain tops,

Drop by drop becomes the stream  
 To reach the ocean is its dream,  
 Laughing dancing as it goes  
 The lowest point it always flows,

Running faster growing stronger  
 As a creek becoming longer,  
 Dashing crashing from the cliffs  
 Cascading mist the water drifts,

Landing on the rocks below  
 Now gathers force to run and go,  
 Further down and growing angry  
 Carving cutting almost hungry,

Bursting from the canyon walls  
 Onward downward ocean calls,  
 On its journey drop and drop  
 And now our river cannot stop,

Gathered streams from far and wide  
 Enter from the rivers side,  
 Slower deeper stronger flow,  
 Surely will the river grow,

Along its path of twist and turns  
 Easy hard the river learns,  
 It must adapt slow or swift  
 To continue forward is the gift,

And such is life the river flow  
 Onward forward we must go,  
 Twisting turning always laughing  
 Spinning swirling ever dancing,

With our toes within the sand  
 Rivers run is now at hand,  
 As we reach the ocean shore  
 River rest forever more.



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You can find what you are looking for at Shasta Valley Baptist Church, a church that believes that families who worship together, grow strong together.

Join us Sundays at 11am  
211 S. 13<sup>th</sup> – Montague, California  
(across from city park)  
530-459-0400

~ *Pastor Dan Daniels* ~

[www.svbaptist.com](http://www.svbaptist.com)



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Scott Branigin,  
Manager  
cell (530) 598-5311  
[Scott@RichterScaleGallery.com](mailto:Scott@RichterScaleGallery.com)

John Richter  
Linda Richter  
Owners

Cell (530) 905-3250

[John@RichterScaleGallery.com](mailto:John@RichterScaleGallery.com)



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# 12th Annual Festival September 10~12, 2016

## **OPENING GALA:**

**Saturday, Sept 10, 6pm**

POPS Performing Arts and Cultural Center  
5819 Dunsmuir Ave, Dunsmuir

*Live music, dinner, auction, no-host bar*

**Tickets: \$40 or 2 for \$75**

*Available at Village Books, 320 N. Mt Shasta Blvd. or call 926-4000*

## **CONCERT:**

**Sunday, Sept. 11, 4pm**

Seventh Day Adventist Church  
Hwy 89, Mt Shasta

***Violinist Kate Stenberg and  
Pianist Sarah Cahill perform Mozart,  
Brahms, Debussy and more.***

Tickets \$20, students \$5 at the door  
or Village Books.

## **VOCAL MASTER CLASS:**

**Monday Sept 12, 6-7pm**

United Methodist Church, 312 W. Alma St., Mt Shasta.  
Led by Sally Porter Munro. Free event.



*Violinist Kate Stenberg*



*Pianist Sarah Cahill*

**Read story on Page 36...**

Music by the Mountain is a local non-profit organization committed to bringing extraordinary musicians to our community and providing educational outreach for children and students of all ages.

**For more information, visit: [www.musicbythemountain.org](http://www.musicbythemountain.org)**

# Ride the Rim

at Crater Lake National Park

SEPTEMBER 17<sup>TH</sup> & SEPTEMBER 24<sup>TH</sup>  
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[www.RideTheRim2016.com](http://www.RideTheRim2016.com)



# STITCHING IN THE DITCH

By Judy Sartor of the Mount Shasta Lily Quilt Guild

## BITS AND PIECES:

Row by Row Experience 2016, June 21 to September 6 - Look out! This year's Row by Row Experience is winding down. Don't be left out! There are lots of great designs out there, and you need only ask for the free pattern. Kits and shop "license plates" are also available. If you don't know what I am talking about, please refer to [rowbyrowexperience.com](http://rowbyrowexperience.com) for details and rules.

Siskiyou Golden Fair Opportunity Quilts. And the winners are Dr. Crystal Duncan, Carol Steen, and Tracy Axton. Congratulations! And thanks for your support.

Project Linus Senior Projects: Mt. Shasta High School Seniors Megan Melo and Jordan Pavlik have completed projects that provide blankets for children in need of a hug. Those blankets will go to the local Project Linus chapter for distribution. Way to go, girls!

Weston's has New Yarn: These are positively yummy, so yummy that they started walking out the door before the boxes were even unpacked! There are samples too, as well as patterns. Don't even attempt to resist these yarns!

Diana's Challenge Corner: Month #1: Here's your assignment for this month. Select a picture of the Landscape Scene that you would like to use. Enlarge your picture as a black and white image to the size that you wish for your Art Quilt. That's it for the month!

Scott Valley Quilters are hot on the trail of those UFO's, the quilt kind that is. It's quite a competition according to Jeanne Welch, who is more than a little competitive herself.

## QUILT SHOWS

October 1: Pacific Flyway Quilters, "Farm + Fabric = Family," Colusa County Fairgrounds

October 1-2: Oroville Piecemakers Quilt Guild, "Beauty on the River 2016," Municipal Auditorium, Featured Quilter Claudia Goebel

October 13-16: Pacific International Quilt Festival, Santa Clara Convention Center.

Summertime is busy. And this one was hot, hot, hot! Tomatoes are ripe. Gardens are harvested and applesauce made. And let's not forget apple and peach pies! We've attended the Siskiyou Golden Fair--great job on those quilts, Scott Valley! We're back from vacations, unless--like me--you are just headed out! You've attended "Quilting Around the Mountain" in Mt. Shasta. And you are now inspired!

It's time to jump in to the activities of one of the local Quilt Guilds. To join the Scott Valley Quilt Guild, contact Michelle Estrada, 598-2444.

And now, the Shasta Lily Quilt Guild offers a County-Wide Landscape Challenge. This is sure to get you out of your comfort zone. Are you ready to take a step forward? Diana Fogle, our quilt artist extraordinaire, will head this expedition. While I prefer traditional patterns and quilts, this sounds fun--scary but fun. We will provide monthly instructions in "Diana's Challenge Corner."

But let me get you started. This will be a landscape. It can be a miniature--8" X 10", 10" X 12" or whatever. Mine will be 18" X 24", just to make it easier. Your subject? Mt. Shasta, Black Butte, Pilot Rock, the Marble Mountains, the bluffs of Bandon, Lake Shastina, the hills behind your home, a favorite vacation spot. You choose. You need a color



photo or picture. Next, take that color photo and convert it to a black and white image in your desired size. A copy shop can help you with this. A tip: a color photo (or computer print) provides a sharper enlargement than does a black and white print (according to Fed Ex in Redding). My enlargement only cost \$2.40. Do this by October when Diana Fogle

will provide the next step. Diana may be reached at [jdcucu@cot.net](mailto:jdcucu@cot.net)

Now if, like me, you want your lesson live, you are welcome to attend our Art Quilt Meeting the first Wednesday of each month at 11:00 am. You need not join the guild to attend, but we would be pleased to have you as members. The cost is a mere \$20 per year. For information check our website [shastalily.org](http://shastalily.org) or contact [Barbara\\_hegdal@att.net](mailto:Barbara_hegdal@att.net). ✕

## Mount Shasta Lily Quilt Guild

**Project Linus - Quilting Workshops  
Sew Days on 1st Wednesday of the Month**

**Shadow Mountain Rec Center**

**Mt. Shasta, California**

**[www.ShastaLily.org](http://www.ShastaLily.org)**



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# Montague Hot Air Balloon Fair 2016

Welcome to all Balloonists and Balloon Fair Fans! Thank you for choosing to spend your weekend with us here in the beautiful Shasta Valley and the surrounding areas.

We have put together the schedule of activities taking place this weekend so that you can take advantage of all the activities happening during your stay.

Thanks again for coming to Montague!

## SCHEDULE

### Friday September 23:

- ★ 6:30 am Mass Ascension of Balloons

- ★ 5:30 am – 7:30 am

Coffee & Donuts Available at Launch Site  
Provided by the American Association of University Women (AAUW)

- ★ 7 am – 10:30 am

Breakfast available at Launch Site  
Provided by the ELKS

### Saturday Sept 24:

- ★ 6:30 am Mass Ascension of Balloons

- ★ 5:30 am - 7:30 am

Coffee & Donuts Available at  
Launch Site – Provided by AAUW

- ★ 7 am – 10:30 am

Breakfast available at Launch Site  
Provided by the ELKS

- ★ Noon

There is a parade in downtown Montague  
organized by the Rotary Club of Montague.

- ★ 5 pm

BBQ Sirloin Dinner at Community  
Center presented by Shasta Valley Rotary.  
Tickets \$20 a person  
\$10 for kids 5 – 12 yrs, Under 5 yrs free

### Sunday Sept 25:

- ★ 6:30 am Mass Ascension of Balloons

- ★ 5:30 am – 7:30 am

Coffee & Donuts Available at Launch Site  
Provided by AAUW

- ★ 7 am – 10:30 am

Breakfast available at Launch Site  
provided by the ELKS.

Public parking for the Balloon Fair is  
managed by the YMCA and is an important  
fundraiser for that organization.

Although parking is free,  
donations are gratefully accepted.



## September 23-25, 2016

Please help Shasta Valley Rotary thank the sponsors for this Balloon Fair. Without their generous support this event would not be possible.

Thanks to the City of Montague and the Public Works Department who are fantastic partners in this event.

For more information, please call  
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# Discovering The State of Jefferson

Histories By Gail Jenner

## “Early Stage Routes”

Once roads were established through northern California and southern Oregon, the growth of stage lines followed rapidly. Of course, most famous to readers today are the stage routes traveling west across the continental United States.

Mark Twain crossed the continent on the Central Overland California Route with his brother Orion Clemens and wrote about the staging companies and their “hierarchy” in his book, *Roughing It*. He wrote: “The stage company had everything under strict discipline and good system. Over each two hundred and fifty miles of road they placed an agent or superintendent, and invested him with great authority. His beat or jurisdiction of two hundred and fifty miles was called a “division.” He purchased horses, mules, harness, and food for men and beasts, and distributed these things among his stage stations, from time to time, according to his judgment of what each station needed. He erected station buildings and dug wells. He attended to the paying of the station keepers, hostlers, drivers and blacksmiths, and discharged them whenever he chose. He was a very, very great man in his “division”—kind of Grand Mogul, a Sultan of the Indies, in whose presence common men were modest of speech and manner, and in the glare of whose greatness even the dazzling stage-driver dwindled to a penny dip. There were about eight of these kings, all told, on the overland route.”

Twain continued his description of others within the staging company: “Next in rank and importance to the division-agent came the “conductor.” His beat was the same length as the agent’s—two hundred and fifty miles. He sat with the driver, and (when necessary) rode that fearful distance, night and day, without other rest or sleep than what he could get perched thus on top of the flying vehicle. Think of it! He had absolute charge of the mails, express matter, passengers and stagecoach, until he delivered them to the next conductor, and got his receipt for them.”

For the most part, these stage roads were built with funds from private agencies and investors, not by the government. Eventually, state and local, even some federal money was used to supplement the cost of constructing and maintaining roads. Toll roads were often used as a way to recover the cost of establishing roadways.

The California Stage Company had investment capital topping \$1 million. It also boasted 750 horses, while their routes up and down California totaled 450 miles of roads. By 1865, the company had increased its stable to 1,250 horses, while the roads totaled 1,100 miles, including 400 miles of roads into Oregon and 100 miles into Nevada. Ambitious, the company’s president, James Birch, pursued and secured the mail delivery into Oregon; by 1860, most Oregonians were assured of daily mail service. The route moved north through Shasta County and on into Trinity County. Weaverville, the county seat, was an important stage and freight town (located on today’s Highway 299) positioned along the stagecoach road that extended to the east to Old Shasta at the edge of modern-day Redding. By 1852 it had 49 wooden buildings and a population of 1,200.

Trinity Center was first settled in 1851 and became an important stage stop on the way to Yreka in the 1860s; the original town now lies beneath Trinity Lake (created in 1961). Beginning in 1853, the Carrville Inn served the northern end of Trinity Valley. It has often been referred to as the “the Queen of Stage Stops” on the California-Oregon Wagon and Stage Road. The first Inn was completed in 1867, but was expanded and remodeled over the years. Today it is still a 3-story, 9-bedroom inn.

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Other important and popular stage stops in the region included Lewiston Hotel and the Forest House at the base of Forest Mountain and the Ohio House, located on the way to Etna, in Scott Valley, and Cole's Station, located near the Oregon border.

In an October 1865 issue of the Sacramento Union, it was reported, "In staging enterprise, California has the 'whip hand' of the world."

Indeed, the opening of the Sacramento to Portland stage line in 1860 was an event of great significance. A contract to deliver mail, cost the government \$90,000, but this insured a 7-day service from Sacramento to Portland from April 1 to December 1 and a 12-day service from December 2 to March 31. The cities connected by this service included Chico, Tehama, Red Bluff, Cottonwood, Shasta, French Gulch, Trinity Center, Callahan's (Ranch), Scottsburg (Fort Jones), Yreka, Jacksonville, Canyonville, and Roseburg.

Unfortunately, the California Stage Company lost the mail contract in 1865, resulting in its failure; the mail staging was taken over by the Oregon Stage Company. The company's name was then changed to The California & Oregon Stage Company (or C&O Company), and it became the largest operation in the region until the railroad usurped the main lines of transportation in 1887.

According to an 1885 report, "At present Siskiyou is dependent for its outside connections upon its stage lines, which are plentiful and the roads good and well maintained. The line of the California and Oregon Railroad passing through the center of the county from south to north, will doubtless be completed in the near future, the recent purchase of the northern end of the line from Portland south by the same parties owning the line coming up from below justifying the hope that, now that the interest are one, connection cannot long be deferred; and the county's development, so seriously retarded in the past by its distance from supplies, will show at once that this was her one great need to put her in the front rank."

Although the railroad portended the end of the most major stage routes through California, staging companies in the northern regions still supplied passenger horse-drawn stages for many more years. Later, motor stages were used to connect the coastal, mountain, and valleys not served by the railroad.

Some of the important local stage stops listed and described in the 1885 Siskiyou County Directory included the following:

#### BERRYVALE

A post and express town, situated thirty miles southeast of Yreka, on the Delta and Yreka stage route. It is also on the located line of the California and Oregon Railroad. It lies in the valley of the Sacramento, and is surrounded by a fertile agricultural country, from which it derives its principal support. Upper Soda Springs, near this place, is a health resort of some note. Berryvale has two hotels and one general store. Population about seventy-five.

#### CALLAHAN'S RANCH

A post, express and telegraph town, forty-three miles distant from Delta and forty-two miles south of Yreka. It is surrounded by quite a favorable mining district, as well as some good farming land. It has two good hotels, two general stores, a church, blacksmith shop, etc. It lies a little west of the proposed route of the California and Oregon Railroad, and has a population of one hundred and fifty.



#### EDGEWOOD

A post office, about thirty-five miles north of Berryvale, on the line of the California and Oregon Stage Line, as well as the line of the proposed railroad. It is a farming community, and lies in the valley of the headwaters of the Sacramento.

#### ETNA MILLS

This place, one of the most enterprising and prosperous localities in the country, is situated in Scott Valley, on the river, thirty miles southwest of Yreka, and about thirteen miles south of Fort Jones. The town lies at the base of the Salmon Mountains, is surrounded by an agricultural country of exceeding fertility, which is well settled and cultivated. It is the headquarters of the miners of the southwestern part of the county and the distributing point for all the Salmon River freights. The town has a large general store, two blacksmith shops, two flouring mills, a hardware store, two livery stables, as well as other business establishments, all of which do a flourishing trade. Of its two hotels, the Etna, owned and conducted by Mr. Isaac L. Baker, is especially worthy of notice in the interest of the traveling public. The population of Etna Mills is about four hundred, and the town has post and express offices.



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## FORT JONES

An important business center, situated eighteen miles southwest of Yreka, on the Scott River. It is one of the oldest settlements and was the chief point in the western part of the county in Siskiyou's early mining history, which, as to its mining character, it still retains fully one-half of the business interests, being sustained by this industry. The development of its fine agricultural surroundings have, however, within the past few years, elevated the farming interests into as much prominence as its mining. As a commercial point it is the headquarters for the trade of western and Northwestern Siskiyou and the eastern part of Del Norte County, Happy Camp in the latter county getting a considerable portion of its supplies and all of its express matter via Fort Jones. Fort Jones has complete postal, express and telegraphic facilities, it is healthily located and has a population of about four hundred and fifty.

## WILLOW CREEK

A post office town, situated on the proposed route of the California and Oregon Railroad. It is a stage station on the Oregon stage line, and is rapidly developing into a town of importance.

## YREKA

This city, the capital of the county, is situated on the west bank of Yreka Creek, in the western part of Shasta Valley. It is 431 miles from San Francisco and 350 miles from Sacramento. The route of the California and Oregon Stage Line passes through Yreka, where the headquarters of the Company are located, and necessarily pays some considerable tribute to the business interests of the city. The town was settled in 1851, the precious dust found in many of the gulches and streams of Shasta Valley, attracting many of the argonauts of that day to this locality. The town consequently ranks as the oldest in northern California. In her business composition Yreka has and maintains her full proportion of trading, mercantile, mechanical and manufacturing interests, although in the last item her development is scarcely begun, as she possesses in the waters of Yreka Creek a power sufficient to drive almost an unlimited amount of machinery. Yreka has full postal, express and telegraphic communications, and numbers about 1,500 in population.

On some of the shorter, easier stage routes—especially on a local level—only a two-horse team was required, but on longer, harder routes, four to six horses were needed. An article for the *Daily Alta Californian* in 1860 described the care given the stage horses: "...one cannot but admire the excellent conditions of the animals on the road, and the careful grooming they receive in the stables... They are all California horses... As each animal is put in his place, his bit is held by an attendant. When all is ready the driver sings out 'let go,' and away they rush with a bound, spurning the earth in wild plunges..."

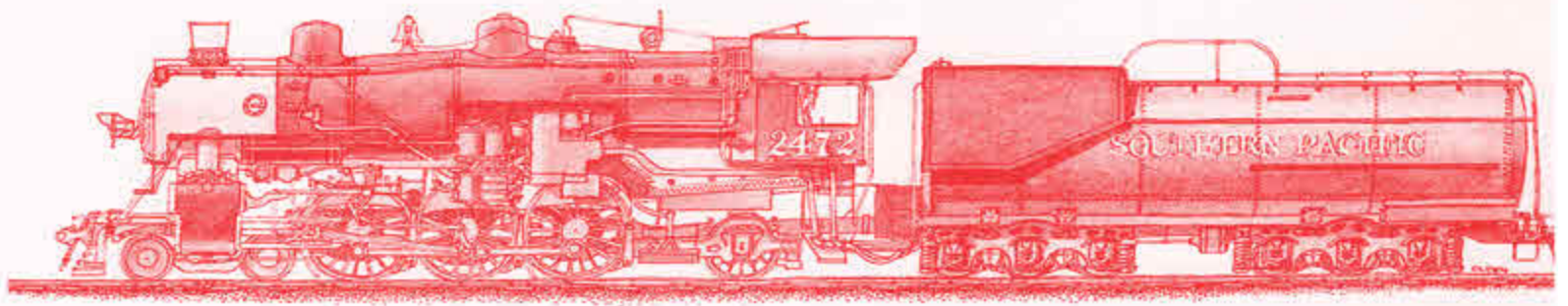
And, as the driver (also called a *jehu* or *whip*) jumped up to the seat and picked up the lines, he was told to "first drive around town to all the hotels to pick up your passengers. Then get the mail, and last of all, go to Wells Fargo. When you get out of town about a mile you can turn them loose. The Wells Fargo messenger will keep the time for you; you don't have to worry about that, but get in on time. I love those horses, but their collars will fit others." Although the stage was "given" thirty minutes past the arrival time, the contract required punctuality and if it was later than the thirty minutes, a fine of \$50 was assessed by the government. The only two excuses for being later than thirty minutes were high water and/or forest fire. Otherwise, the mail was to arrive on time! ♦



Photo above:  
Stages rendezvous at California-Oregon border.  
Courtesy Betty Jane Young Collection.

Photo Below: Stage heading to Etna, California. Courtesy Oliver Johnson Collection.





# DUNSMUIR RAILROAD DEPOT HISTORICAL SOCIETY



## State of Jefferson

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The Dunsmuir Museum has been open the 1st and 3rd Saturdays from 10 a.m. to 2 p.m. since April thanks to staffing by the Dunsmuir Railroad Depot Historical Society's folks. They greet folks with a smile, let them sign the guest book and ask, "Where are you folks from?" The Museum has had visitors from as far away as Mexico City and Russia.

The 1986 Centennial Quilt (at left) is hanging in the Museum's Railroad Display Room. Under the guidance of quilter Lois Welch, local artists Will Reineking, June Wright and Tammy Cutting drew 25 blocks depicting Dunsmuir's history. They were embroidered by a quilter who was asked to stitch their names or initials on their block. The three year, fifty people effort is stunning.

See you at the Dunsmuir Museum!!

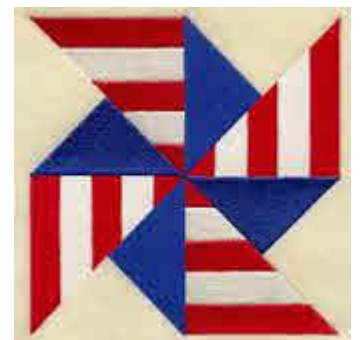


## Dunsmuir Museum

Located at the  
Amtrak Depot  
Corner of Pine  
& Sacramento  
Dunsmuir, Ca

[DunsmuirDepot.com](http://DunsmuirDepot.com)

Revisit the past in this historic railroad town.  
Museum open 1st and 3rd Saturday, 10 am to 2 pm,  
and during town events.



# KLAMATH INDEPENDENT FILM FESTIVAL

PRESENTED BY  
THE KLAMATH FILM MAKERS GROUP

SEPTEMBER 30  
THRU OCTOBER 2  
**2016**

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*This project was partially funded  
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## TICKETS:

\$15 - Day Pass

\$45 - Festival Pass  
*(includes gala  
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# KLAMATH INDEPENDENT FILM FESTIVAL FLEXES INDY OREGON/CALIFORNIA FILM MUSCLE



*"Endurance" - Bryn Lanning, KIFF 2016*

**The Klamath Independent Film Festival (KIFF) showcases local/regional films made in Southern Oregon and Northern California with its annual shorts program and expansion into features over a multi-day event after a record setting year of submissions.**

Southern Oregon's Klamath Falls continues to make a stake for regional films which break the typical festival mold. With a selection process which includes a variety of filmmakers, artists, and members of the general public, the 4th annual Klamath Independent Film Festival offers up yet another year's program of films where entertainment and artistry come together with a little something for everyone.

KIFF continues to be the premier event bridging the gap to put the best films from the best filmmakers in and around the region on the big screen. The festival, produced by the Klamath Film Makers Group, is once again held at the venerable Ross Ragland Theater, a genuine 700+ seat Art Deco theater from the 1930s/40s, renovated and expanded into Klamath's cultural arts center as it stands today, serving up national and international entertainment, with the festival filling out the program each Fall.

This year's Klamath Independent Film Festival begins with an opening night full course dinner joined by some of the filmmakers, along with an exclusive feature film on Friday September 30th, then a full day of features and shorts on Saturday October 1st, along with awards and a filmmaker Q&A. On Sunday October 2nd, outside filmmakers are invited to join a chartered tour of locations unique to Klamath and available for filming. Attendance to the tour is limited, so make plans in advance. For more information about KIFF and the Klamath Film Makers Group, visit [klamathfilm.org](http://klamathfilm.org).

Special thanks to festival sponsors The Ross Ragland Theater, Southern Oregon Film and Media, Main Street Jewelers, Klamath Audiology, Pacific Crest Federal Credit Union, Columbia Forest Products, the Oregon Governor's Office of Film & Television, Klamath Tech, and the Oregon Cultural Trust.



*"The Settling" - Brad Douglas, KIFF 2016*





# History of the Mount Shasta Region



Double-glazed five-foot picture windows gave passengers a grand view of the scenery as they sat in seats that reclined and rotated in the Shasta Daylight cars. Train crews were specially trained in public relations.

## “The Road of a Thousand Wonders”

Stories & Photos submitted by Jean Nels at the  
Mount Shasta Sisson Museum  
1 North Old Stage Road, Mt. Shasta, CA 96067  
(530) 926-5508  
[www.mtshastamuseum.com](http://www.mtshastamuseum.com)

“The Road of a Thousand Wonders” was the term given by Southern Pacific Railroad to their Shasta Route from San Francisco, California to Portland, Oregon. Passengers were encouraged to purchase a souvenir booklet with all the wonderful sights that could be seen along the way. The photographs in the book were taken by special artists showing the most striking objects of interest. The pictures didn’t vary much between the different issues, but the Mount Shasta area, with all of its scenic wonders, was always included.

In 1901, Southern Pacific Railroad completed its Coast Line railroad tracks from San Francisco to Los Angeles. Passengers were rewarded with views of California’s finest scenery. This trip from Los Angeles through San Francisco to Portland was a journey of over one thousand three hundred miles.

Soon, people were buying tickets faster than the railroad could find seats for them, so management started making the trip more luxurious. Improvements were made including all-steel cars and more powerful locomotives.

In 1922, the first high-speed “Daylight” began operating as a Fridays and Saturdays only seasonal service with six cars including a diner. Again, public response exceeded expectations. The Daylight was soon running every day, year round, and with a rebuilt observations car. Journey time was trimmed to 12 hours.

The Depression, however, made changes. The Daylight’s schedule was lengthened to include more stops. Club cars and observations were withdrawn. Patronage decreased.

Southern Pacific (SP) President, Angus D. McDonald, believed that the Southern Pacific’s days of greatness lay ahead. He dreamed that SP would have the finest passenger trains anywhere. By 1937, the new glamorous Daylights, complete with first class parlour car, tavern/coffee shop car, diner and parlor-observation car were launched. They were designed with the comfort and well-being of the passenger in mind. The cars were well constructed, wide and spacious, with air-conditioning. After just five months, ticket sales topped the \$2 million dollar mark.

On July 10, 1949, the magnificent “Shasta Daylight” began operating on a 15 ½ hour schedule between Oakland and Portland. All cars had large “sky view” windows enabling passengers to enjoy more fully the canyons, mountains, forests and lakes of the Northwest.

But, no train could compete with jets and private automobiles. Why ride the Daylight when you could cover the same distance in an hour by air? Even freeway driving was quicker than taking the train. The Shasta Daylight ceased to exist in the 1960s. The few remaining schedules passed to Amtrak.

Come visit Mt. Shasta Sisson Museum to learn more about the history of the railroad in this area. ♦

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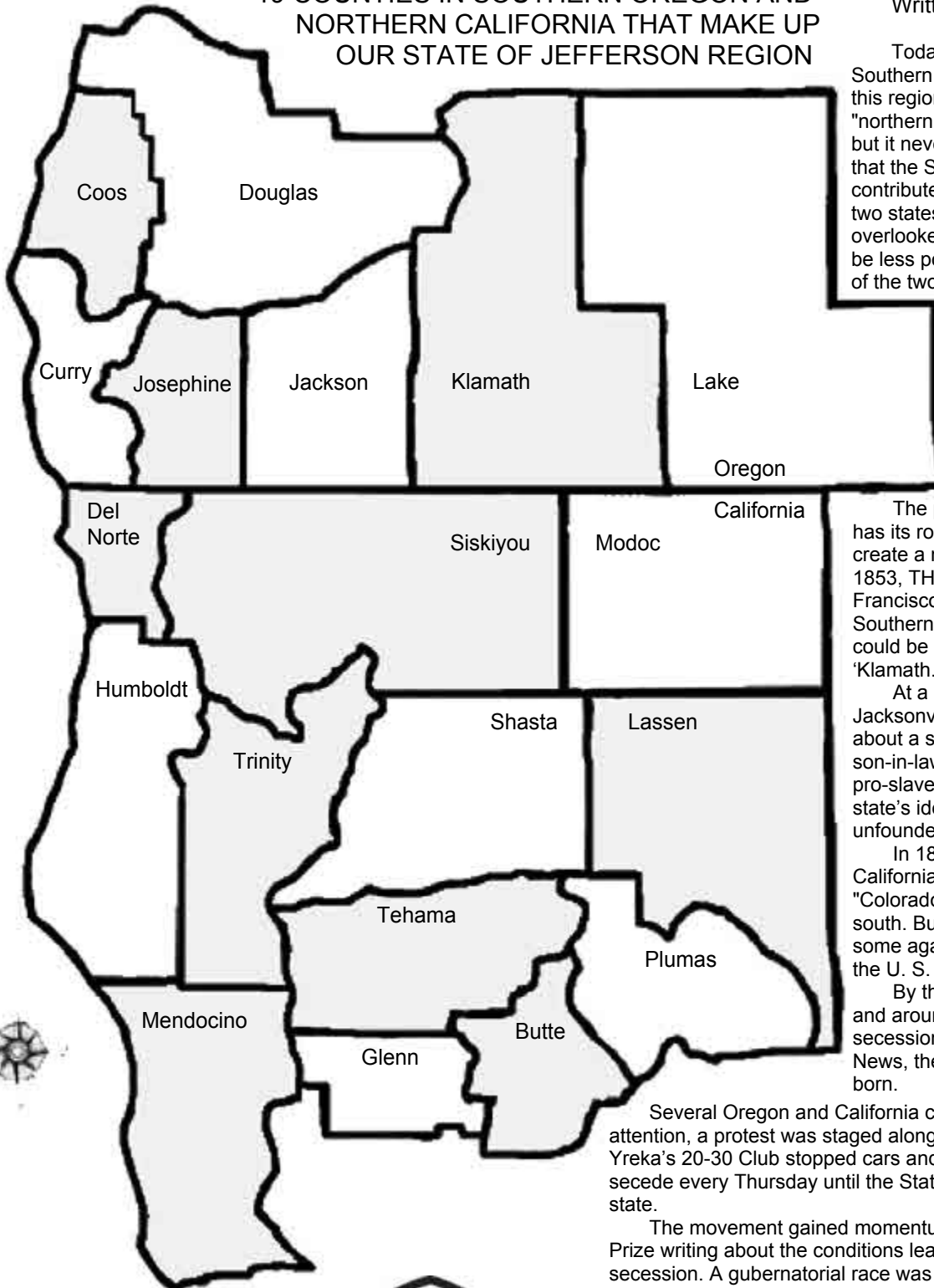
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# Our State of Jefferson is Old School America.

19 COUNTIES IN SOUTHERN OREGON AND  
NORTHERN CALIFORNIA THAT MAKE UP  
OUR STATE OF JEFFERSON REGION



A Brief History of The State of Jefferson  
Written by Gail Jenner

Today's State of Jefferson refers to portions of Southern Oregon and Northern California. Originally this region represented the "second half" or "northern mines" of the famous gold rush of 1849-50, but it never received the kind of historical reference that the Sierra Mother Lode did, even though it contributed as much, if not more, to the coffers of the two states. Moreover, the region was easily overlooked after the gold rush, since it continued to be less populated and more rural than the remainder of the two states.

Because the people who have settled along the northern boundary of California and the southern boundary of Oregon have always been of an independent nature, it seems fitting that this region has attempted, on numerous occasions, to create a new state, not just in name or principle, but in reality as well.

The principle is not a new one, however, but has its roots in the area's history. In 1852, a bill to create a new state died in committee. On Dec. 19, 1853, THE DAILY ALTA OF CALIFORNIA of San Francisco suggested that Northern California and Southern Oregon could both benefit if a 'new state' could be created. Some suggested it be called 'Klamath.' Others suggested the name "Jackson."

At a meeting held on January 7, 1854, in Jacksonville, Oregon, Lafayette F. Mosher spoke about a state of 'Jackson.' Unfortunately, as the son-in-law of General Lane, with well-known pro-slavery and anti-Indian beliefs, the proposed state's identity was tainted by prejudice and unfounded fear.


In 1854-55, the State Assembly tried to split California into three states: "Shasta" to the north, "Colorado" in the middle, and "California" to the south. But the Senate let the bill lapse. In 1877-78, some again pushed for "Shasta" in the north, but the U. S. Congress vetoed the proposal.

By the fall of 1941, most communities in and around the region were behind the idea of secession. In a contest held by the Siskiyou Daily News, the name "State of Jefferson" was officially born.

Several Oregon and California counties joined in. In order to garner attention, a protest was staged along Highway 99 near Yreka. Members of Yreka's 20-30 Club stopped cars and passed out a declaration and pledged to secede every Thursday until the State of Jefferson became recognized as a state.

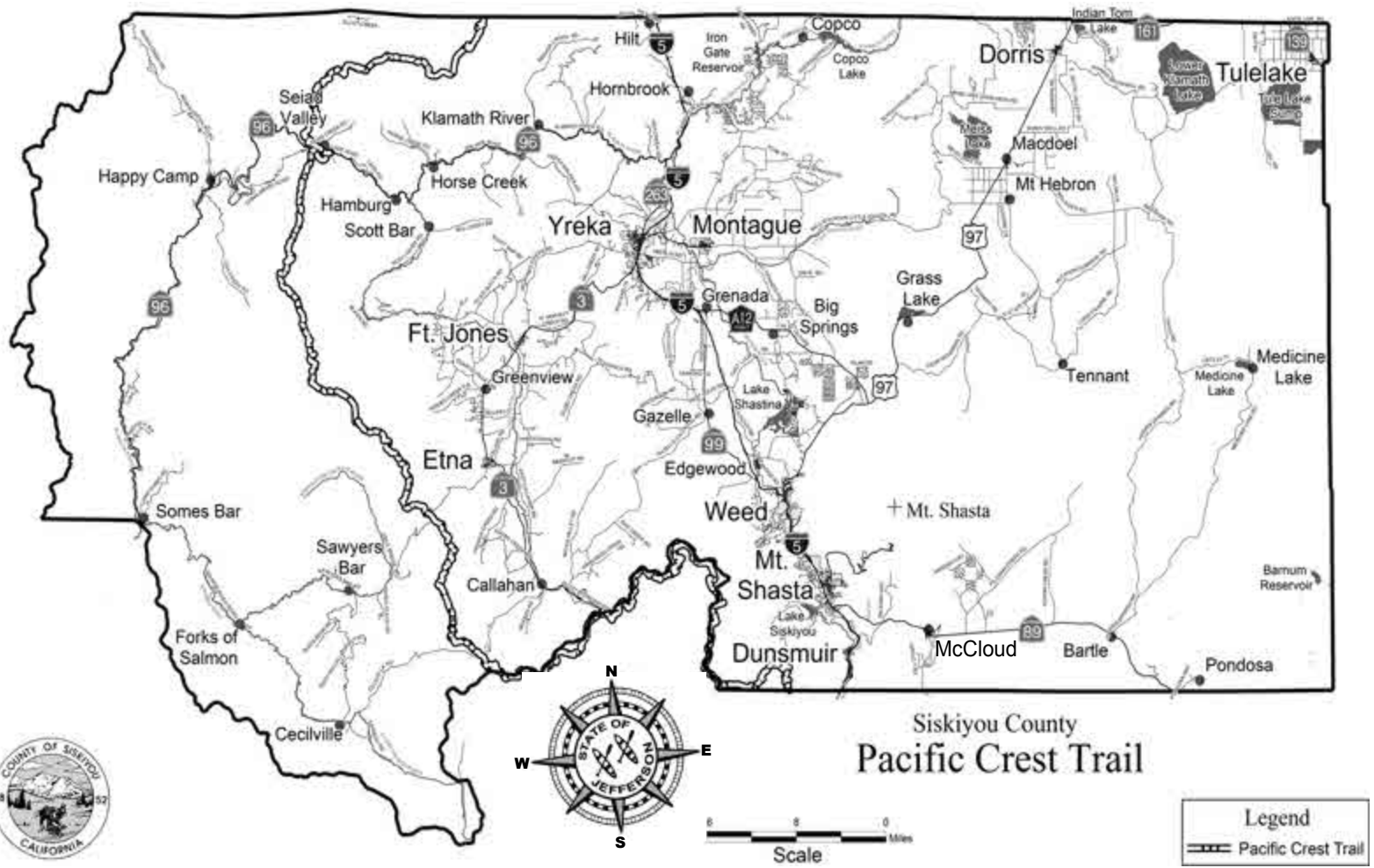
The movement gained momentum and Stanton Delaplane won the Pulitzer Prize writing about the conditions leading up to The State of Jefferson's "official" secession. A gubernatorial race was held, complete with a parade and speeches and even a dancing bear, but then, on December 7th, 1941, the bombing of Pearl Harbor took precedence over the region's rebellion.

Even today, the dream lives on for this unrealized, some might even say, mystical State of Jefferson. With majestic Mt. Shasta at its heart, and the Cascades forming its backbone, the region's wild rivers and rugged peaks both isolate and, at times, insulate its residents from the more populated outside world. Ranching, mining and logging have been its traditional source of wealth, but now recreation and tourism compete as major industries.

But it's the people who reside here that make the greatest contribution to the character of this region we call The State of Jefferson. 



# Map of Siskiyou County in EXTREME Northern California



## How far from there to here?

Mileage Chart Depends on Route You Take	Adin, CA	Alturas, CA	Arcata, CA	Ashland, OR	Bandon, OR	Bend, OR	Bieber, CA	Burney, CA	Chico, CA	Etna, CA	Grenada, CA	Fairbanks, AK	McCloud, CA	Medford, OR	Portland, OR	Reno, NV	Tulelake, CA	Williams, CA	Yreka, CA
Brookings, OR	301	295	103	138	83	338	289	276	312	205	186	3106	224	127	344	431	226	342	176
Crater Lake, OR	161	159	255	91	186	105	155	202	270	158	133	2949	151	79	247	332	89	299	130
Dunsmuir, CA	93	148	194	85	262	226	81	67	124	68	37	3069	16	96	368	222	95	155	46
Fort Bragg, CA	334	374	141	340	326	509	322	284	183	302	319	3308	299	329	547	318	378	130	328
Fort Jones, CA	154	194	182	58	234	238	127	113	181	11	23	3102	62	69	341	269	107	212	18
Happy Camp, CA	196	251	122	97	192	280	184	170	238	72	81	3079	119	104	318	326	164	274	70
Hornbrook, CA	140	170	191	29	202	210	128	115	183	44	25	3071	63	37	309	270	98	214	15
Klamath Falls, OR	102	100	263	64	241	138	95	143	211	112	77	2982	91	76	279	271	29	242	81
Lakeview, OR	93	53	338	160	342	175	106	144	259	208	173	2999	186	172	350	226	124	298	183
Montague, CA	123	178	198	49	221	220	111	97	165	35	6	3090	46	56	328	253	89	197	7
Mt. Shasta, CA	89	144	201	81	253	217	77	64	132	59	28	3061	12	88	360	219	86	163	37
Redding, CA	104	143	140	140	312	277	91	53	73	120	88	3121	68	148	420	199	147	104	97
San Francisco, CA	319	359	280	356	464	493	305	267	171	337	303	3527	284	363	636	218	361	114	312
Seattle, WA	554	552	580	458	420	329	546	596	664	525	506	2590	545	446	173	720	479	695	496
Weed, CA	98	153	193	72	244	209	85	72	140	53	19	3052	21	79	352	225	77	171	29

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# PIONEER STORIES

NAME: JOHN DAGGETT  
LIVED: FROM 1833 TO 1919  
HISTORY GATHERED BY: JEN BRYAN



John Daggett

John Daggett was born in Newark, New York in May 1833. John's ancestors came to the Colonies with Governor Winthrop in 1630 to settle in the area now known as Martha's Vineyard, Massachusetts. John's father owned and operated a foundry, machine shop and woolen mill, and all the male children in the family worked in the various businesses and became quite good mechanics and draftsmen.

In 1852 word of the gold finds in California reached John and he and his older brother David decided to venture to California and try their luck getting rich. They took a steamer from New York to the Panama Isthmus; they crossed the Isthmus on foot and then took a second steamer to San Francisco. They waited in San Francisco for their equipment to arrive, which had been shipped around the Horn, and once it arrived they moved onto Sacramento, where they expected to establish a foundry. The brothers found that Sacramento already had a foundry so David went on to Marysville to establish his foundry and John remained in Sacramento and ran a stationary engine for a flour mill. A year later, David's health failed and he sold his foundry and attempted to return home. David died aboard ship on his way to the Panama Isthmus.

John moved to the mines in Eldorado and Calaveras Counties. John had little success in this area and was quite home sick when he finally received 22 letters from home. Even though the letters cost him \$1 each and almost took his last dollar, they were precious and he paid for all.

John heard that Northern California had new gold strikes and decided to take a steamer ship up the California coast to Trinidad, now in Humboldt County. John was not able to purchase a mule to ride, since packing supplies into the mountains was such a fruitful business, he had to walk. John and a friend, Bill Hudson set out on foot to walk the 125 miles to Bestville. They followed the old Indian trails that the mule packers used. This trail led over Bald Hills to Martin's Ferry on the Klamath River to Orleans Bar. Then they traveled over Orleans Mountain to Gullion's Bar on the Salmon River about 4 miles before Forks of the Salmon. John's destination was Bestville, a busy community, they arrived in June 1854. The town of Bestville had two hotels and two stores and a bowling alley. A year later the town was abandoned as the gold was all mined out and they moved the 1 ½ mile up river to what is now Sawyers Bar.

John went into partnership with other miners and started a Stamp Mill on White's Gulch near Sawyers Bar. John was elected to travel to San Francisco to obtain the necessary equipment. This partnership did not pay well.

John became the first Postmaster in Sawyers Bar in 1857, and the mail came from Trinidad once a week. Later a mail route was established over the Salmon Mountain into Etna. In January 1859 John was sent to the State Legislature as a Representative. The trip took 3 days due to the winter weather. John spent the next 50 years dividing his time between politics and mining, serving as a member of 11 legislative sessions; Lieutenant Governor from 1883-1887; one of eight Commissioners to the Chicago World's Fair in 1892; and Superintendent of the U.S. Mint in San Francisco. He was encouraged to run for U.S. Senate but his wife objected. They had just lost their two oldest children and Mrs. Daggett did not want to consider the life in Washington. The job was also a rich man's job and few mining men can meet that qualification.



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In 1860 quartz was discovered up Black Bear Creek. A partnership of eight men, one of them John Daggett, were the first operators. Eight partners were too many and John pulled out and went to working a mine near Carson City. In 1865 John returned to the Black Bear Mine with two partners and they bought out the first group. In 1872 when they sold their interest in the mines to English Company out of San Francisco the mine was producing \$10,000 a month. This new owner increased equipment and production and at its peak had 300 miners working.

In 1869 John returned to his family home in Massachusetts and since his father was deceased, he brought his mother and sisters back to California with him, setting them up in a house in Etna. In December 1870 John married Alice Force at the Black Bear Mine. John and Alice had six children together, John Jr and Mabel died in 1883 of typhoid; Benjamin, Leslie, Hallie and Daisy who also died young.

Benjamin and Leslie both married but Hallie never married. Between 1872 and 1874 John owned several businesses in El Dorado and Sacramento County, returning to the Salmon River Country in 1874, where he purchased the Klamath Mine on Eddy Gulch. By 1882 John was serving as Lieutenant Governor and he also had an interest in silver mines in San Bernardino County. In 1885 John re-purchased the Black Bear Mine which he owned and operated the rest of his life.

John liked to say that he cast his first and last vote in Black Bear. John died August 30, 1919 at the age of 86 years; he is buried in the Etna Cemetery. ♦



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# Pioneer Country & Western Music: Billy Aseltine and the Siskiyou Playboys

Story by Hank Nelson

## “Christmas in September... The Homecoming”

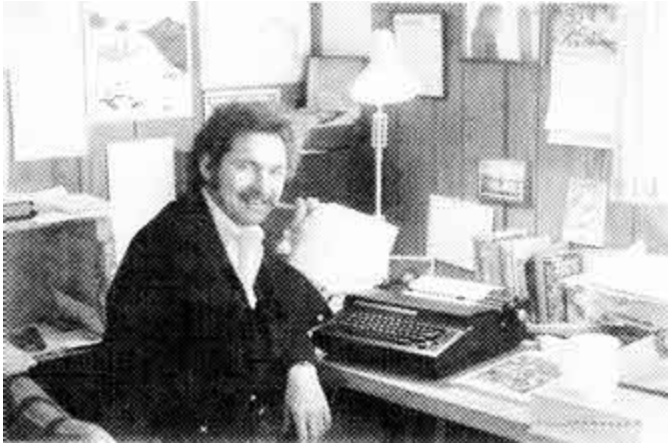


Photo of Hank Nelson from the 1960s

The other day I came across one of uncle Fred’s favorite all time Christmas movies, “The Homecoming,” starring Patricia Neal. It was one of our mother’s favorites as well. I remember watching it one Christmas at Fred’s little apartment in Hilt. Except for the memorial service for JFK and the moment when Neal Armstrong stepped on the moon, I never saw Uncle Fred tear up too many times, but he always did on this one. I think Fred was an emotional guy, but for the most part kept it inside.

When I was a boy Fred always tried to make Christmas a nice time for me, perhaps making up for the difficult times that he had growing up as a small boy in Sam’s Valley. The hardscrabble years there only magnified the lack of even the basics at Christmas. For the most part Fred scoffed at the sentimentality and commercialism of Christmas and liked to say “Christmas is for kids.”

When it came right down to it, Christmas, in Uncle Fred’s way of looking at things, was about home, love, and family. His credo was that it ought to be expressed 365 days a year whenever possible. Fred and mom’s favorite movie showed exactly how they felt about Christmas: it was about coming home, because home was where love, even a small measure of it, was spread around and shared.

As I look back over the years Uncle Fred’s way of looking at things was never more evident than the time in September 1948, when Fred rode a Greyhound bus all the way from Coos Bay, Oregon to Yreka, getting off the bus at the Klamath River bridge. Then, with his packsack and lugging a heavy, unwieldy footlocker, he walked all the way—15 miles in the dark of night—to our little tar-paper miner’s shack on Beaver Creek. That memorable year, when he brought and shared a gift for each of us, was a lot like the movie Mom and Fred liked so well. It was “home” and in one way or another embodied the spontaneous joy of being with those you love: “Family.”



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During that visit Fred repaired Mom's car, cut and stacked fire wood for winter, and put up some wallboard inside so that mom could have a little privacy in the largely unfinished old shack. On a crisp clear evening just before he was to head back north to Coos Bay we all gathered around the pile of leaves and limbs we'd gathered and lit a bonfire. We cut willow sticks to roast marshmallows and hot dogs. Afterwards, we kids poked the ends of the sticks into the fire until they glowed a bright orange, then ran around writing our names in the star-studded night sky. All the while Fred, grandma and mom were singing songs. There, on a fire-lit ridge, the echoing choruses of coyotes joining in made it a truly memorable climax to the time that at least a measure of Christmas came early back there in 1948. That winter when the snows came and piled high around our little shack on Fish Gulch, sitting surrounded by forest and mountains, the memories of our uncle Fred's homecoming in September lingered as we celebrated Christmas, exchanged gifts and enjoyed a turkey dinner with all the trimmings. That winter too the old tin stove never burned brighter, its sides turning dark red as we hovered around doing our best to stay warm.

In the years that have passed I've often wondered just how Mom made it, working at the Klamath River lodge and putting away a few dollars here and there in order that she might be able to buy each of us a gift at Christmas. I often times reminded her of just how good she was at doing things for us. I'd marvel at how she could make something out of nothing, and the way she would always laugh as she replied, "No, it takes something to make something."

And she was of course absolutely right. It did take something else. It was LOVE. 🎵



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# The Workings of the Orofino Kiln Mine

Introduction by Emmett Martin

Story by Thomas Dewey Martin



Photo of Etna High School in 1910 submitted by Emmett Martin.

*When looking at an old picture of the old Etna High School, one will ask "Where did all those bricks come from?" In short, it all started with Thomas Franklin Martin, who settled in Mugginsville in the late 1800's. The locals decided to utilize the large lime rock on the Orofino Hill to create work and money to help with the slow times. Below is an written account from Thomas' son Dewey Martin describing the work of the Kiln Mine and the locals that were involved.*

During the 1890's when mining was curtailed by an Act of Congress, the community of Mugginsville was hard hit and unemployment was high. Mining (placer and hardrock) was the main activity that employed most of the workers, so providing for a family was a big problem. Beans, potatoes and some red meat were the main diet.

Some of the miners who were out of work got the idea of putting the large lime rock outcrop on the Orofino Hill to use by making quick lime for white wash and construction purposes. A few of those present at the gathering and the birth of this idea were Clark Morrison, George Allen, the Alford brothers, Lafe Whipple, the Pitts brothers and my father, Tom Martin. It was decided that Tom Martin, who had a family of four children, would give the venture a try. George Allen, who owned the lime outcrop, deeded the part of the hillside to Tom and this was the beginning of the lime kiln venture.

The Alford brothers, Fred and Bert, the Pitts brothers, Wally and Lou, Lafe Whipple and Tom Martin dug the pit for the kiln out of the hillside on the new property. The kiln was constructed about 1896 or 1897, and the first batch of lime rock was burned. It produced about 7 1/2 tons of lime which was stored in the kiln and taken out as needed. It was sold as white wash and some construction projects until the kiln was empty and ready for another reloading.

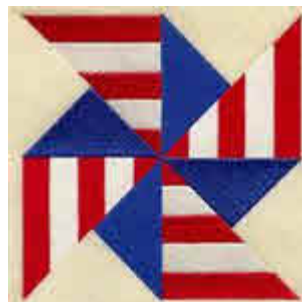
I was about 11 or 12 years old when it fell my job to help my dad at the kiln. We quarried the lime stone just above the top the kiln, then skidded it down to the kiln on a horse-drawn stone boat.

Loading the kiln was a slow and tedious job because the stone had to be hand placed to form a fire box and draft holes. The fire box was formed by placing the 4 foot long split wood on the grates, then building an arc on and over the wood with select stones. The draft holes were formed by placing 6 to 8 inch poles from the first fire box up to the top of the kiln. When the wood and holes burned out we had a fire box and draft holes.

When the Etna Union High School was built, my father got the contract of supplying the quick lime for the building. This was a long job and we burned three kilns of lime rock to satisfy the contract. I fired the kiln at night and my father did the day shift arranging the wood supply and other chores. My younger brother Hank ran the candy wagon delivering lunches and water and he was also a handyman.

I can still remember how hot it was when the first fire box was opened to load in more wood, how heavy the 4 foot long wood was and how long the nights were.

As I remember, three or four reports from users of the lime reported finding small amounts of gold in the lime mortar. The question was, did the gold come from the sand or gravel used in the mix and where did the sand and gravel come from?





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There is not much evidence of the old lime kiln left, except the quarry, the caved in kiln pit and the road to it. Thomas Dewey Martin, now passed on, was 85 years old when he wrote this account. He enjoyed visiting the old lime kiln site, recalling many incidents that occurred about that time and the people who were active, such as Sam Gardner, the Wright brothers, John Glendenning, the Howard brothers, Gus Richmond, Frank Potter and many, many other. ♦



Photo of old Etna High School in 1938 submitted by Emmett Martin.

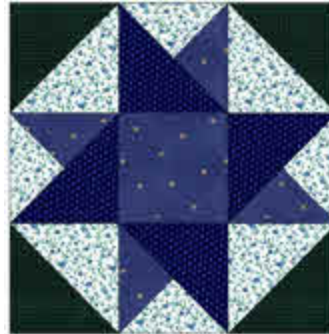
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## Music by the Mountain Brings World Class Classical Musicians to Siskiyou County

By Laura Dahl, MBTM Founder

Music By The Mountain (MBTM) is excited to kick off their annual festival with a Fundraising Gala Event at the POPS Performing Arts and Cultural Center in Dunsmuir, California on September 10, 2016.

Gala admission includes dinner, silent auction (including tickets to San Francisco Symphony) and live music by featured festival musicians violinist Kate Stenberg and pianist Sarah Cahill. There will be a no-host bar and additional performances by local area musicians. The centerpiece of the festival is the Sunday concert on September 11, featuring Stenberg and Cahill performing beloved sonatas by Mozart, Brahms and Debussy, and less familiar contemporary works by California-based composers Lou Harrison and Henry Cowell. Monday September 12 events include local school outreach performances by Stenberg and Cahill, and a vocal master class led by MBTM co-founder Sally Porter Munroe.

Established in 2004, Music By The Mountain presents world-class live classical music performances and school outreach in Siskiyou County. It is a non-profit organization with a vital board of local community leaders. The Gala is MBTM's main annual fundraiser, helping to finance youth outreach programs and performances by highest quality musicians from all over the world.

For the first time this year, MBTM will be offering a college scholarship for local music majors. For detailed information, check out our website, [musicbythemountain.org](http://musicbythemountain.org) and our Facebook page.

### Event and Ticket information

Opening Gala: Saturday, September 10, 6pm: POPS Performing Arts and Cultural Center, 5819 Dunsmuir Ave, Dunsmuir. Live music, dinner, auction, no-host bar.

Tickets are \$40 or 2 for \$75. Available at Village Books in Mt. Shasta, or call Stephanie Wander at 926-4000. Gala tickets must be purchased in advance as seating is limited.

Featured Concert: Sunday, September 11, 4pm: Mt. Shasta Seventh Day Adventist Church, Hwy 89. Tickets are \$20, \$5 for students. Available at Village Books or at the door.

Vocal Masterclass: Monday, September 12, 6pm: United Methodist Church, 312 W. Alma Street, Mt. Shasta. Free and open to the public. 🎵

**Also: See AD on Page 13.....**



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Photo 5-5 Locomotive #204 2 of 3 Collection of Louie Jordan

# Gilchrist, Oregon: The Model Company Town

By John C. Driscoll  
Johncdriscoll1068@gmail.com

## “Building the Klamath Northern Railroad”

The eleven mile long Klamath Northern Railroad runs from the Gilchrist Mill to join the Union Pacific main line at Mowich. It is the newest of the half dozen short line railroads currently operating east of the Cascades. It provides INTERFOR'S Gilchrist Mill with the option of using rail to ship its products to market. The Klamath Northern Railroad was completed in 1938 however its story begins years earlier.

During March-April 1920 L. F. Wakefield surveyed then filed the town plat for Crescent in anticipation of the arrival of a railroad. The Oregon Trunk Line has already purchased right of way for a spur that passed through the Crescent Townsite. Twenty years would elapse before the railroad reached the north end of Klamath County. The main lines for the Southern Pacific and Great Northern missed Crescent. Wakefield did anticipate the route the Klamath Northern Railroad would take. Interest by members of the Gilchrist family in the route the Klamath Northern Railroad would take was documented in 1919 when Frank Dushau, land looker for Ralph Gilchrist, identified several routes for a railroad from the Gilchrist townsite and mill to the mainline. One of the routes was the one where the Klamath Northern Railroad is located. Construction started on the Klamath Northern Rail began eighteen years after Frank Dushau reported on the route to Ralph Gilchrist.

The Gilchrist Timber Company needed to complete the Klamath Northern Railroad before it could begin building the mill and town. Work began early during 1937. The railroad was used to bring in materials and tools for both projects. B. V. Wright sent a telegram to H. W. Klein of Southern Pacific Railroad in which he reported that no steel had arrived with which to build track on the five miles which had already been graded and that this late delivery was slowing work on all the Gilchrist Timber Company's projects. Rail for Klamath Northern Railroad was purchased from the Hammond Lumber Company. The sixty-eight pound rail was taken from a defunct railroad line which the firm selling the material to the Gilchrist Timber Company had operated near Mill City, Oregon. Southern Pacific Railroad was engaged to move the rails from Mill City to the site where the Klamath Northern Railroad was under construction. Horse teams were employed by the Deschutes Lumber Company of Mowich, Oregon, to skid logs from the Klamath Northern Railroad's right-of-way. By the end of October 1937, 449 logs had already been removed. Completion of the work was slowed by a lack of horses.



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Through May 1937, work continued on the Klamath Northern Railroad. James Applewhite, following the closure of the Gilchrist-Fordney Mill, was dispatched to Oregon to oversee preliminary construction of the Klamath Northern Railroad. On May 24, 1937, he was on-site surveying the route for the Klamath Northern Railroad. Frank W. Gilchrist, in a letter to B. V. Wright dated May 24, 1937, informed him that Southern Pacific Railroad very much wanted the business of the Gilchrist Timber Company and that he was very pleased with their attitude.

Work continued on the Klamath Northern Railroad during June of 1937. The railroad's grade was one-and-a-half percent. Frank W. Gilchrist informed B. V. Wright that the Klamath Northern Railroad would join with the Southern Pacific Railroad, not the Great Northern Railroad. In the same letter, he also notified B. V. Wright that April 1, 1938 was the target date for the railroad's completion.

The Gilchrist Timber Company awarded the contract to build the Klamath Northern to Kern & Kibbe. The contract for the construction of the railroad was for \$74,530.74. The Gilchrist Timber Company furnished the contractors with the rails and fittings needed for the installation of the rails. Kern & Kibbe dispatched their equipment to Gilchrist, Oregon, on August 3, 1937. Their employees began arriving on the jobsite on August 5, 1937.

Arrangements for the purchase of the rails and fastenings for the Klamath Northern Railroad had been arranged by the middle of September 1937. B. V. Wright, in a letter dated September 13, 1937, reported to Frank W. Gilchrist that Kern & Kibbe was requesting delivery of the rails for the track and that they had attempted during the preceding four or five weeks to learn the width of the rails so that they could order the plates to fasten the rails to the sleepers.

By the beginning of November 1937, late deliveries of rail by the Southern Pacific Railroad were slowing the construction of the Klamath Northern Railroad. Frank W. Gilchrist wrote to B. V. Wright in a letter dated November 4, 1937: "I have a letter from Applewhite today in which he advises that the Southern Pacific has been very slow in delivering the rail to him and this is delaying his work considerably."

Benjamin V. Wright contacted Mr. H. W. Klein of the Southern Pacific Railroad. Two weeks later B. V. Wright reported to Frank W. Gilchrist that the Southern Pacific Railroad had begun delivering the rail the Gilchrist Timber Company had purchased and track, under the supervision of James P. Applewhite, had already been laid from the junction with the Southern Pacific Railroad near Mowich, Oregon, to the site where the trestle would cross Highway 58. In the same letter, he also cautioned Frank W. Gilchrist that he anticipated winter weather would soon slow construction of the railroad.

The quality of the rail received by the Gilchrist Timber Company was proving unsatisfactory and was slowing completion of the railroad. The onset of winter weather and accumulating snow was also slowing work on the railroad.

Frank W. Gilchrist wrote to Benjamin V. Wright on March 9, 1938, that the work on Engine Number 204 had been completed and that he anticipated departing for Gilchrist on March 18, 1938. By the middle of March 1938, preparations were completed for the departure of Engine Number 204 and its three boxcars for Central Oregon. On March 15, 1938, B. V. Wright informed Frank W. Gilchrist that three to four feet of snow covered the tracks of the Klamath Northern Railroad and that he judged the 1st of April as two weeks too soon for the men coming out to Gilchrist from Laurel to begin working.



5-7 Engine 204 and Cars - Collection of Mrs. Mary G. Ernst

Engine Number 204 departed Laurel, Mississippi, on the morning of March 20, 1938. Engine 204, a Baldwin 2-6-2, was purchased by the Gilchrist-Fordney Company in 1909. The engine was completely overhauled then came west with the Gilchrist Timber Company to serve as the locomotive for the Klamath Northern Railroad the next seventeen years. Throughout the trip, Engine Number 204, because of its colors, attracted considerable attention. On the 16th of April, the train reached the tracks of the Klamath Northern Railroad.

The initial phase of the construction of the railroad was accomplished by late September 1938. B. V. Wright was working with the employees of the Southern Pacific to replace defective rails which had been included in the material he had purchase from them the previous year.

Klamath Northern Railroad, during the first eight months after the Gilchrist Timber Company commenced operations, operated as one of the mill's departments. On July 2, 1940, Klamath Northern Railroad was incorporated and then officially began to do business on January 1, 1942. During the first years of its operation, Klamath Northern Railroad operated three days a week, on Mondays, Wednesdays, and Fridays. Engine Number 204 hauled out to Gilchrist Junction ten to twelve lumber-laden boxcars, then brought back empty boxcars and the occasional tank car of gasoline for Crescent Oil Company. These fuel shipments were discontinued after shippers turned to trucks. It wasn't possible to turn around Engine Number 204. No turntable had been constructed. The locomotive always faced towards Gilchrist Junction, and always traveled backwards on the return trip to the mill. Engine Number 204 was also fitted with a snowplow.

During 1955 Engine 204 was retired then replaced by Engine 205, a diesel. Engine 204's tender continues to serve the Klamath Northern Railroad. It is employed as a snow plough. The Klamath Northern Railroad's current

Engine, a diesel named Engine 207, was acquired during the 1980s. Today, during a typical month, 140 chip cars and 30-40 lumber cars, are hauled on the Klamath Northern Railroad. ♦





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With that being said, here are some simple things to do in order to help prevent disappointment:

- If you are having your animal processed at a butcher shop - let them know you plan to have it mounted. Ask them to cape it extra long. (I can cut off the extra but it is impossible to add it on.) Also, ask if you can pick up the cape that day (or as soon as possible.)
- DO NOT PUT ANY SALT ON THE HIDE
- If you cannot get the hide to me promptly, bag it and freeze it.
- Unless you have to, do not cape out the head - bring it to me and I will cape it. (I can get your horns back to you right away if you choose to show them off.)
- If you plan on going on a back woods hunt and will need to cape out a head, please stop by the studio and I will walk you through the process. (Note, not all guides or outfitters know how to do it correctly.)

### Caping in the Field:

1. With a sharp knife, slit the hide circling the body behind the shoulder at approximately the mid-way point of the rib cage behind the front legs. Slit the skin around the legs just above the knees. An additional slit will be needed from the back of the leg and joining the body cut behind the legs.
2. Peel the skin forward up the ears and jaw exposing the head/neck junction. Cut into the neck approximately three inches down from the junction. Circle the neck cutting down to the spinal column. After this cut is complete, grasp the antler bases and twist the head off the neck. This should allow the hide to be rolled up and put in a freezer until transported to the taxidermist. These cuts should allow ample hide for the taxidermist to work with in mounting. Remember, the taxidermist can cut off excess hide but he cannot add what he doesn't have.



Note: When field dressing a trophy to be mounted, DO NOT cut into the brisket (chest) or neck area, i.e. DO NOT make an incision up the front of the neck or back of the neck (roll the hide up the neck). If blood gets on the hide to be mounted, wash it off with snow or water as soon as possible. Also,

avoid dragging the deer out of the woods with a rope. Place it on a sled, 4-wheeler, etc. (The rope, rocks, or broken branch can easily damage the fur or puncture the hide. If you do need to drag it out with a rope, attach the rope to the base of the antlers and drag your trophy carefully.)

### TIPS:

- Always have appropriate tags with your trophies when you take them to your taxidermist.
- DO NOT cut ears for attachment.
- For situations where you are hunting with no available taxidermist or freezer, ask your taxidermist about techniques to skin out the entire cape (including the

head). Salting a hide is only recommended if the hunter is weeks away from a taxidermist or freezer and is to be used only as a very last resort of preservation as there are several additional steps that need to be performed before actual salt preservation. It is not recommended in the field.

If you have any questions regarding caping or field care, please contact Mike Copley at 530-598-9137 and he will be happy to provide you with personal instruction either over the phone or in person. ♦



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# Discovering The State of Jefferson

Histories By Gail Jenner

## “Early Sawmills”



Photo: Alex Parker Jr. Sawmill. Courtesy Bernita Tickner Collection.

It is probably impossible to calculate the total number of early sawmills in and around Scott Valley and/or the Salmon or Klamath River areas. Even more impossible is to calculate the number of mills that once covered Siskiyou County! Timber was of such substantial importance, however, during the mining era, and settlement was in such flux, there is no way to list or know where and for how long many of the mills lasted.

Many of the mills were hand-operated using whipsaws and they had no names or have long been forgotten. Others opened up at the turn of the century or later as logging became a major component of Siskiyou County’s economic base. Pulled by oxen or mules and loaded onto wagons with high wheels, the work was dangerous and demanding. The earliest record load measured 14,958 board feet and was pulled by a team of ten oxen. Today there is little to remind visitors of these mills.

One of the most important and famous lumber mill sites was located in Weed, in southern Siskiyou County, where, in 1889, Abner Weed moved to Siskiyou County, after spending twenty years in the Sierra Nevada region. He operated a sawmill near Sisson and became one of the most prominent lumbermen in the region. He founded the town that bears his name—Weed, California—and there built a sawmill, a store, a box factory and a residence. He also built twenty-three miles of the California & Northeastern Railroad, which he sold to the Southern Pacific Company.

The Siskiyou Mines Company, located on the Klamath River, purchased over 1000 acres between Thompson Creek



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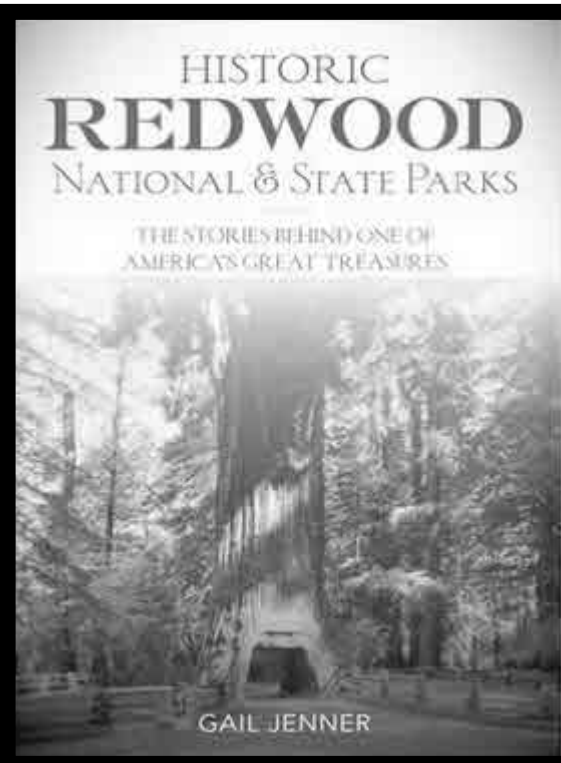


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and Happy Camp. It was possibly “the largest area of virgin ground in Northern California.” In order to mine it, the company had to take water from Thompson Creek, and a flume had to be built, capable of carrying more than 300 inches of water of sufficient pressure. In order to accommodate the flume’s construction, the company set up a sawmill on Thompson Creek where 12,000 feet of lumber was cut each day. The lumber was also needed for ditch or mine repairs and to build new flumes. Though the Siskiyou Mines Company worked these mines until 1917, after 1919 little mining was accomplished here.

Five sawmills that operated in the area of Ball Mountain outside Montague included the following: The Schmitt Brothers Mill was located one-half mile on Ball Mountain Road; operation began in 1930 and was shut down in 1939. The logs were hauled in on trucks and it’s been estimated that the mill cut about 25,000 board feet each day. The Cleland Mill, located just off Ball Mountain Road, operated during the 1870s and was powered by water. About 2 miles north of the Cleland Mill was the Spaulding Mill, which operated about 1906. Lumber was hauled in on a “best” wood burning tractor with wheels seven feet high and tires three feet wide. The tractor powered three trucks. Above the Spaulding Mill was the Loosley Mill, which operated from 1912-1914 and cut about 25,000 board feet per day. The George Soule Mill was located about 2 miles down from the top of Ball Mountain and was built in 1889. This mill cut about 12,000 board feet per day, receiving about \$7.00 per thousand for “common” lumber.



Photo: Manley Sawmill, Quartz Valley.  
Courtesy Glendenning Collection.

The once thriving northern community of Klamathon grew to include sawmills and box factories in addition to the smaller businesses that developed to serve the needs of the important local mining and timber industry. The logging actually took place miles up the Klamath, out of the Beswick area. Because the landscape along the river’s edge was so steep, transporting the logs to the mills was difficult. The logging companies solved this by cutting into the hill and lining the cut with hand-hewn logs to make a chute down to the river. The chute was steep so the logs often reached speeds of 90 miles per hour and hit the water with such force that spray rose 75 feet into the air.

The timber and lumber industry more than doubled its production after 1900. Sawmills, which had primarily existed as a supplementary business to mining operations, took on greater importance. By 1920 a great number of mills were opening in response to increased world demand and higher prices. Several mills in Scott Valley reported increased production: George W. Brooks in Quartz Valley; W. M. Pinkerton, at the southern end of Scott Valley; and the Wilson Brothers, on Kidder Creek.

Also in 1920, C. J. Bergmann and E. W. Pereira (of Scott Valley) of the Forest Products Company and the Western Pine Lumber Company, out of San Francisco, contracted for the entire season’s output of several of the mills in the county. The lumber purchased was to be sent east where demand for western pine and fir lumber was growing. Bergmann also suggested the possibility of establishing a wooden box factory in Fort Jones. At the same time, Sunkist, who had found that wooden crates protected fruit from rotting better than anything else, bought a mill at Hilt and created Fruit Growers Supply Company. Sunkist

also purchased every available piece of land in the region with timber. As a result, many thought that such an enterprise would invite the construction of a railroad—a controversial and unlikely proposition. Nothing ever came of the box factory. And the railroad was never built in Scott Valley. ♦



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