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AUGUST 2019

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A Happy Little Publication



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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

ADVERTISING RATES

Ad Sizes & Rates per Month - Please Call or Email us to advertise YOUR business, organization & events. Thank You!

SIZE	DIMENSIONS	B/W	COLOR
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FULL PAGE AD	8 1/2 x 10 3/4"	\$205/mo	\$230/mo

*Cube ads are displayed on our Community Bulletin Board Page.

AD & STORY DEADLINE: 15th of each month.

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COVER PHOTO:

Happy Little Rafters on the Klamath River, California.

Jefferson Backroads is proudly published every single month for the old school law abiding citizens - our fellow independent, hard working, Patriotic American Rebels who live in or travel through our Rugged & Beautiful State of Jefferson Region. The same true Independent Nature and Old School Essence of our beloved State of Jefferson can be found in Small Towns & Big Cities ALL ACROSS AMERICA. We are proudly keeping the Patriotic American Spirit Alive!

Here at Jefferson Backroads, we focus on the positive, the fun, the amazing local mom & pop businesses, events, history and The Adventure! Our papers are distributed in the first week of each month throughout Siskiyou County, California and in surrounding communities.

Subscriptions are available by mail within the USA for only \$36 per year which covers postage and handling. Please mail check payable to Jefferson Backroads, PO Box 344, Grenada, CA 96038. Please include your full name, mailing address and a phone number or email address.

Our publications can be read ONLINE 24/7/365 from our website. www.JeffersonBackroads.com. Thank you all for your positively amazing support!

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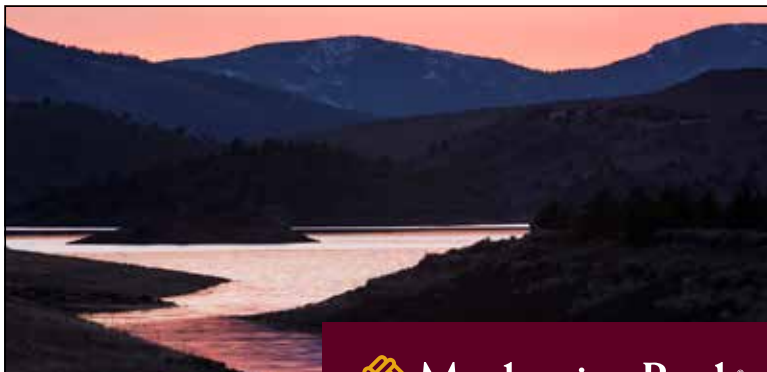
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BREAKFAST·LUNCH·DINNER

Music by the Mountain presents
"River Garden Symphony"

**at the Dunsmuir Botanical Gardens on
Saturday August 10, 2019**

**4:00 p.m. for food, wine and silent auction
6:00 p.m. Pacific Crest Music Festival concert**

**For more information, please check the website
musicbythemountain.org or look them up on Facebook.
See story below for more details.**

Music By The Mountain (MbM) is all about classical music and music education in Siskiyou County. It has hosted concerts with Pacific Crest Chamber Players, Rimsky-Korsakov String Quartet from Russia, Amici Flute Quartet, and many more over its 14 year history.

This year MbM sponsored chamber music outreach programs to schools in Mt. Shasta, Gazelle, Grenada, and with Boys' & Girls' Club of the Siskiyous featuring Pacific Crest Music Faculty. In years past MbM has found grants to totally fund music programs in 2 local elementary schools, and it has purchased new violins for a beginning string program at Mount Shasta Elementary. MbM's Carol Medrano Memorial Scholarship (CMMS) has provided generous awards to graduates from area high schools to help further their education in music.

These programs for the local Siskiyou County community, are the result of donations from that local community to Music by the Mountain. As a thank you to the MbM's patrons and as an opportunity to help fund future endeavors, Music by the Mountain is hosting a River Garden Symphony at Dunsmuir Botanical Gardens this summer on Saturday, August 10. 2019's River Garden Symphony will feature a full-length concert by the Pacific Crest Music Festival (a 20 piece string orchestra) in addition to an offering of gourmet hors d'oeuvres, wine, and silent and live auctions.

"I can't wait for this, our favorite summer music festival," says Michael Whitson, founder/director of the Pacific Crest Music Festival, orchestra of gifted youth from all over the U.S. and South America.

Gates open at 4:00 p.m. in the Gardens by the Sacramento River. Participants will be invited to wander through the silent auction and visit with friends while enjoying a glass of wine and substantial tapas-like hors d'oeuvres, catered by Black Diamond Catering. Chairs and tables will be furnished through the hard work of Dunsmuir Rotary Club.



This year's scholarship winners will perform along with small ensembles drawn from the festival orchestra. The 70-minute PCMF concert begins at 6:00 p.m. and will feature music of well-known classical composers.

Tickets for River Garden Symphony are \$45 per person for concert, hors d'oeuvres, and a glass of wine. Concert only tickets are \$20. Tickets may be purchased at musicbythemountain.org through PayPal or in person at Dunsmuir Hardware, or Jon Thomas Jewelers in Mt. Shasta. For more information, please check the website musicbythemountain.org or look them up on Facebook.



"Phoenix, Oregon" - Starring James Le Gros, Lisa Edelstein, Jesse Borrego

"Leave No Trace" - Starring Ben Foster, Thomasin McKenzie

KLAMATH INDEPENDENT FILM FEST CONTINUES TO LEAD OREGON & NORTHERN CALIFORNIA FILM

The Klamath Independent Film Festival receives and exhibits more Oregon and very Northern California films than any other film festival. KIFF2019 opens Friday September 13 at the beautiful 700+ seat, Art Deco, Ross Ragland Theater in Klamath Falls, Oregon with an opening night food gala event and Klamath-filmed feature "Phoenix, Oregon" starring James Le Gros (Living in Oblivion), Lisa Edelstein (TV's House), and Jesse Borrego (Blood In Blood Out) with cameos by Diedrich Bader (Napoleon Dynamite) and Kevin Corrigan (The Departed). KIFF2019 continues at Coming Attractions' Pelican Cinema on Saturday the 14th for a full day of 5 more feature films and

returns to the Ragland Sunday September 15th for the remainder of 38 short films, awards and final filmmaker Q&A.

KIFF2019's program showcases films from Oregon and Northern California filmmakers, and films completed in Oregon/Northern California over the last year or so including "Leave No Trace" starring Ben Foster (Hell or High Water) and Thomasin McKenzie. For full details including trailers, synopses, tickets and more visit klamathfilm.org/festival.

*Jefferson Backroads readers can use coupon code **JBKIFF19** for 10% off!*



KLAMATH INDEPENDENT

KIFF

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SPECIAL THANKS TO:



This project is supported in part by a grant from: The Klamath County Cultural Coalition,
Oregon Arts Commission and Klamath County Tourism.

Visit Klamathfilm.org/festival for more information or contact info@klamathfilm.org



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This project is partially funded by the Klamath County transient room tax grant program.

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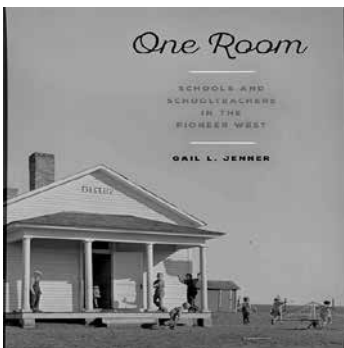
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Deadline is by the 20th of each month to display your information in the next monthly issue.

Email us at jeffersonbackroads@gmail.com. We normally reply within 2 business days.

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BINGO

Wednesday Night Bingo at Yreka Elk's Lodge - See Page 30.

Quilting Info and Events: Pages 29 and 34-35.

*Check out Page 11 for our COMMUNITY BULLETIN BOARD
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UPCOMING EVENTS

August 3, 2019

26th Annual State of Jefferson Brewfest, Dunsmuir, California.
Call (530) 235-2177 for more info!

August 8-12, 2019

Siskiyou Golden Fair, Yreka, California. Call (530) 842-2767 for info.
See Flyer on Page 4.

August 10, 2019

Music by the Mountain Event: River Garden Symphony. See Page 5 for info!

August 14-18, 2019

Plumas Sierra County Fair, Quincy, California. Call (530) 283-6272 for info!

August 17, 2019

Lassen County 5th Annual BBQ Cookoff in Susanville, California.
Call Lassen County Fairgrounds at (530) 251-8900 for info!

August 24, 2019

Rollin In Weed - Car & Bike Show. See Page 37 for details.

August 29-September 2, 2019

Inter-Mountain Fair, McArthur, California. Always Labor Day Weekend.
Call (530) 336-5695 for all the info!

August 30-September 1, 2019

Plumas Homegrown Americana Festival, Quincy, California.
Call (530) 283-6272 for info!

September 5-8, 2019

Tulelake Butte Valley Fair, Tulelake, California. Call (530) 667-5312 for info!

September 13-15, 2019

Klamath Independent Film Festival. See Pages 6-7 for information!

September 13-15

Mountain Bluegrass Festival in McCloud. Call (530) 964-3113 for info.

September 19-22, 2019

Jefferson State FLIXX Fest Film Festival, Fort Jones, California. See
Page 4 for pre-sale ticket information. September Jefferson Backroads is the
epic film festival program issue! Watch for it!

September 21, 2019

Oktoberfest in Klamath Falls, Oregon. See Pages 10 and 19 for information!

September 21-22, 2019

Dunsmuir STEAMPUNK Event. See Page 8 for information...

October 5, 2019

Fort Jones Lions Fall Festival in Fort Jones. See Page 36 for info.





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By Gail Jenner - Enjoy another new story of the many historical towns and unique realms which can be found scattered about The State of Jefferson.

Part II (continued from July issue)

The Age of Steam-boating Along the Sacramento River

Steam-boating became a major form of transportation beginning in the 1850s, and in a short time, more than 300 paddle-wheeler steamboats chugged to and from San Francisco and the Sacramento Delta. All major supplies arrived in San Francisco from the East. After docking, the goods were then shipped upriver to Sacramento or other river towns. Most steamships made two or three round trips between the two cities, carrying three hundred passengers and/or many tons of freight with each trip. A one-way ticket often cost thirty dollars.

By 1854, the California Steam Navigation Company dominated steam-boating on the Sacramento River. In the beginning iron and timber was supplied in part through the scavenging of those abandoned ships still docked in the San Francisco Bay (still known as Yerba Buena). As more steamships were needed and competition increased, however, local shipyards sprang up beginning in 1856, and materials were then manufactured in California. Shipyards were soon found at locations around the San Francisco Bay and Sacramento, including Steamboat Point, Hunters Point, Mission Bay, Benicia, Stockton, Oakland, Yuba City, among others. During this time, Marysville was California's third largest city and a major hub for travel.

As transportation up and down the central and northern reaches of California increased, many feared that construction of the Central Pacific Railroad would curtail steam-boating. Such was not the case; steamboats were highly profitable, and if passengers and cargo could not be hauled by rail, they traveled by steamboat. By 1871, Central Pacific (Sacramento to Marysville) had purchased the California Steam Navigation Company. Later the Central Pacific became the Southern Pacific Railroad, and the Southern Pacific continued to purchase and construct new steamships. The last ship to be built was the Delta Queen, in 1926. Even after the heyday of steam-boating ended, the Delta Queen and the Delta King were resurrected during World War II to carry troops in and around the San Francisco Bay Area.

In addition to the larger steamships, which dominated the Sacramento region, there were a number of smaller paddle-wheelers running up and down the region's rivers; these ships traveled the tributaries and sloughs where water was often so shallow that passengers had to disembark to help move them upstream. Most of these vessels were less than one hundred feet long and ventured up the Sacramento to dock at Redding and Red Bluff. They also traveled up the American, Feather, and Yuba Rivers as well as the Stanislaus, Tuolumne, Petaluma and other connecting waterways. *(Photo above: Steamship on the Sacramento River.)*

While steamships were a relatively safe mode of travel, there were some tragic accidents. In June of 1850, the John A. Sutter exploded on the way to Marysville. In November 1851, the Sagamore's boiler exploded, just as it was leaving San Francisco's dock; fifty people were either killed or injured. In 1853, a steamer ran into and sank the Comanche in Suisun Bay; ten people were killed. Perhaps one of the worst disasters occurred in October 1865 as the 248-foot



Yosemite pulled away from the dock at Rio Vista and her boilers exploded, killing forty-five. Sadly, only a year earlier and just a few miles upriver, the Washoe's boiler exploded, and sixteen

people died with more than thirty injured.

Still, these disasters did not deter steamboat travel and they remained a reliable means of transportation for many years. •



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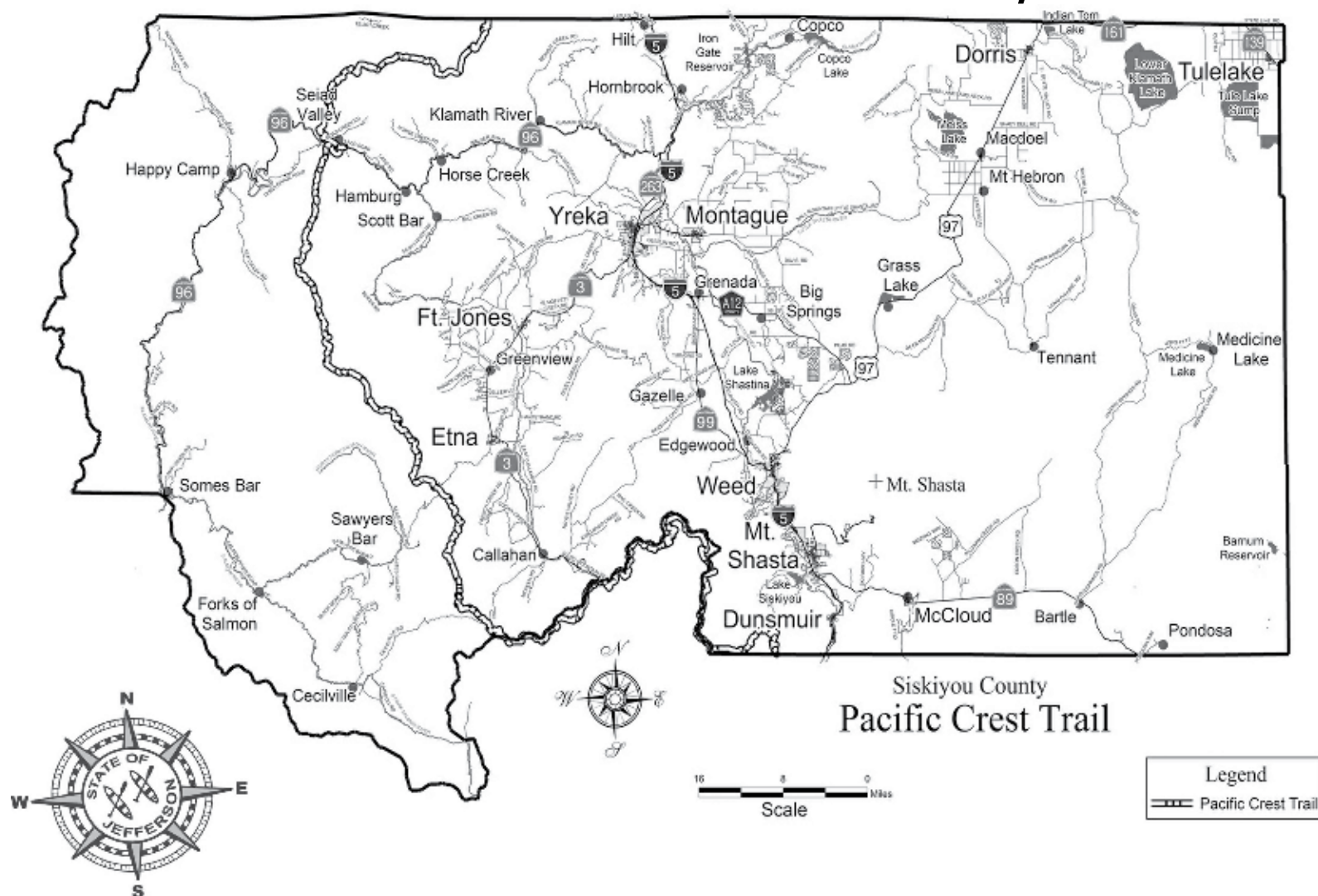


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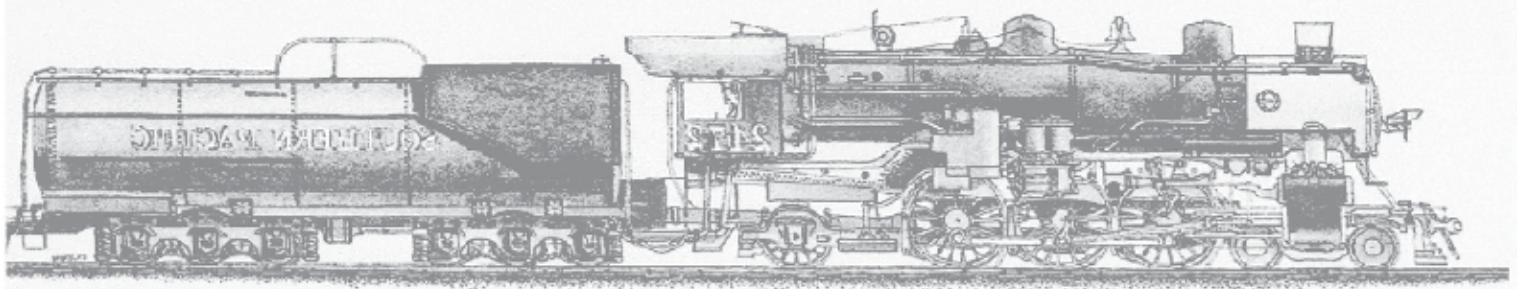


VISIT COLLIER INTERPRETIVE & INFORMATION CENTER

All the inspiration you need to plan your next excursion in Siskiyou County. Gather your information, grab a spot on the grass next to the beautiful Klamath River and start planning!



Collier Interpretive & Information Center, Yreka, California.
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DUNSMUIR RAILROAD DEPOT HISTORICAL SOCIETY NEWS



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The Dunsmuir Museum has been busy. A group from the 2019 Outdoor Writers Association of California Spring Conference visited the Museum in May. They were particularly interested in Siskiyou County's fishing, hiking climbing, bird watching, spiritual travel and more.

During the town's June RAILROAD DAYS, Museum visitors came from Australia to London, England as well as locals and numbered over 200. An extra attraction was Dunsmuir resident Robert Morris signing copies of his book, PHOTOBOP'S ESPEE. It has photographs of Southern Pacific from 1960 to its final days in the '90's.

Three June and July visits were made by the Road Scholars which features grandparents and grandchildren traveling together. Pat O'Connor, a former Dunsmuir teacher, organized the Road Scholars; they stayed at Railroad Park Resort and visited local sights.

See you at the Dunsmuir Museum 1st and 3rd Saturdays, 10 a.m. to 2 p.m.



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First Annual Klamath Basin Oktoberfest

There aren't many places on earth as scenic as Klamath County during the autumn season, a treat that many visiting the Southern Oregon area will get to take in this fall. Coming September 21st, is the first annual Klamath Basin Oktoberfest. The event will take place at the Bill Collier Community Ice Arena at the Running Y Ranch Resort in Klamath Falls, Oregon.

The event is hosted by the Klamath County Economic Development Association (KCEDA) and starting on the very same day alongside the famous Oktoberfest in Munich, Germany. The Klamath Basin Oktoberfest is a large, affordable, family-friendly event that brings together Southern Oregon's very best in brewers, food vendors, entertainment, and outdoor living, creating an experience that everyone can be a part of.

The event has been organized to promote Southern Oregon's brewing products, giving tourists and area residents an opportunity to enjoy the many excellent offerings produced by local and regional breweries, where brewers such as the highly acclaimed Skyline Brewing Company, will be in attendance.

The Klamath Basin Oktoberfest also takes place at the same time as Crater Lake's Ride the Rim event, presenting a great chance for those attending the popular cycling event to also visit Klamath Falls and participate in what is sure to be an amazing experience.

To buy tickets or learn more, go to www.KlamathOktoberfest.com.



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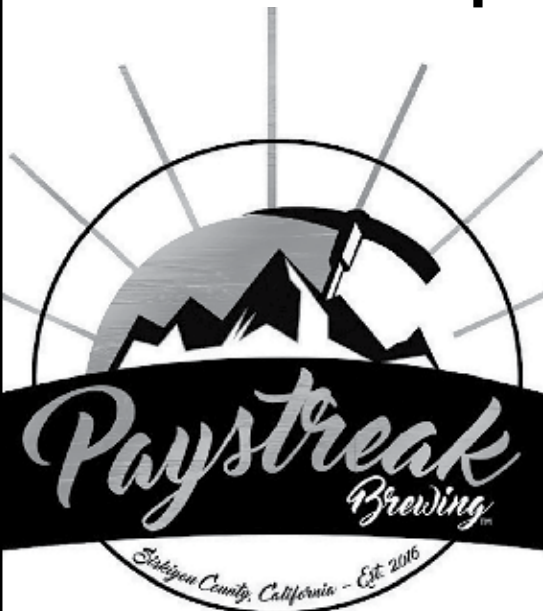


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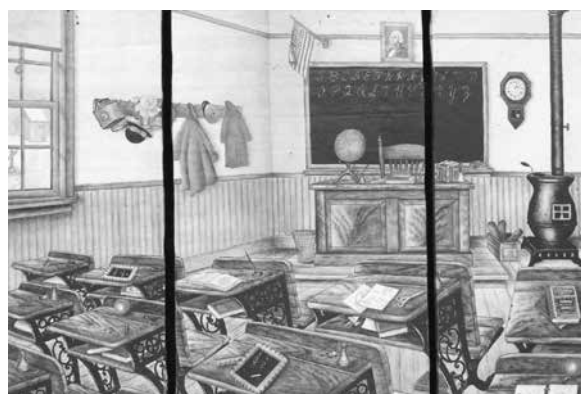
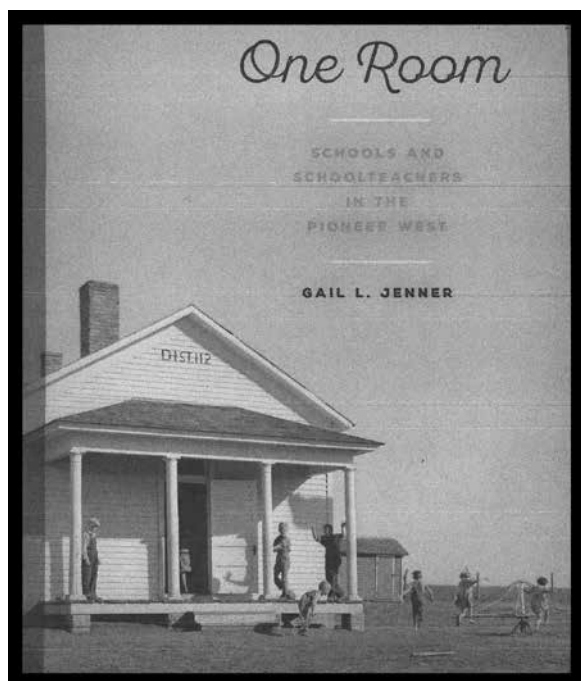
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CAN YOU IMAGINE?

Stories by Pamela Weatherby

Edited by Terry Weatherby

Yreka, California

Can you imagine teaching school in a one-room schoolhouse in Salt Lake City at the age of 16? My pioneer grandmother, Emily Teresa Hodgetts did just that. She had attended a private boarding school in England before coming to America and could read and write with great competence. Still, it must have been a daunting challenge for this young pioneer. Many of her students were illiterate and some didn't even speak English! The class size was probably between fifteen and twenty students. The age range most likely was spread somewhere between six and fifteen, with siblings and cousins in the same class. Many of the students would have to ride horses or walk to school. Travel to and from school must have been a difficult ordeal especially considering the harsh Utah winters.

Unlike the one-room schoolhouse that appears with this story (*photo above left, used by permission from Gail Jenner*), Emily's schoolroom was part of the Fourteenth Ward Meetinghouse. It was on the side wing of the church building and was used for religious purposes on the weekends. The school curriculum consisted of reading, writing, arithmetic, memorization, elocution, penmanship, and religion. The school day for my grandmother's students began at nine o'clock and ended at four o'clock with an hour lunch and two fifteen minute recesses. In order to keep the students warm during the winter months, there was a pot bellied stove that had to be tended regularly. There was a large blackboard in the front of the room, and each student had his/her own slate board and chalk to write with. Emily was diminutive in stature and probably needed a stool to stand on when illustrating lessons in so many diverse subjects and to so many levels. Older students may have served as teacher's aides or helpers in the classroom. Because the Mormon Church emphasized and valued education, books were probably readily available although not necessarily in great numbers. Even so, students more than likely had to share these books and other teaching supplies.

It is unknown where Emily lived in Salt Lake City when she was teaching. If she lived a good distance from the school, she probably rode her horse to school every morning, the same sturdy and dependable Morgan she rode across the plains. If her students lived too far to walk to school, they also may have ridden their horses. This would have required having a place to hitch their horses and care for them, especially during inclement weather.

There is little information available to know what activities Emily engaged in on the weekends. She was active in the Mormon Church, so she was, no doubt, attending church on Sundays. She might have enjoyed riding her horse and exploring the beautiful countryside surrounding Salt Lake City on Saturdays and after school hours on weekdays. Emily's tenure as a teacher in this one-room schoolhouse came to an end when she married John Lowder on May 25th, 1860. She was nineteen years old and about to begin another chapter in her interesting life. •



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The Saga of the Lost Moon Rocks

Story by Brian Favero

Part 6 of 6

It's funny how things work out. Here we are with the last installment of the Apollo 16 mission as experienced by this Naval Aviator, right on the heels of the world celebrating the 50th anniversary of Apollo 11 and Neil Armstrong placing the first human foot prints on the moon.

The activity on USS Ticonderoga after splashdown was a combination of relief, elation, gratitude, and pure happiness. All personnel and systems had performed flawlessly in our small corner of the mission. Houston, vendors, and a myriad of other factors seemed to say "it was meant to be!"

With the debriefings and shipboard celebrations complete, it was now time to focus on the last phase of the mission- getting the three astronauts and moon rocks off the boat and into Hickam AFB in Honolulu. The departure date and time had been determined, so the last detail for our flying was the drawing of straws in the Officer's ward room the evening prior to launch. This somewhat analog procedure would determine which aircraft would carry a passenger, or moon rocks. There were four CODs, one for each astronaut, and one for the moon rocks. Our Officer in Charge, Lcdr. E.C. Powell, had three long straws, and one short straw. Wouldn't you know it, Gordy and I drew the short straw! Good natured ribbing all around, as one would imagine! So it was dinner, sleep fast, and a 0200 catapult launch into an ink black early morning sky. We're on our way to Hickam with a bunch of Halliburton aluminum footlockers full of moon rocks.

It was still pitch black when we landed at Hickam and our COD was marshaled into a very remote part of the ramp- no aircraft around whatsoever. Our parking space was lit up like high noon, with tall, portable light standards. Lots of people awaiting our aircraft, and all guarded by Marines with heavy duty firepower! The other CODs taxied to the terminal where an Air Force C-141 awaited to carry astronauts and moon rocks to Houston ASAP. The "nice people" who would move our cargo had a jeep awaiting our arrival. As soon as engines were shut down, we were hustled off the airplane, put into the jeep, whisked off to the chow hall, and told not to come back until the sun was up! Certainly not wanting to argue with pushy NASA folks and armed Marines, we did just that!

With our bellies full from a great breakfast, and the sun duly noted as shining brightly, we went back to our parked COD. There it sat. In the middle of nowhere, no light standards, no Marine guards, just all alone on a huge, empty tarmac.

I was the first to get to the aircraft, open the cabin door, and jump in to begin my preflight inspection. And that's when I saw it! In all its glory, all alone, against the aft cabin bulkhead, a foot locker of Moon rocks! They missed one!

"Oh Man!!! Check this out Gordy!"



Top Row: LTJG K.W. Nesbitt, LCDR E.C. Powell, LTJG R.B. Favero. Center Row: LT G.J. Johnson, LTJG J.R. Ham, LT M.J. Plowman, LTJG R.P. Diem, LT W.L. Conner. Bottom Row: AT3 D.L.

Fitzgerald, AE2 M.R. Lingle, ADR2 D.W. Smith, AT2 J.S. McDaniel, AEAN L.A. Cook, AE2 C.D. Backus. Not Pictured: ADR2 A.I. Strong, AMSC R.L. Symmonds, AT1 Waltman.

Someone is going to be in real hot water real soon! Can you believe this?" So began a very interesting sequence of events. It seems as though the Houston bound Air Force cargo aircraft had already departed for the states, and here was some very precious cargo. Left unguarded for quite some time, I might add. We got to meet a whole lot of new people by the time the dust has settled and

the rocks were taken away. We never found out whose heads would roll, but they wouldn't be ours as we were not allowed to off load our cargo.

All's well that ends well, I suppose, but we were just shaking our heads and laughing all the way back to the boat. I know what you're thinking.....no, we never discussed becoming smugglers!

So the next time you tour the Air & Space Museum in Washington D.C., know that the moon rocks there on display from Apollo 16 were flown by an aviator who was born and raised in Siskiyou County. •

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McCloud River Railroad's #36, #37 & #38 SD-38 Locomotives

By Bruce Duncan, Edgewood, California

McCloud River Railroad's General Motors Electro Motive Division SD-38's (#36, #37 & #38) were built and delivered brand new in the spring of 1969 to the Railroad. They were delivered in this eye catching "candy stripe" paint scheme.

Each had 2000 horsepower. These GM locomotives were a radical change for the Railroad after two decades of exclusively Baldwin Locomotive Works locomotives on the roster. The SD-38's saw work immediately upon arrival finding themselves traveling over Snowman's Hill to Mount Shasta to interchange with the Southern Pacific, linking with the Burlington Northern at Lookout Junction and heading south to Burney across Lake Britton. They would serve the Railroad and later the McCloud Railway into the 21st century. •



McCloud River #36 at McCloud, California in 1969.
Vanishing Vistas Postcard - JT-1559

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INSPIRATIONS FROM THE FOREST



A Continuing Saga ... Real Life Logging Stories by Hank Nelson of Wasilla, Alaska

SITKA KID & SAGINAW JIM — THE MATCH Part 2 of 2

By the time Saginaw Jim and Sitka Kid got back to the logging show after their lunch, the bleachers were full and spilling out around the perimeter of the log pond. Herb Larson grabbed ahold of the megaphone and shouted, "What'd ya say, folks. Let's hear it for the boys. Com'on-- Giv'em a big hand." Herb turned and winked. "What'd I tell you boys... listen to'em?"

"Geez—look at'em, Kid."

"Yeh."

"Guess we're a couple of genuine, regular celebrities, huh, Saggy."

"Well, what'd ya say, you birds ready to dance a tune on the ol' picaroon?"

Saginaw Jim and Sitka Kid stood on the dock, staring down at the water. "Well, Lord love a duck!" Saginaw Jim exclaimed. "What's that?"

"Yeh-- that the picaroon, Herb?" Sitka Kid asked.

"Uh-huh. Had'er shipped in from down south. Came in on the barge early this morning... just in time for you birds! It's the latest thing, you know... The Real McCoy!"

Sitka Kid merely shrugged, "A log's a log." Yet not even the Sitka Kid could stand in the presence of 'pure art' and not be impressed.

The picaroon was a lathe-turned, perfectly dimensioned 13 x 13 core log, light as a feather and fast. Herb Larson pointed, "You see those nice blue rings painted on the ends? You stand there... and see that red band in the middle? You're not supposed to cross over that one 'cause if you do, I'll have to disqualify you, okay?"

"Yeh, sure—sure. COM' on, Saggy—what'd ya say we giv'em somethin' to crow about?"

"Yeh! Let's go!"

Sitka Kid and Saginaw shook hands... and while striking the classic pose, Herb nudged the picaroon away from the dock, out into the open water. Best of pals, they enjoyed chiding one another... but once on the rolling log, they were fierce adversaries... No holds barred.

"Say, Kid,"

"Yeh? Ya should a brought along your swimming togs cause yer goin' in!"

"Okay... we shall see what we shall see."



At first they were content to roll the picaroon around, letting it roll nice and easy, Then, gradually, they picked up the pace. Dressed in traditional attire, they were a study in contrast. Saginaw gritted his teeth like a man possessed. Sitka Kid smiled. Reaching for the sky, they played to the crowd. Watching each other's feet warily, like prizefighters, they parried, feigning and sizing each other up. They cuffed the log, spraying water with their insteps, abruptly changing rotations, rocking back and forth playing teeter-totter.

"How ya doin', Kid?"

"No problem, Saggy—like playin' possum."

"Okay—watch this!" Tall, rawboned and strong as a bull ox, Saginaw drove hard onto the log.

The crowd was galvanized-- on their feet and murmuring among themselves. "Did ya get a load of that? The Kid nearly went in." Another said, "Yeh, an' I'll give ya' 50 to 1 Big Jim dunks 'im." Still another spoke, "Naw, he's as wily as an ol' brer fox." The betting worked it's way around. "What'd ya say then? It's a 50/50 split straight up!"

Laconic by nature, Sitka Kid chattered like a jaybird in a box of acorn nuts... "Hey, Saggy, don't look now, but isn't that your woman, Blanche, over there in a fist fight with Coquette?"

Saginaw sneered. "Com'on Kid —quit wastin' yer breath 'cause I know what yer up to... besides I don't know no Blanche anyway."

Sitka Kid glanced at Saginaw and grinned. Saggy was sucking in air like a freight train chugging up a steep grade. "I ain't foolin' Saggy. Oh no! Ya gotta see this! Look, the fur is really flyin' now. See? Right over THERE!"

Saginaw lurched. Caught himself momentarily, his muscular legs going soft and



losing their rhythm. Sitka Kid made an abrupt stop, then quickly reversed the picaroon, launching Saginaw off the log and into the pond. Sputtering to the surface, Saginaw Jim grabbed ahold of the spinning log, just in time to see Sitka Kid take a bow and wave triumphantly to the crowd. The Kid grinned and scampered around the churning log, sky up. Then he whistled a tune, a happy refrain that kept surfacing. "Oh, floating down the river, on a Sunday afternoon... waiting for the moon."

"Ya never give up, do ya?"

"Love ya, Saggy."

"Go ta hell."

Later, back at Ernie's, Saginaw Jim was crestfallen. He stared into the glass in front of him. "Ya should a seen 'im. He was an appendage, like he grewed on the damn thing, Leo. Patch hell a mile-- I couldn't shake 'im off... an' I'm not so sure that he ain't got suction cups on the bottoms of his feet."

"Well, here, quit your blubberin' and have another beer."

"Yeh, but I had 'im, Leo."

"That's what they all say." Leo replied.

"Maybe so—but I'm known for my legs."

Leo Beeks laughed. " Well, you're sure no pin-up, Big Jim."

"No! Not like that! I mean I got strong legs!"

"Well, coming in second to Sitka Kid isn't too shabby, considering what you was up against. See, Jim, coming in second is like going to the World Series something that you can write home about and tell the grandkids."

"How come I don't feel like it now?"

"Give it time—give it time, Saginaw. Someday you'll look back and say, 'I went up against the Kid, the best there ever was'."

"Thanks."

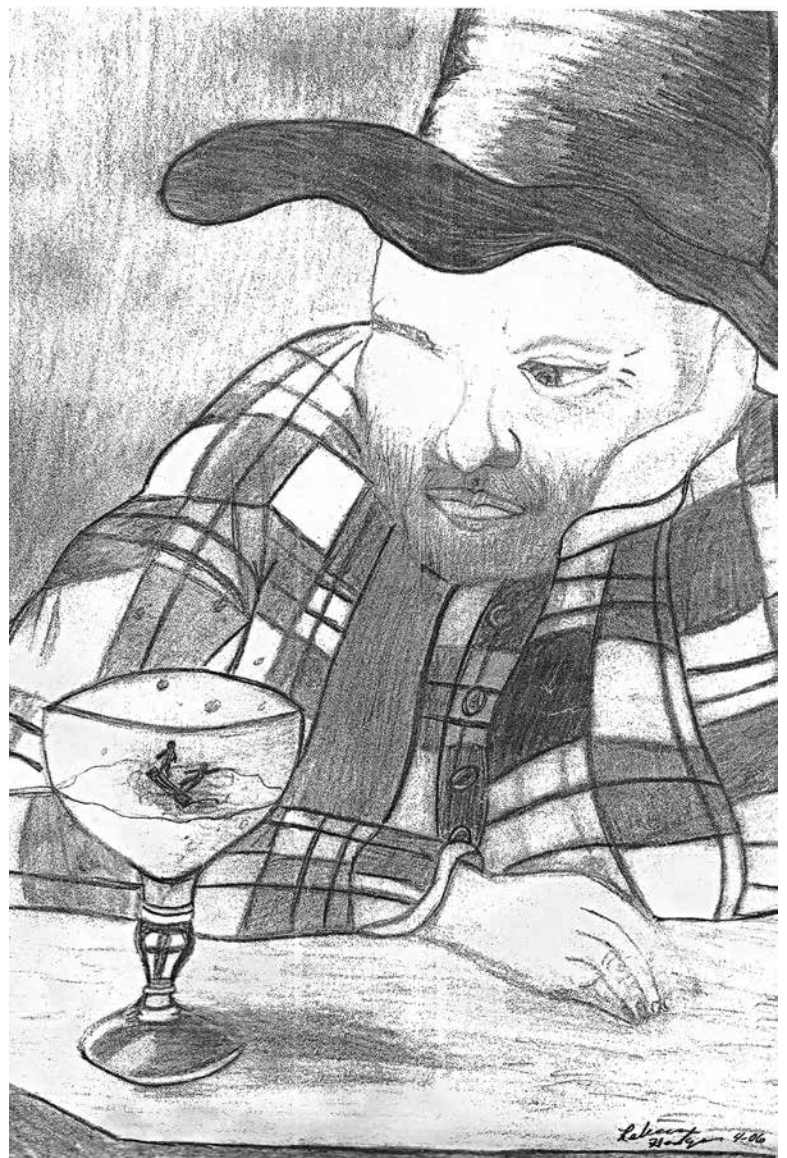
Leo looked up, a smile beginning to spread across his face. Beeks was in a benevolent mood. "Here, have a few of these." Leo motioned to the two large glass containers with pickled pigs feet in them.

"Uh-uh. How about givin' me one of those creme de menthe's?"

"Now you're talking , Mister."

"Say, if you hurry, head on up to the show in time for the trophies and Porky's falling of the spar. The Kid would be glad to see you. Maybe next year, it'll be your turn."

"Yeh... next year." •



Cartoon of Saginaw Jim by Rebecca Hodges



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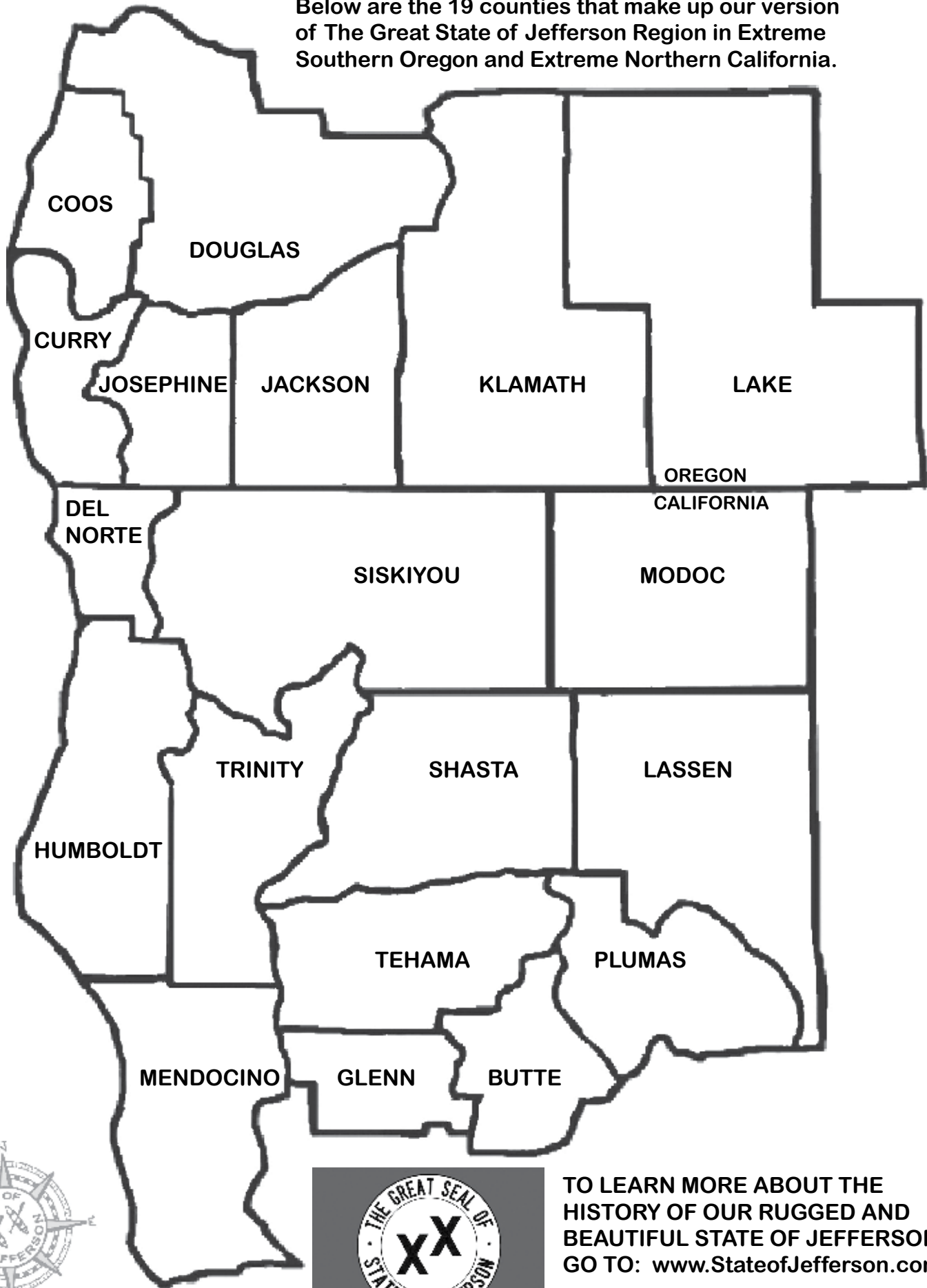
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by Ralph Fain



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"I Liked The Salesman...And The Truck"

I walked into Lithia Superstore in Medford the other day. I haven't purchased a new vehicle in the last 12 years. At that time these places were known as Dealers or Dealerships. Now it is an Auto Store, or in this case a Superstore. I could see why. They sell Chrysler, Jeep, Dodge and Ram vehicles. The vehicles were arranged in a dizzying array of styles, colors, options and configurations. The store is new, bright and spotlessly clean. The customer lounge is comfortable and centrally located with all the amenities to keep you snacking or partaking in a cold (or hot) drink while your vehicle is serviced. The bathrooms were nice and clean which is always a big plus in my book.

I'm a truck guy, always have been, always will be. I just wanted to get a brochure on the new 2019 Ram Trucks. I intended to grab my brochure then head to the Ford and Chevrolet dealers and do the same. Smart shopper that I thought I was, I wanted to compare the different brands and options available. I have owned all three brands of diesel trucks so I have an open mind to what is, in my opinion, the best truck for me. So, while I was standing in the sales area with a deer in the headlights look, looking for my brochure, I was approached by a farmer who also turned out to be a salesman. Mike Noonan walked up and asked if I needed any help. Yup, I just need a brochure on your new Ram diesel trucks. Better yet, he said, we could take one for a ride. Crap, I wasn't really thinking of a test drive today and the smell of a new vehicle to me is like catnip to a cat. Ya just want to climb in the cab, roll around and breathe with your eyes crossed. I don't know who invented that new car smell but that person is responsible for selling more new cars than all the bells and whistles you can put in a vehicle. Mike and I hit it off on that test drive. He is a good ol' country boy with old fashioned thoughts and ways. It is something rare in this day and age. He is also the "popcorn man" who keeps fresh popcorn going for the kids. Mike and I were talking when he abruptly stopped and headed towards the popcorn machine and two young kids. He hooked them up with popcorn and returned to our conversation. That simple act was more important to me than anything we were discussing. It spoke to his character and priorities.

Long story short, even though I loved the interior and basically the truck, I didn't buy the truck we test drove. It wasn't quite what I wanted and I needed more information on the Ram Trucks. Interesting side note for me was RAM became its own division within the FIAT, Chrysler Group LLC and from 2010 onward you won't find the word "Dodge" anywhere on the trucks.

I went home and did my research on all three of the big brands of trucks and the models available with Ram Trucks. I planned on this truck being the last new truck I would buy. I wanted to be very specific about what I wanted even including the color of the truck. I chose the 2019 Ram Laramie 3500 with a crew cab and short bed in Billet Silver color. This truck would have the high output turbo diesel and the heavy-duty Aisin transmission. The torque and power developed from this truck is almost



double that of my old truck. It would be factory configured to tow fifth wheel, gooseneck and bumper tow trailers right off the lot. I wanted to tow anything on the road, to include my 38' fifth wheel toy hauler.

I called Mike and told him what I was looking for in my mind's eye. He and the Lithia Team went to work finding the truck. After a day or so they located exactly what I was looking for and had it enroute to Lithia Medford. Meanwhile Mike and I did the buyer/seller new car dance. I understand, they are there to make a living, they understand, I am there to get a fair deal. We came to an agreement and I signed on the dotted line driving away with the most powerful, gorgeous truck I have ever owned!

In conclusion, if you are in the market for a new vehicle and want to negotiate with a good ol' country boy, low pressure salesman, I highly recommend Mike Noonan! He and the crew at Lithia Auto Stores in Medford will find the exact vehicle you are looking for and structure a deal to your liking.

When you talk to Mike, tell him the crew at Jefferson Backroads sent ya! •

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upcoming quilting events

June 21-September 3

Row by Row Experience, Taste the Experience. Have you started collecting patterns or kits? This is really fun. See how your favorite shops have interpreted the theme. Grab some friends and plan your own Shop Hop!

June 21-July 20

Weston's Fiber Arts Show at Snow Crest Studio in Mt. Shasta. Come see some of the most interesting and fantastical (both meanings) artwork in the fiber world. Weston's is the sponsor of this fine show. Plan to stop by the shop too.

July 28-29

Heart of the Basin Quilt Guild, "Quilts from the Heart", Sacred Heart Gym Hall and Parish, 815 High Street, Klamath Falls.

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Redwood Empire Quilters Guild, Heart of the Redwoods Quilt Show, Redwood Acres Fairgrounds
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August 9-11

Log Cabin Quilters, Exhibit Building, Trinity County Log Cabin Quilters, Trinity County Fairgrounds at the Exhibit Bldg. 6000 Hwy 3, Hayfork, CA.
{Admission to the fair gives you access to the quilt show}

August 31-September 1

Long Valley Quilters, outdoor show by the Fat Quail Quilt Shop, Highway 299, Intermountain Fair in McArthur.

October 12

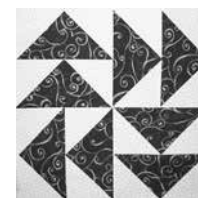
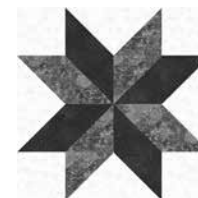
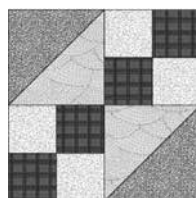
MABD Klamath Community College, 9 am start.

October 17-20

Pacific International Quilt Festival (PIQF) Santa Clara Convention Center
details @ <http://www.quiltfest.com> Entry forms @ www.ncqc.net

October 19 & 20

Lighthouse Legacies Quilt Show, Del Norte County Fairgrounds, Crescent City, CA www.lighthousequiltersguild.com



HONORING THE CALIFORNIA HIGHWAY PATROL

The Rural Roads of the California Highway Patrol have Changed:
A Brief History of William B. Duncan, C.H.P. #1723 - Part 1

Interviewed and Written by

Byran Wm. Duncan, C.H.P. #10709 (Retired)



In late 1929, William B. Duncan, called “Bill,” was born in a Southern Pacific Railroad Section House in Mott, California, just north of Dunsmuir. He was the fifth of what would be eight children, evenly divided between boys and girls. His childhood was of the norm for a “railroad” family growing up in the wake of the depression - hard work and hard play. His father was one of the top track maintenance foremen, but those with seniority always received their choice spot. It was not uncommon to be bumped from the main station at Dunsmuir, to as far north as Hornbook, as far south as mosquito infested Maxwell, and as far east as deep snow Floriston. He would be part way through a school year and the entire family would be forced to move.

In Snowden, just north of Montague, he walked with his younger brother along the railroad tracks and across the fields to the one-room schoolhouse several miles away. He carried his .22 caliber rifle and shot squirrels for the farmers. At the school, the rifle was set in a corner of the woodshed and left there for the walk home, which is a far cry from today’s standards.

His first job was working for the railroad, which got him an unusual SSN, which begins with 7. The railroads were so powerful at that time that the 700-00-000 number series was set-aside for them alone. Although he was a good taxi driver in the busy Dunsmuir railroad town, he found a niche in the automotive industry as a combination pumping gas and mechanic. One summer night, at about 2 a.m., two vagrants passing through Dunsmuir decided to commit a strong-arm robbery of the Standard Station. They made their plans just out of sight of the station – what they didn’t know was that off duty C.H.P. Officer Champ Stanley (ID# 567) was on the opposite side of the hedge listening. Stanley was enjoying the cool of night from the rocker on his front porch. He called the city police and Bill. Within a few minutes, the robbers made their move. Bill stood defiant with his tire wrench in hand. Simultaneously, Stanley jumped the hedge and joined Bill, while the city police rolled in to cover the robber’s retreat.

Later, Bill was asked by the Police Chief, Lee Clark, to become a deputy chief. The secret was that all five of his officers were deputy chiefs. His philosophy was that if anyone came to the office and the Chief wasn’t there, they could speak with the deputy chief. It made a lot of unsuspecting citizens blissfully happy. The job started on September 1, 1951. The chief presented him with a star, the car keys, a Code Book, and told him, “you’ve ridden with the guys, the rest will come to you.” With that, Bill started his peace officer career.

Photos of William Duncan

Top to bottom (1) Bill and Byran Duncan

(2) Bill with 1955 Olds, (3) Sergeant Bill

(4) Bill Duncan and Everett Collard in 1956, Yreka



As many aspiring Officers, Bill applied for the State Police and Highway Patrol (which became one organization after the merger in 1994). He was on the list for the Highway Patrol, when the State Police Chief, Vincent Strie, called and offered him a job. He gave it a long thought and said that he would have to pass on this, explaining that he was on the list for the C.H.P. Chief Strie asked if he would work for them if the C.H.P. were not hiring right away. "Sure," was his reply. The Chief called the State Personnel Board and then called Bill with the news that the C.H.P. would not call him for approximately two years. Bill took the job with State Police in Sacramento. He remembered the late shift after returning from vacation, when all the new one-way streets were going into town. Some of them he discovered by the astute observation powers that all the cars parked on both sides of the street were in the opposite direction to the way he wanted to go. He also recalled when Old Sacramento was the wharf area, with drunks and low-lives as shadow silhouettes in the dark alleys, not the pristine tourist area of today.

Two years to the day, the California Highway Patrol called him to report to the academy, which at that time was located on Meadow View Lane in south Sacramento. (The academy is now located on Reed Avenue in West Sacramento). He was in the second class through the new Academy. It was a time of learning new things. Taking notes during class and then reprinting all the notes for a grade the next day was also practice for handwriting legible reports (before word documents on computers). Bill did well in many things, but shooting was his favorite. It would prove to be a benefit that would take him places in the future.

His most memorable time as a sworn peace officer cadet was when Senator Randolph Collier called the academy to speak to him. Collier was a very powerful senator at that time and was the key to the freeway system being established in California. Staff officers were running all over the place - into each other, into walls, just everywhere - to find him. Collier was working on a committee and needed some first-hand advice on the subject of the California National Guard. Since Bill was the commander of the local National Guard Unit in Yreka and had been the classmate and high school friend of his son, it seemed reasonable to call him for the low down. It was amusing how much chaos the call caused.

Arriving in the June desert heat of 1955, Barstow was his first assignment. In August, he married his high school sweetheart, Darlene Barber. As Christmas trees were not to be found in the desert and the Christmas Tree Farms trucking industry was not a reality yet, their first Christmas was spent around a decorated, small umbrella. During his tenure in Barstow, he worked the Mountain Pass Resident Post and Death Valley. He had the honor of working for Sergeant Walt Terry (ID #1113), the Mojave Desert motorcycle sergeant who became a true legend during his own time. He also recalled going to the Lane's General Store in Calico. The store and the Lane residence were the only building still usable in the once proud and rich silver mining boom town of the 1880's. Later, Walter Knott of Knott's Berry Farm, would buy the town, restore it, give it to San Bernardino County as a park, and build his "Calico" amusement park from the ideas. • *story to be continued next month ...*

CHP HISTORY

On August 14, 1929, the California Highway Patrol was created through an act of the Legislature. The new law gave Statewide authority to the Highway Patrol to enforce traffic laws on county and State highways - a responsibility which remains in effect today, along with many additional functions undreamed of in 1929.

The primary mission of the California Highway Patrol is "the management and regulation of traffic to achieve safe, lawful, and efficient use of the highway transportation system." As a major statewide law enforcement agency, the secondary mission of the Department is to assist in emergencies exceeding local capabilities. The CHP also provides disaster and lifesaving assistance.

During its first ten years, the Patrol successfully grew into a highly respected, effective traffic safety force of 730 uniformed personnel. After World War II, the legislature decided to consolidate and reorganize the Patrol's enforcement and administrative responsibilities. In October 1947, the Department of the California Highway Patrol was established and the position of commissioner was created to head the new Department.

The span of enforcement responsibility has expanded dramatically and the CHP has continued to grow and change. Today's responsibilities include truck and bus inspections, air operations (both airplanes and helicopters) and vehicle theft investigation and prevention. The 1995 merger with the California State Police also increased the areas of responsibility to include protection of state property and employees, the Governor and other dignitaries. In addition to its enforcement responsibilities, the Department has taken a leadership role in educating the public concerning driver safety issues. The CHP has received state and national recognition for its innovative public awareness campaigns promoting use of safety belts, a Designated Driver when drinking, securing small children in safety seats and wearing motorcycle and bicycle helmets.

The CHP was organized in 1929 with 80 cars and 225 motorcycles. The CHP was originally only authorized to enforce traffic laws on state and county highways and to serve related warrants. However, many traffic officers were also empowered by local sheriffs to enforce all state laws. Traffic officers were issued motorcycles. Automobiles were issued to captains and inspectors. The cars were painted white with black roofs for easy identification.

This Model A is fitted with a bumper-mounted red light. Other CHP vehicles during this period had non-flashing red lights mounted to the cowl and very high on the A-pillar.

In its second year of operation, the CHP used 1930 Ford coupes.



Kid Jester

TAWANDA FARMS


Stories by Carol Pasheilich

A few weeks ago, we sold a beautiful, silver Murray Grey heifer to a very nice, knowledgeable young woman. She knows Murray Greys and how gentle and easy to handle they are. She just graduated from college and she and her sister are going to go into business together selling grass fed beef. She is also engaged to be married to a young man who likes 'black' cows. She has been trying to convince him Murray Grey cattle are the way to go. So I thought I would help her with her sell job and began telling him stories about what wonderful cows they are. As I was thinking about them and this young man, I remembered a wonderful story about our first bull.

His name was Kid Jester because he was born on April Fools' Day. I was not in favor of a bull on our property, but I knew if we were going to have beef to sell, we needed a bull. The folks who sold us our foundation herd of Murrays found a bull they thought suitable for us. They promised to halter train him. So, sure enough when he came he was wearing a halter and dragging a lead. For the first two weeks, I walked him around on lead, scratched his ears and told him how nice he was. He was. Finally, I braved it and took the halter off and sent him on his way to find the girls.

As anyone who has lived or worked on a farm or ranch knows, the animals will show you any weakness in a fence. He found it, walked over it and on down the road to find some girls on another farm that were cycling. We didn't even know he was gone when a neighboring rancher came running up to the house saying, 'Your bull got in with my open heifers. I have him in a corral over on my ranch.'

We picked up the halter and lead, hooked up the trailer and went to find him. He was right where neighbor said he was. I picked up the halter and went to put it on him. He was having none of that. There was no way he was going to have that on his head. I tried and tried. I wasn't afraid of him but his whole head was bigger than I am and when he shook his head I moved. I didn't know what I was going to do. I looked at him and I said, "Kid we're going home. Either you get this halter on or get in that trailer. One way or the other we're leaving here." He looked at me, turned around and walked into the trailer. We closed the door and took him home. •



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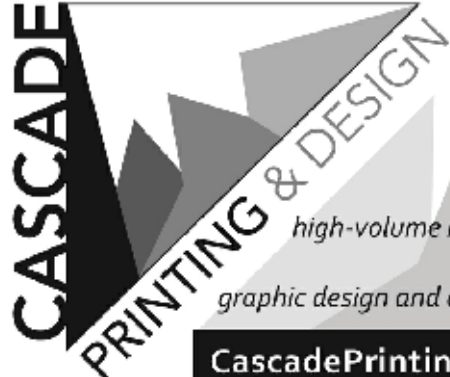


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Bingo Supports Yreka and Etna Shooting Team Headed to Nationals

On June 30th, we held a Bingo Fundraiser that raised \$1,788.73 in support of the Yreka High School Trap Shooting Team. The team had competed on June 1st at the California State High School Clay Target League 2019 State Tournament in Kingsburg, California. The team placed 5th overall and six members were chosen to compete as individuals in the USA High School Clay Target League National Championships in Mason, Michigan, during mid-July. Around 250 schools and more than 2,000 shooters were expected at the Nationals. •



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STITCHING IN THE DITCH

Timeline of Quilt Events

June 21-September 3—Row by Row Experience, Taste the Experience. Are you collecting your patterns or kits? This is really fun. See how your favorite shops have interpreted the theme. Grab some friends and plan your own Shop Hop! Some shops offer kits. These can be fun too, even if they take you out of your comfort zone. And remember, these can be used as wallhangings rather than as part of a full quilt. And ask about the price of those kits. I paid only \$10 for a kit of an entire appliquéd Row at a shop in Montana. And if you check the website, you will find that some shops have banded together to provide kits and patterns that blend easily together thematically. Those are mapped out on the website rowbyrowexperience.com

August 9-11—Log Cabin Quilters, Exhibit Building, Trinity County Log Cabin Quilters, Trinity County Fairgrounds at the Exhibit Bldg. 6000 Hwy 3, Hayfork, CA. {Admission to the fair gives you access to the quilt show}

August 31-September 1—Long Valley Quilters, outdoor show by the Fat Quail Quilt Shop, Highway 299, Inter-mountain Fair in McArthur, California.

October 12—Make a Blanket Day (MABD) Klamath Community College, 9 am start.

October 17-20—Pacific International Quilt Festival (PIQF) Santa Clara Convention Center details @ <http://www.quilt-fest.com> Entry forms @ www.ncqc.net

October 19 & 20: Lighthouse Legacies Quilt Show, Del Norte County Fairgrounds, Crescent City, CA www.lighthousequiltersguild.com

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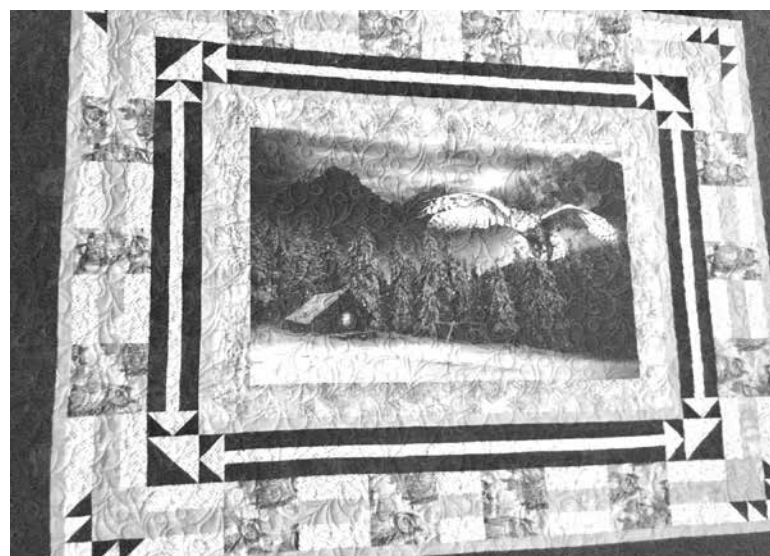
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And Then There's This . . .

Here at the Shasta Lily Quilt Guild, one of our Outreach Programs is Caring Friends. This is similar to our Linus Program, but in this case we are providing comfort quilts to adults.

This Caring Friends Quilt was created by Bev Loper, quilted by Christine Engdahl and presented to Betty Tennison, a friend of the guild.



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STITCHING IN THE DITCH

**Story by Judy Sartor
Shasta Lily Quilt Guild**

I've taken to Porch-Sitting—again. The only reason that is significant is that many of my quilting friends are busily attending retreats and creating quilts or art pieces. I might be missing something, and there is no criticism here. But that is not where I am at the moment. Sometimes you have to pause for a little reflection.

After all, there is much to stimulate the senses. Let's return to my porch.

- The birds are twittering in the brush. These are little birds that you never quite see. They are just there, somehow, in the background.
- An oddly colored grey squirrel hangs upside down from a feeder, stealing birdseed. My cat, DB Cooper, races in attack mode and the squirrel scurries off to the second pine on the right.
- My neighbor left her hanging petunia basket with me when she went to Soldotna to fish for sockeye salmon. Out of the corner of my eye, the red of the petunias reminds me of the fish flashing upstream, though somehow the color is wrong. Oh, the salmon are called Reds.
- The dog at my side stirs. She has just spotted a grey squirrel crossing the lawn, headed for those sunflower seeds. Bubola—yes, that's my dog's name—waits for the squirrel's attention to waver. Then she's off, the squirrel headed for the third fir on the left. Since dogs don't climb trees, the squirrel wins, but not by much. To date, she has not caught a squirrel.

Catching a squirrel would not fit in this Reverie. Hmm—a Crazy Quilt, perhaps.

I wonder. Or perhaps it is a memory of an old Crazy Quilt. Einstein once said, "There are only two ways to look at your life. . . One is as though nothing is a miracle, the other is as though everything is a miracle."

Here, from my porch, I choose the latter. •



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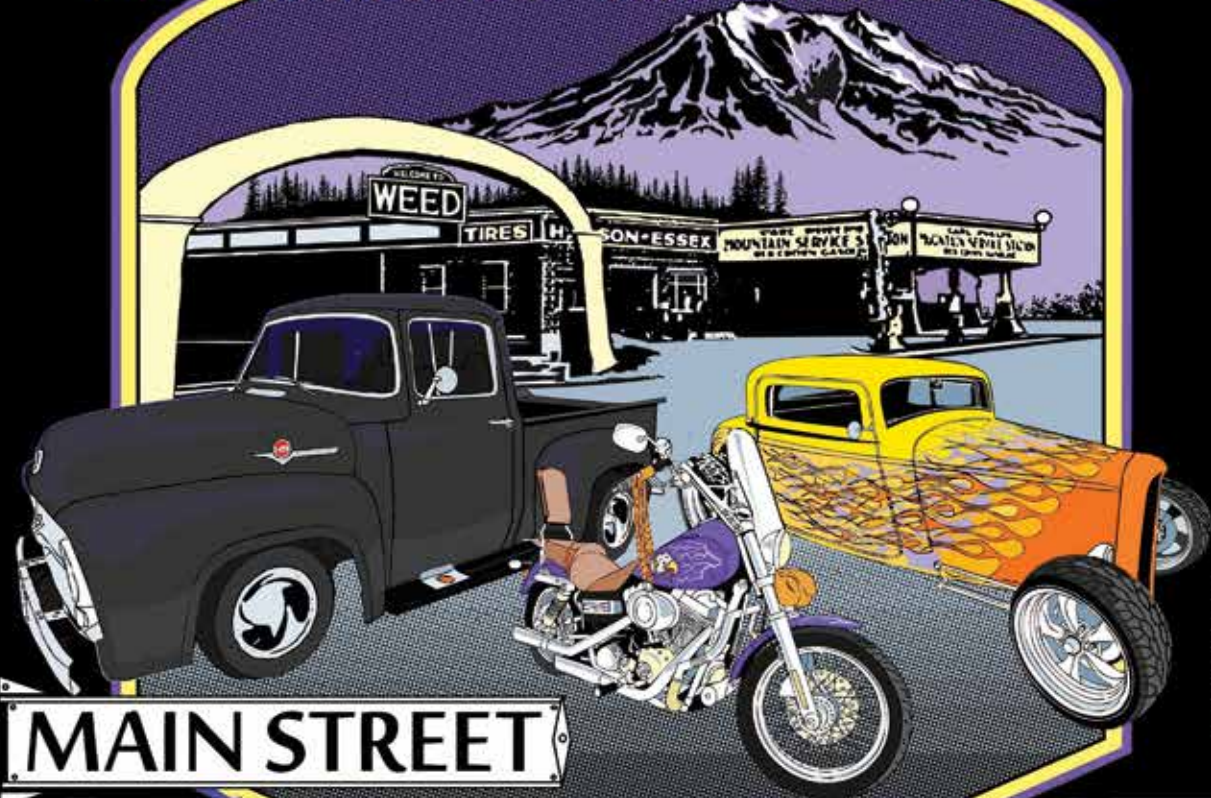


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hard that all their family recipes were lost when her momma's house burned in the Carr Fire. The realization is tough that all the family recipes many of these people had that have been passed down from generation to generation are now, sadly, gone. We cannot replace what has been lost... But together, we can create something new.

If you are interested, please email or mail us your favorite delicious recipes: breads, rolls, main dishes, soups, casseroles, desserts, sauces, breakfast dishes, salads, snacks, drinks, etc. Let us know your name and the city/state you are mailing recipes from. Our hope is that, together, we can create something AMAZING to unite and help heal our communities... We all thank you, very much!!

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