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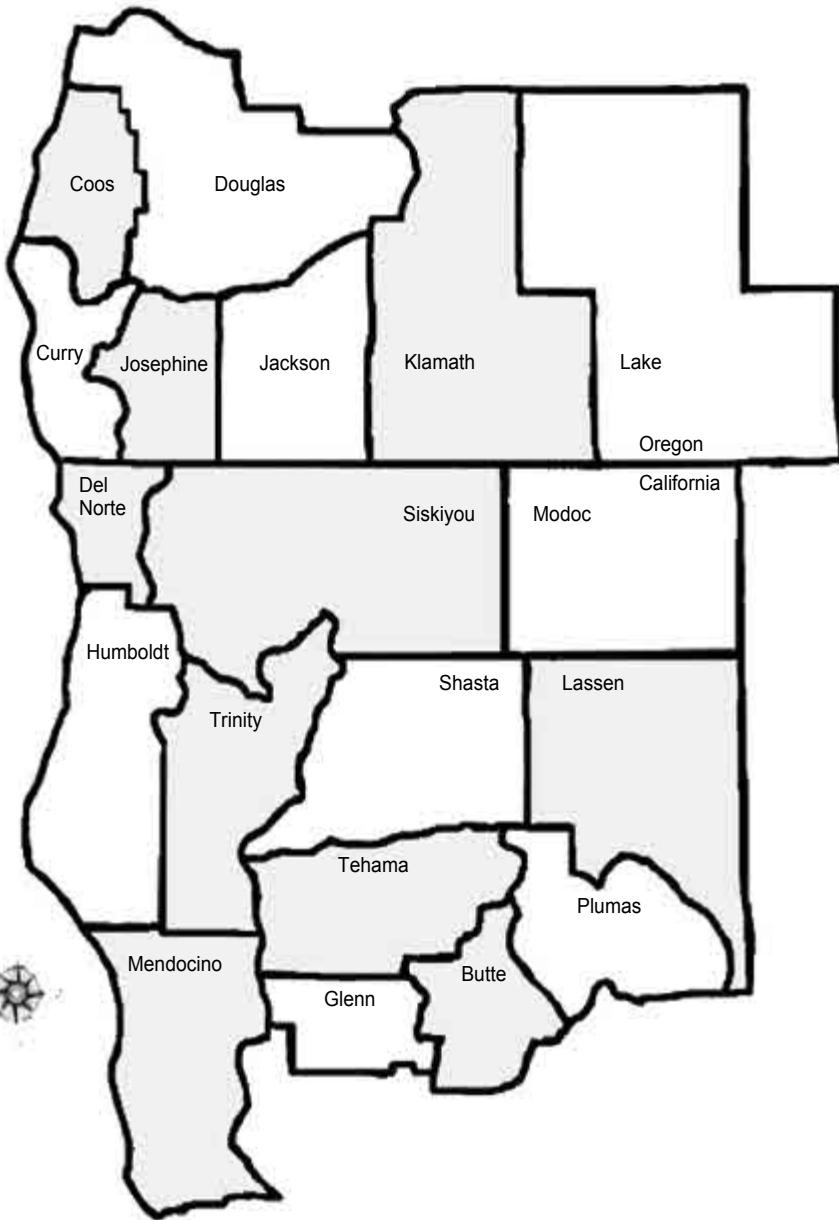
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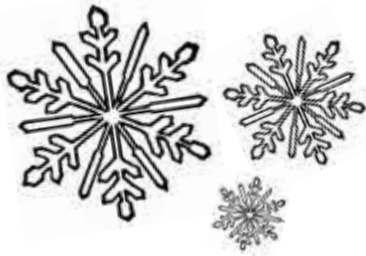
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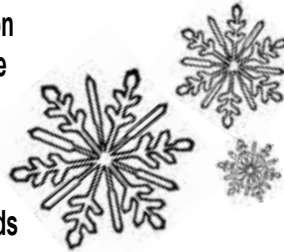
Cover Photo of lovely storm waves
at Crescent City, California by Ralph Fain

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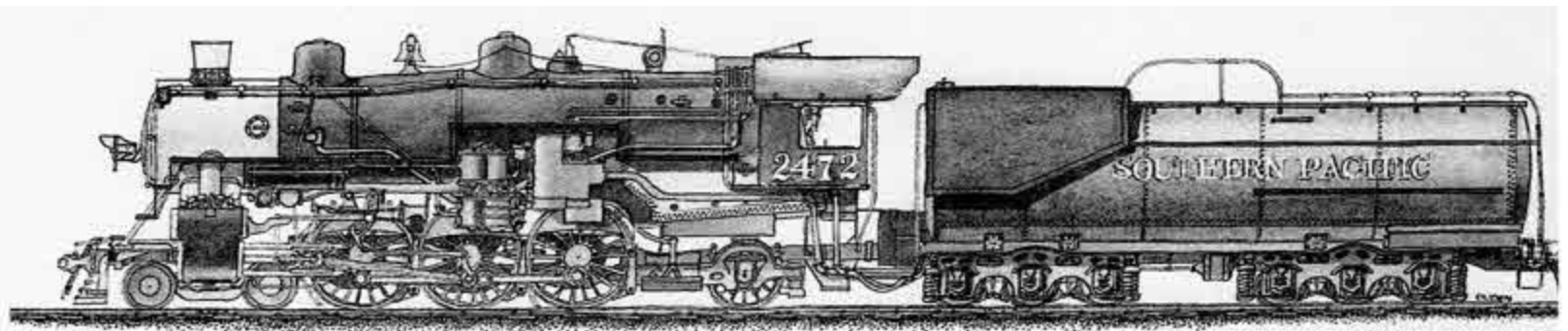
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DUNSMUIR RAILROAD DEPOT HISTORICAL SOCIETY NEWS

LOOKS BACK AND AHEAD TO 2015

On May 3rd the Dunsmuir Railroad Depot Historical Society was pleased to formerly reopen the DUNSMUIR MUSEUM. The display panels tell the story of the local Indian era, the Dunsmuir Family, the Dunsmuir railroad sites and facilities, the arrival of the diesel locomotives, and RAILROAD DAYS buttons. The Museum now includes the Elinore Van Fossen Harrison Native American Basket Collection, the "Golden Era of Fishing" as well as the Railroad Display Room. The Shasta Archives folks have organized original field survey and bridge inspection books, etc. 680 negatives and photos have been scanned and identified as to location, railroad mile post; they advise only 6-7000 left to do.

The Museum was also open the third Saturday monthly and for town events. It is now closed through March 2015 for the winter months.

NOTE: Folks can ride the Depot Society's "Membership Train" by sending \$10 for Depot membership and \$10 for Museum membership to PO Box 324, Dunsmuir CA 96025. Funds raised provide for the continued maintenance of the Amtrak Depot (the only Siskiyou stop), the Dunsmuir Museum and Railroad Display Room.

Visit us at www.dunsmuirdepot.com for the latest information.

The 2014 events included the May 10th National Train Day, our May 24th 6th Annual PIE SOCIAL (71 bakers donated 190 pies), the June Dunsmuir Hometown Heritage Celebration (over 200 visitors), our July Depot Ticket Drawing (for 2 Coast Starlight tickets and 2 Quilts), and the October Art Walk. Depot member and local resident Joseph Vella has painted a mural of the #1727 Locomotive on the Museum wall.

In October two Dogwood trees, donated by family and friends, were planted overlooking the rail yard to honor Past Presidents Rita Green and Anthony Skalko. The City Manager, the Mayor and family members spoke at the dedication.


Folks are asked to mark their 2015 calendars for UPCOMING EVENTS:

- Apr 18th DUNSMUIR MUSEUM reopens
- May 9th National Train Day
- May 23 7th Annual PIE SOCIAL at the Depot
- June 13-14 RAILROAD DAYS
- July 18th Depot Ticket Drawings
- October 10 Art Walk

The Depot Society asks the public to ride its Membership "Train." Depot membership is \$10 and Museum membership is \$10. Checks may be sent to the Depot Society, PO Box 324, Dunsmuir CA 96025. All donations are welcomed and appreciated.

All Depot fund-raisers provide for the continued maintenance of the Amtrak Depot (the only Siskiyou County stop), the DUNSMUIR MUSEUM and its Railroad Display Room.

The Depot Society thanks its members and the public for their continued support. See you at the DUNSMUIR MUSEUM! ♦



Dunsmuir Museum


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The Dunsmuir Museum will be closed for the
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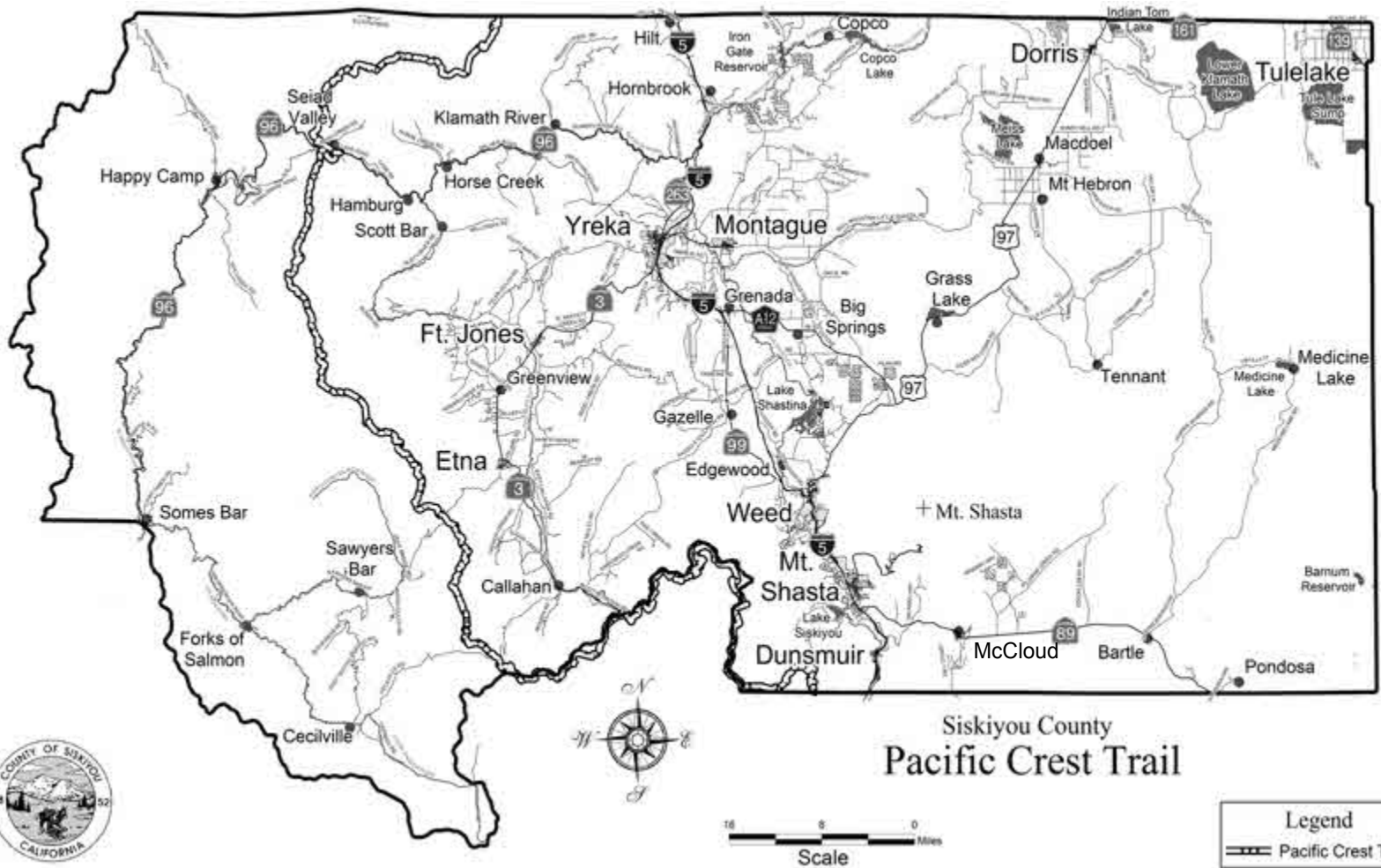


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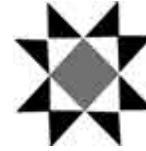
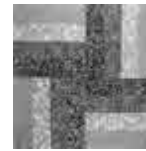


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“On the Road to . . .”

by Bob Pasero

Bob Pasero is Orland's retired Police Chief. Orland is in Glenn County which is at the southern end of The State of Jefferson! Bob writes for the Sacramento Valley Mirror and we will be re-printing some of his fascinating articles from his column: "On the Road - Adventures in the State of Jefferson."

Bob is also the National Chaplain for an organization called The Missing in America Project, a Veteran Recovery Program. Please go to www.miap.us for more info.

“Lake Almanor”

If the Golden State were a monarch, our region could easily be the crown, which is, by definition; “an ornate headdress often made of gold and set with gems.” Our region is what one large newspaper used to refer to as “Superior California.” I must admit, I always rather liked that sobriquet. Some call this area the State of Jefferson, some refer to it as Northern California and some simply call it “home.” I have always been rather smugly proud of our little corner of the world and I do think of it as a crown. However, to truly be a crown it would need a few gems to really give it “shine” or if you are from the equestrian, or automotive world, “Chrome” or “flash.” Today we will visit one of those gems that truly defines our home as the crown of the Golden State. This gem is set in what the original inhabitants, the Maidu Nation called “Nakam Koyo” or “Big Meadows.” Our destination today is a sparkling gem that got its rather unique name by combining the names of the three daughters of Guy C. Earl. Mr. Earl was the vice president of the Great Western Power Company (forerunner of PG&E) at the time the original dam creating this reservoir was built in 1914. His daughter’s names were, ALice MARtha & EleaNOR. We will find this gem at the end of today’s trip On The Road to Lake ALMANOR.



Photo of Lake Almanor with Lassen Peak - by Bob Pasero

It is altogether appropriate that the first of 2015’s “On the Road Columns” should be a vehicle to mark the centennial observance of Lake Almanor. The original dam that held back the waters of the north fork of the Feather River, Benner Creek, Last Chance Creek, and Hamilton Branch (as well as a number of natural but unnamed springs to form the original Lake Almanor) was started in 1913 and completed 100 years ago in 1914. Just 12 years later in 1926/27 the lake was more than doubled in size and it was raised again to its current height in 1962. Although generally referred to as a “large” reservoir Almanor is, in fact, a relatively small body of water. Almanor’s maximum depth of 90 feet, surface area of slightly over 4500 feet and full capacity of just over 1.3 million acre feet - when compared to Shasta Lake’s maximum depth of over 500 feet, surface area of over 30,000 acres and full capacity of 4.5 million acre feet and the rather diminutive size - can be put into perspective. But, as the old saying has it, “Good things come in small packages.”



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Lake Almanor has long been a favorite recreation spot for Superior California residents. The elevation of nearly 4,500 feet makes for a welcoming cool respite from the valley heat and the natural beauty of the area is unparalleled. Combine the beauty with a lake, the amenities of which cater to the outdoors person, hikers, bird watchers, boating enthusiast, anglers, kayak enthusiasts, and those who enjoy personal water craft and it is a combination that is impossible to beat.

Fishing at Lake Almanor can be both challenging and rewarding. Rainbow trout, brown trout, salmon, small mouth bass and catfish all inhabit the waters of this beautiful lake. If one prefers beating the water into frothy foam with fly fishing gear, you will want to know that there is a natural fly hatch on the lake usually from mid June through July (check with local sporting goods stores as that date draws closer). Fly fishing with the right fly can be very productive when properly presented. When the water starts to warm up in the summer months the fishing really heats up also. Either side of the peninsula and around Big Springs cove on the northeast side of the lake can be very productive. As a small child the first catfish I ever saw was caught by my Uncle Bruno at Lake Almanor. I was hooked on fishing from that time on and have enjoyed fishing Lake Almanor ever since. A recent trip didn't allow me the opportunity to try my hand against the finny adversaries; it was more of a time to spend just relaxing.

As popular and heavily used as Almanor is we were able to find a very nice campsite at the Rocky Point Campground for our summer trip even though it was over the Labor Day Holiday and even though I had not made reservations. That is not the recommended course of action.

Lake Almanor (and neighboring Butt Valley Reservoir) are PG&E lakes. The campgrounds are managed by American Land and Leisure and as such the campsites at both are spacious, clean, well maintained and the camp hosts are genial and offer a wealth of information. But bear in mind that, as with many PG&E facilities, the campgrounds generally offer vault toilets and no hook ups. This is, what I call "leisurely roughing it." For that reason it is quite nice that the Plumas County communities Greenville and Chester are both just a short drive from the many of the campsites. Both communities offer shower facilities, restaurants, grocery stores, souvenir shopping and sports shops that offer fishing tackle and local knowledge dispensed with a smile. So you can learn where and what the fish are biting at any given time offering you a much better chance to take home that lunker German brown.

The spring will be here soon, so now is a good time to start planning a summer getaway to beautiful Lake Almanor. Lake Almanor is easily reached from the Valley Floor. From Redding or Red Bluff take Highway 36 east, and from Chico head east on Highway 32. When it comes to a great getaway at a beautiful spot, all roads do not lead to Rome...in the Sacramento Valley it is easy to get On The Road to Lake Almanor. ♦



Photo of Lovely Lake Almanor by Bob Pasero.



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DUNSMUIR HISTORY

by Ron McCloud

Owner of Dunsmuir Hardware, Dunsmuir, California

“The Storm of 1964”

Fifty years! It sounds like a long time but to people who were in Dunsmuir and experienced it personally, it was such a memorable time that it doesn't seem that long ago. It's an easy thing to think of the storm and flood as a local happening but the records show that Dunsmuir was one of many towns that got caught up in a major widespread storm. Spanning the holiday season, the storm and resulting flooding began in mid-December of 1964 and continued through late January of 1965.

The sheer magnitude of the storm is breathtaking even today. The National Weather Service considers the storm to be a “100 year storm” and the United States Army Corps of Engineers report called the flood “the most devastating inundation recorded in the history of California.” California Governor Pat Brown was quoted as saying that “a flood of similar proportions could happen only once in 1,000 years,” and it was often referred to later as the Thousand Year Flood. Virtually every major stream and river in Northern California, Oregon and Washington were in flood stage nearly simultaneously. Idaho and Nevada were also impacted.

Between December 20 and December 26, a staggering 10,390,000 acre feet of water flowed into the Pacific Ocean from the combined rivers and streams on the North Coast. That's the equivalent of a column of water an acre in size – 1,968 miles high! Almost all reservoirs filled to overflowing. Twenty-six U.S. Geological Survey stream gauges were destroyed. Many communities suffered massive power outages and were left isolated for days. The flood killed 19 people, heavily damaged or completely devastated at least 10 towns, destroyed all or portions of major highway and county bridges, carried away millions of board feet of lumber and logs from mill sites, devastated thousands

of acres of agricultural land and killed 4,000 head of livestock. The flood devastated the tracks and multiple stream and river crossings of the Southern Pacific Railroad as well as other smaller lines and spurs.

California Governor Brown declared 34 counties in the region disaster areas. Together, Del Norte, Humboldt, Mendocino, Siskiyou, Trinity and Sonoma counties sustained more damage than the other 28 counties combined. There was over \$13 million dollars of damage in Siskiyou County alone. Humboldt County suffered over \$100 million dollars in damage.

According to the United States Army Corps of Engineers, November rains in northern California and southern Oregon in 1964 had been three times above normal and the soil was saturated prior to the arrival of the flood producing storm. Snowfall at the higher elevations had been the heaviest since 1954. Snowpack at the Mt. Shasta Ski Bowl was ten feet.



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Then on Sunday, December 20, heavy warm rains began in an intense downpour known as a "pineapple express." This weather phenomenon is caused by a breakdown of the typical Pacific winter high pressure system resulting in high winds carrying warm, moist air reaching from Hawaii to the Pacific Northwest. Temperatures were higher than normal during the storm resulting in rain rather than snow. Existing snow below 6,500 feet elevation rapidly melted, adding to the overflow of rivers and streams, and the rain continued to fall for the next 23 days.

Dunsmuir in the narrow Sacramento River Canyon was hit hard. Tuesday, December 22 and Wednesday, the 23rd were days of peak flooding of the river and all the streams flowing into it. Over 2,000 feet of Southern Pacific track was washed out and left hanging over the raging river. The Scherrer Avenue Bridge washed out, as did the South County Bridge. The Dunsmuir News reported that the Scherrer Avenue Bridge "lifted from its abutments and disappeared." The steel South County Bridge "gave way to a pile-up of logs that forced it from its sunken abutment and swept it 200 feet downstream."

The area of Dunsmuir known as Champion Park – between those two bridges - was totally cut off except for a footbridge from South First Street across the river to the south railroad yard. Broken sewer, water and natural gas lines crossing the river were broken and swept away in spite of valiant efforts by crews to save them. Virtually all homes in the lower south part of the town were evacuated. Numerous homes along the river were flooded and some literally floated away.

But Dunsmuir is a survivor. Fires, mudslides, chemical spills and storms have rocked the town to its roots but it rises up to meet the challenges. When the Storm of 1964/65 – also known as the Christmas Storm or the Thousand Year Storm – ended in late January of 1965 and the flood waters receded, Dunsmuir carried on. Storms would come again – notably in 1974, 1995, 1997, 2000, and 2006 but 1964/65 is often referred to as "the big one."

Ron McCloud is the co-author with Deborah Harton of a history of Dunsmuir published by the Arcadia Publishing Company in 2010. He is the owner of Dunsmuir Hardware which traces its roots to 1894. ♦



This woodcut from the 1800s dramatizes the sometimes wild weather of Northern California. Floods and torrential rains contrast with drought and unpredictable events. After fifty years, the storm and flood of 1964/65 is remembered for its massive impact on the State of Jefferson.

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HISTORY OF YREKA

by Claudia A. East

Join us each month for Claudia East's fascinating historical stories of the town of Yreka, California. Feel free to read & follow Claudia on her blog at: <http://yrekahistory.blogspot.com>.

"Harsh Winters in Yreka"

Compiled by Claudia East

Below is an updated article that originally appeared in the January 1975 edition of the Yreka Echoes Newsletter. The basic article was originally written by Hazel Fiock Ohlund. Copyright by Yreka (Historic) Preservation. Reprinted by permission.

Winter has arrived in Yreka! Over the last 160 plus years we have seen both many dry and wet winters. In this edition we will give snippets of some of the harshest winters seen by our pioneer forefathers!

Winter of 1852-53: There were four floods the first winter after the town of Yreka was founded. Many of the business houses on Main Street had to be shifted to the higher ground of Miner Street because of the flooding of Yreka Creek. From Wells History, printed in 1888, we are told that the trails were so impassable on account of mud and water, and the mountain routes so blockaded with snow that pack trains were unable to get in with supplies. Provisions became exhausted. "Flour sacks were scraped and soaked to remove...every vestige of their contents." Salt sold rapidly at \$1.00 per ounce, flour at \$3.00 a pound and eggs for \$1.00 each!

Fortunately, Yreka had a humanitarian in its midst, a blacksmith by the name of Alvy Boles. (He had a blacksmith shop with his partner, William Dane, where an empty restaurant now sits on the north side of Miner and Main Streets in Yreka.) Boles cultivated 140 acres of land along Yreka Creek and raised wheat and vegetables for the people of Yreka, some of whom might have starved. He also had 22 acres north of town where he raised "a splendid crop of potatoes."

Winter of 1861-62: Newspaper accounts mention the next heavy snow came in the winter of 1855-56 which kept the trails closed until late in the Spring. Then, in 1861-62, early rains beginning in November caused devastating floods throughout California. "Early in the morning of November 30, 1861 Yreka creek overflowed its banks and a torrent of water came rushing down Main Street. The bridge was carried away and the whole lower portion of the city was under water. Gardens and cellars were flooded and everything floatable went whirling down the rushing stream....Yreka creek was 300 feet wide....Buildings were undermined and borne away or overturned." (Wells' History, p. 41.)

Winter of 1900-01: On New Year's night, 1901, it started snowing in Yreka and it snowed for 3 days and nights. In that time, over 6 feet of snow fell. This big snow is best remembered from pictures of snow tunnels on Miner Street, leading from the middle of the street to the sidewalks. The middle of the street was blocked by huge snow banks caused by shoveling snow from the tops of the roofs and from the sidewalks. So tunnels were dug, providing "an easier way to deliver goods on sleighs than climbing over the high banks." (Yreka Journal, January 22, 1901.)




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It is interesting to note that this snow fell in two days, and within a week of the snowfall wages for shoveling snow went from \$1 an hour to \$2.50 an hour. These were incredible wages considering the 1901 yearly income for a household in the U.S. averaged \$750 a year!

At this time the snow was also 4 feet deep at the Forest House on the level, and 10 feet on the road at the top of Fort Jones Mountain.

Unfortunately, following this heavy snow in 1901, the rains came and once again Yreka found itself in the midst of a heavy flood. The flooded Yreka Creek did significant damage to the train station, railroad tracks, homes and businesses. A few years later after repeated flooding from Yreka Creek, the train station was moved from its initial location near where Dobby's Lock Shop is located today along Main Street to its current location higher up the hill from the creek. ♦



Miner Street in Yreka, circa 1890.
Both Photos Courtesy Yreka Historic Preservation.



Fourth Street between Miner and Center Streets circa 1925
(before the street was widened) "Snowballs on Trees."

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"Shasta Lily Quilt Guild"

by Judy Sartor

"A bed without a quilt is like a sky without stars."

The women of the Shasta Lily Quilt Guild have a mission: fill that sky with stars.

Quilt fabrics, patterns, styles and uses have changed over the years, as have the machines and tools that we use to create quilts. What has not changed,



however, is the camaraderie of quilting. While we may not have old fashioned quilting bees, the Shasta Lily Quilt Guild provides group unity through our stellar programs.

Project Linus is our greatest charitable outreach. We create blankets for distribution to children in need of a hug. With the assistance of the Klamath Chapter of Project Linus, we distributed 1,000 blankets to the children of Weed. We have two Linus Extravaganzas where we sew quilts for Project Linus.

We also create Caring Friends quilts for adults who need hugs. After all, there is no age limit for hugs.

And then there is Scrappies, where we indulge our crafty sides by making items to sell at our Quilt Show Boutique.

For our artistic minds, we have women who create small art quilts on a monthly basis.

We are just beginning work on our next Opportunity Quilt, and it promises to be an exciting challenge.

Anything Goes is a monthly open sew day. Members come to sew, to pin quilts, to get advice or new ideas, to knit, to embroider, or just to visit. What more could a group of like-minded women wish for?

Now, most of us can not keep up with a list of activities this long, but that's the beauty of our program. We offer a lot of opportunities--all designed by members--but there is no need to do everything...well, unless you want to try.

The New Year is a good time to join the Shasta Lily Quilt Guild--or at least to drop in on one of our meetings. Check out our website www.shastalily.org or contact President Barbara Hegdal at barbara_hegdal@att.net. ♦

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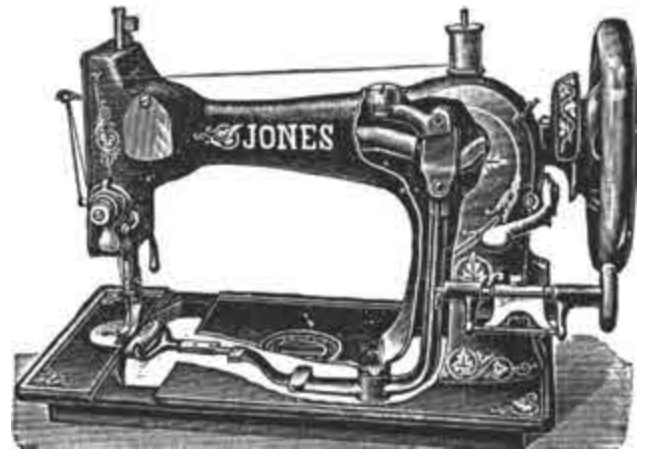
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- February 12 Yreka's 2015 Business Expo
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Local Author Gail Jenner is a contributor to NPR's Jefferson Public Radio series, "As It Was: Tales From the State of Jefferson." At left is her newest book, coauthored with Bernita L. Tickner.

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DISCOVERING THE STATE OF JEFFERSON

By Gail Jenner – Enjoy another new story of the many historical towns and areas scattered throughout The State of Jefferson.

“The Siskiyou Trail, Part 2”

Continued from December 2014 Jefferson Backroads...

Another important trailblazer in Oregon and Northern California's early history was Peter Skene Ogden. As described in Richard Dillon's book, *SISKIYOU TRAIL*, Ogden was a man “of great endurance, courage, and modesty.” He was also a man of “great wit and amusement.” See photo at right on Page 21.

Born in Quebec in 1794, Ogden fled west across the Rockies in 1817, after a terrible incident where he was charged with murder. After heading up an expedition against the Cowlitz tribe, which ended in a terrible massacre, Ogden seemed to turn a corner, becoming a strong leader and able commander. Though he found himself many times at odds with various tribes and openly detested a number of them, he had strong ties to other tribes. He married a Nez Perce woman, who often accompanied him on expeditions. He became one of the Northwest Company's most able men although Hudson's Bay Company viewed him as a troublemaker. In 1821, however, the two companies merged and Ogden was appointed him Chief Trader for Snake River region in 1823.

Between 1824 and 1830, Ogden led several expeditions to explore the Snake River country. One of the company's objectives was a “scourged earth” policy of taking as many beaver pelts as possible, thus discouraging American trappers and traders.

According to one historian, Ogden proved to be an outstanding explorer, or “a man of great leg,” and Fort Vancouver's Doctor McLoughlin soon sought him out to “tie the Snake River to the Willamette (apparently unaware of the Cascade Range).” Ogden outdid himself; he also explored the Klamath Lakes basin, the Siskiyou and the Shasta regions, the Central Valley of California, and even the Colorado River.

Interestingly, at this point in time, the explorers and early trappers had no notion of where rivers began or how they were linked; they were in search of the fabled “Buenaventura” River, which was thought to flow from “Lake Salado” (the Great Salt Lake) all the way to the Pacific, with many assuming it emptied out through the San Francisco Bay. Many of these early men believed there must be a single fountainhead somewhere in the Rockies. Even Lewis and Clark mapped the Multnomah (Willamette) as rising out of a lake south of the Snake River, flowing north and west, to join the Columbia (again with no account of the Cascade Range).

One of Ogden's rivals in the fur industry was the American-born Jedediah Smith. They often found themselves in similar regions, they were curt and civil, but Smith was considered “a sly, cunning, Yankee.”

Ogden ran his company of men, women, and children (often numbering well over one hundred) in almost military fashion. It was written that “no man (was) exempted from going on discovery (ie, scouting)... no man (was) exempted from the night watch except the day guard...”



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In November 1826, Ogden and his party of men headed for the untrapped “Clameitte” River. They traveled due west, but the landscape was disheartening and in order to keep his men from deserting or mutinying, he promised them a river. They did reach the Little Deschutes River, and having Tom McKay as his guide (he’d traveled to this

region under the command of Finn McDonald), they kept going. The men were hungry; unfortunately Ogden complained that there were few real hunters in the group and returned with only seven white-tailed deer. He wrote: “Our hunters are not even deserving of the name and, although constantly in motion, can scarcely support themselves.”

The party did start over the Cascades and Siskiyou (called by them, the “Umpqua Mountains”) but word from Fort Vancouver warned that the Spanish were concerned over their entry into their territory. Ogden was instructed to “avoid armed collisions with Americans or Spaniards at all cost,” although he was not told to turn back.

On the shores of Klamath Lake, Ogden wrote: “All looks gloomy. What will become of us? Two horses already killed for food...” In addition, there were no beaver.

It was on Christmas Day, 1826, that Ogden and his men saw Mount Shasta, looming far out in the distance. They were warned against traveling further south, however, after being told by some visiting Klamath Indians that it was the land of the Sastise (Shasta), and they were at present at war with them. Ogden promised himself he would return in the spring. But by this time, his men were near starving, and the need to keep moving was paramount.

In January 1827, Ogden and his men finally reached the Klamath River—and California. Just south of the Oregon line, near today’s Beswick, they discovered a hot springs. But they found no beaver. The Klamath guide who agreed to lead Ogden over the Siskiyou informed him that the Klamaths had “destroyed them all.” In fact, they did not trade them, but ate the meat and used the hides after singing the fur off the pelts.

Turning southwest to Cottonwood Creek, north of Hornbrook, Ogden noted that the soil was good and he guessed the river navigable. Here they did trap some beaver, in spite of the heavy rain. He regretted the lack of a well-marked trail over the Siskiyou that could link Fort Vancouver with the Klamath by way of the Willamette. He wrote: “It is to be regretted this country has been allowed to remain so long unexplored.” He noted, however, that the region did not promise much in the way of beaver or large and attractive rivers. They did find the local Klamath Indians helpful, kind, and eager to trade. He admonished his men to not steal from them, as he did not want to make enemies of them.

In February, Ogden and his men crossed over “The Mountain” and arrived at the Little Applegate River. The snow had been not much more than a foot deep, making their journey easy. He wrote of their ascent, “The first Mountain since my sojourn...that I have succeeded in crossing without sacrificing horses, either in summer or winter.” The loss of any horses was perilous and Ogden refused to sacrifice them unless absolutely necessary.

The party set up camp and immediately met with a local Indian (most likely a Shasta) who brought them a salmon and announced that winter was over; it was February 9! He noted that these new Indians were “bold, stout-looking fellows who made their caps and arrow quivers of beaver skins.” As to the continued conflict between the Klamath and Shasta, he wrote: “So far as regards their quarrels, we shall give ourselves no trouble...” Unfortunately, as time went on, there were a number of threats and/or attacks on horses, and Ogden admitted, “The Indians are displeased at seeing us daily destroy their beaver, and say they will, in consequence, starve.”

Ogden is credited with naming several local landmarks. “This river I have named Sastise River, also a mount equal in height to Mount Hood or Vancouver I have named Mount Sastise...I have given these names from the tribe of Indians who are well known by all the neighboring tribes.”

In 1828-29, Peter Skene Ogden explored the Great Salt Lake region; hence, Ogden River and Ogden, Utah, are named for him. He explored areas of the Great Basin and followed the Humboldt River to its dry sink in modern-day Nevada (which Jedediah Smith crossed in 1827). He also traveled the edge of the Sierra Nevada Range, through the Mojave Desert.

In 1847, Ogden is credited with averting a war with the Cayuse and Umatilla tribes, where he negotiated for the lives of 49 settlers taken after the tragic Whitman Massacre.

He retired to Oregon City, with one of his numerous Indian wives. He wrote a memoir, entitled TRAITS OF AMERICAN INDIAN LIFE AND CHARACTER. BY A FUR TRADER. He died in 1854.

Part 3 of The Siskiyou Trail, to be continued ♦



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THANK YOU ... & A HAPPY NEW YEAR!


The New Year is here and I just wanted to reflect a little on what this HAPPY LITTLE PUBLICATION means to me. We have been publishing Jefferson Backroads every single month for nearly five straight years, with the excellent and beautiful contributions of the many advertisers and story writers you see on our pages. The joy I receive, gathering, putting together and proudly sharing the unique essence of our beloved Siskiyou County, California region through our adventurous and solid State of Jefferson theme is immense. I thank you all from the bottom of my heart for allowing me to provide this service...

I have known for decades how much I yearn for and deeply love our old-fashioned, Small Town – Rural American way of life. I was fortunate to have moved far away from the big city in the summer of 1984, up to our neighboring rugged and remote Lassen County, about 100 miles to the east of Yreka. This territory of Northern California and Southern Oregon IS our backyard, from the coast to the eastern borders and beyond. With our lower amounts of people and our higher amounts of fresh air, mountains, flowing streams, backroads and stars, THIS is the region I call my home. Rural America reflects my heart and soul, and I am grateful to be living up here in our own piece of God’s Majestic Country.

The events that take place at the various times of year up this way are deeply rooted in tradition and reflect the love of our community. All of us who are joined together on these pages enjoy sharing our way of life, our community events, our businesses, recreational opportunities and our incredible history, and THIS is why I believe our publication has continued to flourish for five straight years. Jefferson Backroads is our gift to the many wonderful readers who seek out or stumble upon our happy little local publication, in its paper form or on our 24/7/365 website publication links.

Each month we strive to bring to our pages new and interesting stories, amazing and unique artists and crafters, dedicated mom and pop businesses, delicious brew pubs, wineries and restaurants along with a sampling of the more than 1,000 fabulous things to do around here!

Happy New Year to each and every one of you and Thank You ALL – honored and amazing Writers, Readers, Advertisers & Subscribers – for being so supportive, so encouraging and so generous as to SHARE your energies through this amazing community EFFORT we call Jefferson Backroads.
– M.Fain, Editor



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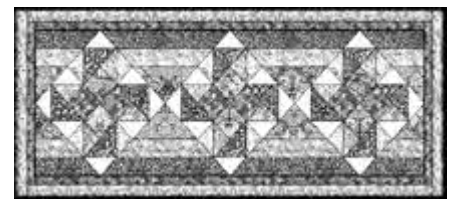
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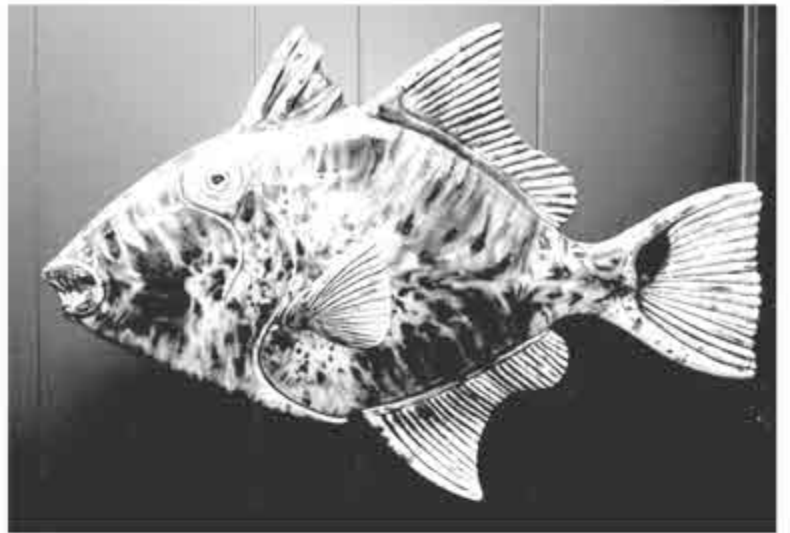
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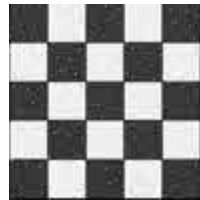

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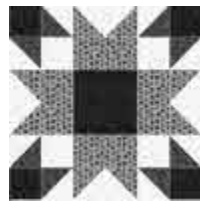
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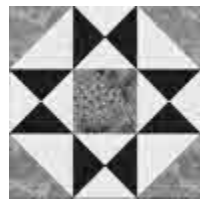


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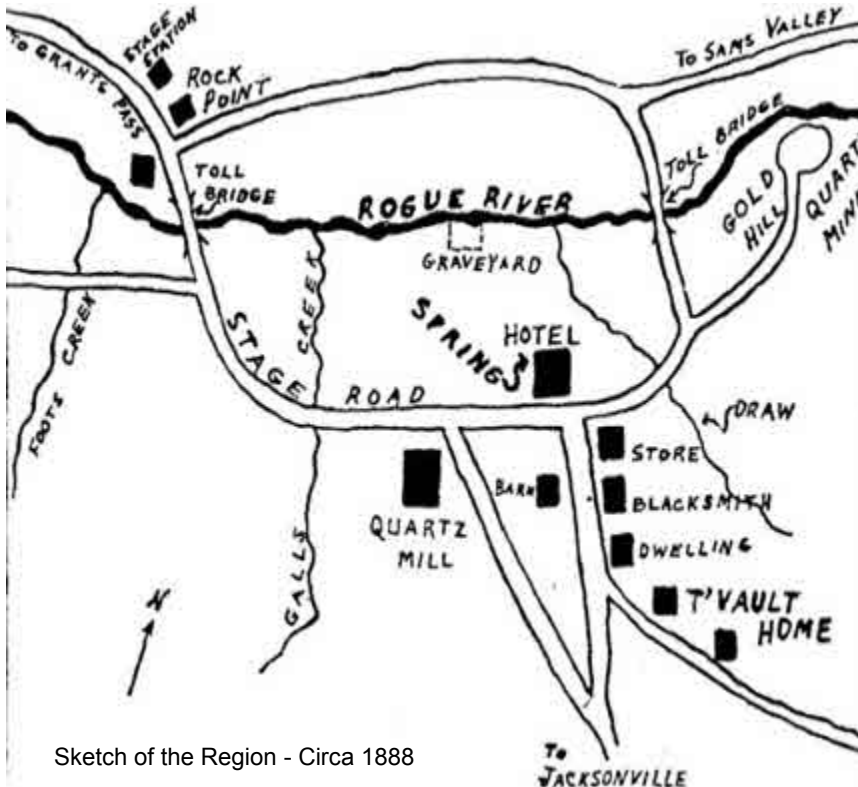
Humbug Chapter No. 73

The thirty second in a continuing series of articles
prepared by Bill Wensrich

“If you ain’t plaque’n, then you ain’t Clampin’”

Sights and sounds of horse drawn coaches rumbling through the stage stop have been replaced with those of vineyards and the smell of Petit Syrah. Memories long ago loudly resonated with a stage coach coming through the covered bridge. You could hear the rhythm of the horse’s hoof beats and smell the dirt, leather and sawdust. Today that imagery of the Rock Point Stage Stop and Hotel has been lost to time with the passing of generations. The site, now occupied by southern Oregon’s Del Rio Winery, instead evokes experiences reminiscent of California’s Napa Valley. The old Rock Point Hotel now houses their tasting room.

Discovery of gold in southern Oregon in 1851 unleashed a flood of miners and homesteaders into the area. This invasion and land grab resulted in ongoing conflict with local Indian tribes culminating in Oregon’s 1855 Rogue Indian War. One John B. White fought the Indians from 1855-1856, serving under Captain William A. Wilkinson. In exchange for his services, he received land and homesteaded the Rock Point area. Rock Point is named after distinctive geology found at this location along the Rogue River. At this point the river passes from a wider valley into a much more constricted section, with hills close on each side and rock lined river banks.



Sketch of the Region - Circa 1888



Pear packing shed restored in 2004 for winery use.

After White was appointed judge for the Dardanelles precinct in 1857, he established a post office in Rock Point two years later. Building first on the south side of the river, John developed a new homestead on the north side of the stage road after the flood of 1861-1862 destroyed his home and the bridge over the Rogue.

Meanwhile, a certain Lytle White with his wife, Jane, arrived in the area in 1859. In 1863 Mr. Lytle White, no relation to John B. White, was able to purchase 168 acres from John for the sum of \$2,000. Lytle opened a store and took on partner Ben Haymond. John B. White continued to prosper, and was instrumental in Rock Point’s growth from a single square block to over six square blocks throughout the 1860s and 1870s.

As for Lytle, he saw great promise with the 1860 advent of the Oregon and California Stage Companies developing a through route from Portland, Oregon to Sacramento, California. In 1864 he began construction of a hotel and stage stop in Rock Point. It is this building that the E Clampus Vitus plaque commemorates. On February 8, 1865, the hotel opened to the public with a grand ball attended by a reported 61 couples. Containing 30 guest rooms, a bar, a second floor ballroom, kitchens, dining room, separate parlors for the ladies and gents and the first telegraph office for the area, the hotel served as the highly anticipated stagecoach stop until the arrival of the railroad in 1883. During the rest of the decade the small community of Rock Point flourished. Joining the hotel and post office were homes, Abram Schuly's blacksmith shop, Haymond and White's store, a saloon and school. Record books from the Stage Company verify regular use of the Rock Point Hotel as a stage stop.

Arrival of the Oregon and California Railroad brought changes. The railroad company determined the best place for a station in the Rogue Valley was east of Rock Point where they found flat ground. This place a few miles away became the town of Gold Hill, Oregon. The stage stopped rolling. Hotel patronage dried up. Rock Point became a memory. During its heyday it hosted a hotel, stage stop, telegraph, bar, blacksmith, livery stable, saloon, post office, barbershop, school house, general store, and tavern. By the turn of the twentieth century the hotel closed and the area returned to farming.



This historical monument was dedicated on Saturday morning, April 28, 2007. The afternoon before the dedication, flying low late Friday on Interstate 5, passenger and fellow Redshirt, Spike “Raspberry” Haines, yelled out “there’s exit 43!” Wheeling onto River Road into southern Oregon’s Del Rio wine county, we could sense the scent and smell of the weekend Clampsite and Plaque dedication. Climbing the gentle hill toward the announced Clampsite a quarter mile away we ran into a change of venue very fast. The road to the picnic area was taped off. Three white police cars were spread out across the vineyard at varying locations and as it turns out, owner Rob Wallace approached our vehicle telling us the function location had changed to five miles up the road. As he pointed to one of those hastily written hard to read Clamper signs with the letters “ECV” at the top I exclaimed, “something musta happened!”

An hour later after missing several turns we found Valley of the Rogue State Park winding up in Loop ‘F’ near the end of the road. I’m not sure what the letter “F” signified for us on this occasion, but I had some strongly worded thoughts about it.

Once in the park at first glance, all Spike and I saw were **red** shirts and **green** trees. We thought it was **Christmas**. Soon the “Dizz” flagged us down and welcomed us to the new makeshift Clampsite. We knew we’d arrived at an honest to God Clampout and plaque dedication.

After setting up the tent and “telegraphing” the Widders, we began to sample ale and Budweiser beer on tap. Later that night, we found out the reason for the venue change. The winery owners were concerned about insurance issues and reconsidered the notion of letting Clampers camp on their property. The police cars turned out to be something the winery owner likes to do for fun; they store unoccupied cop cars on the property to reduce vandalism.

Following a quick Saturday breakfast 40 Redshirts were led by Wagon Master Steve “Zeke” Van de Bogart to the winery for the plaque dedication. Dizzy Dean Crandell handed out some fine Clamphistory discussing the Rock Point Hotel Stage Stop and Telegraph office.

Zeke speechified and recognized Glenn Hearrell and Matt Perkins for mounting the Plaque. It was Glenn’s idea to plaque the Winery. Owners, Jolee and Rob Wallace, discussed the winery and its history. Jolee had provided the wording for the plaque. During the ceremony Zeke asked Leo Champagne to say a few words and read the plaque to all gathered. Leo did a fine job as he stumbled over a few of the misspelled words on the plaque (What do you expect? We’re Clampers!).

Following the ceremony, Mr. Wallace took a number of Redshirts on a tour of the winery. With 215 acres under cultivation on the 815 acre farm, Wallace grows 15 different varieties of grapes. Redshirts got to view the old 1920s vintage packing house that was converted into a wine cellar and bottling room. Inside the more than 80 year old remodeled building, modern stainless steel vats hold grape juice prior to aging in 60 gallon white oak barrels imported from France and Hungary.

Rob explained wine labeled “bottled in Oregon” can only contain the juice from grapes grown in the state. If wine is blended with grapes from California or other locations outside Oregon it must be labeled as “American” wine.



Rock Point Stage Stop - Image circa 1888.

Following the tour we headed to the tasting room. Jolee and Marilou were pouring for the Redshirts right and left, stackin’em up almost as fast as we were drinkin’ ‘em. Sampling various viticultural vineyard varietal pleasures was fun, fun fun! First a Merlot, then a Syrah and Claret followed by Cabernet Franc and Rose’ Jolee. WOWser! We had a great time trying all the wines two or three or even four times over. The Syrah proved popular when it came time to take a memento or two home.

To view this plaque take Interstate 5 to southern Oregon. Use Exit 43 and head east of the freeway. Turn right onto Highway 99 and continue across the Rogue River using the bridge. Turn left on North River road. You’ll see the winery. Take the first right hand turn into Del Rio Vineyards which is west of Gold Hill. The Plaque is mounted on the side of the tasting room building. While you’re there be sure to sample the wine and take a bottle or two home with you. For more information access their web site at: www.delriovineyards.com/. ♦

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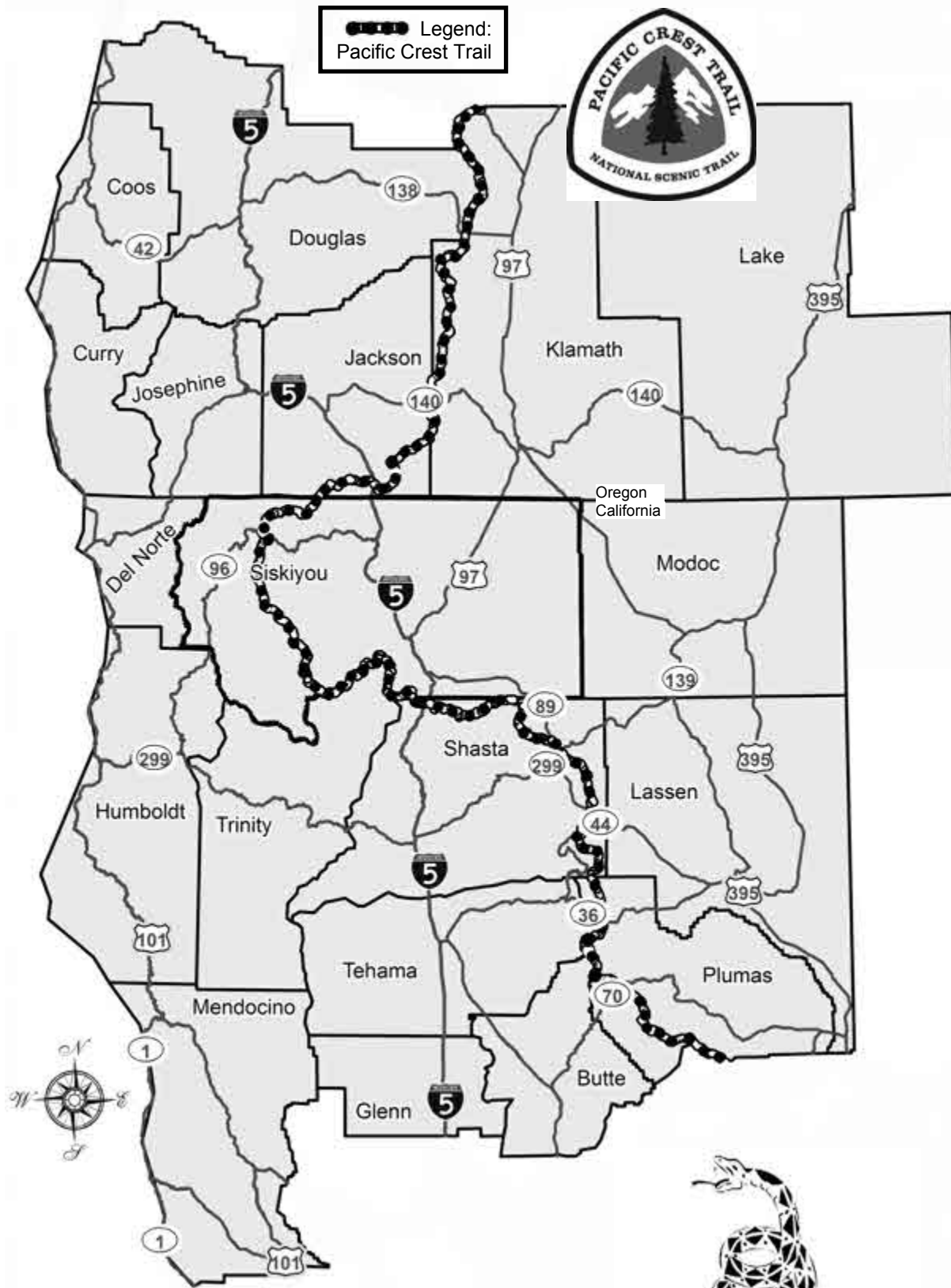
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