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Jefferson Backroads

A Happy Little Publication

MARCH 2020



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If not for our many loyal, paying advertisers, writers, readers and subscribers, we would simply not exist.

We are focused on the small communities we call home.

Anywhere within our boundaries of Our State of Jefferson Region IS home to us.

We hope you continue to enjoy our happy little publications!!

We positively LOVE what we do. Sharing your business and events IS OUR BUSINESS!
Again, Thank YOU!!

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

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FULL PAGE AD	8 1/2 x 10 3/4"	\$200/mo	\$225/mo

*Cube ads display on Community Bulletin Board Page for 3-months.

AD & STORY DEADLINE: 15th of each month.

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Cover Photo taken by Michelle Fain in February 2020:
Beautiful scene just west of Red Bluff, California.

Jefferson Backroads is proudly published every single month for our fellow independent, old school, hard working, Patriotic American Law Abiding 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 is still ALIVE, ALL ACROSS AMERICA. We are doing our part to proudly keep this 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 happy little publications are distributed in the first week of each month throughout Siskiyou County, California and also in many 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!

Editor/Owner:	Michelle Fain	Side Kick & Writer:	Ralph Fain
Printed by:	Cascade Printing		Klamath Falls, Oregon
Feature Writers:	Bruce Duncan	Deni Duncan	Brian Favero
	Gail Jenner	Hank Nelson	Carol Pasheilich
	Judy Sartor		

Jefferson Backroads was started up in April of 2010. We print every month.
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BOUQUET OF QUILTS - QUILT SHOW

Our Biennial Scott Valley Quilt Show is coming up again! "Bouquet of Quilts" is happening on Saturday May 16, 2020 at the Community Center in Fort Jones, California. (behind the Post Office)

Our Scott Valley Quilt Guild presents a wide variety of quilts that will, hopefully, thrill and challenge you! Our featured quilter this year is our very own Karen Opgenorth. Many of her quilts will be shown, as well as a vast sea of our Guild members' quilts.

The entrance donation is only \$3.00, and it will be open from 10 am to 4 pm. All our proceeds are used for scholarships for youth from our valley who are headed to college for the next two years. We feature a "Country Store" offering home made items, quilting items and there are unique opportunity gift baskets as well.

The Scott Valley Quilt Guild was established in 1988, boasting 9 members, growing to date to about 30 members. We meet the first Thursday of every month at the Methodist Church in Etna, and have "sewing" get-togethers on Tuesday and Friday at the Senior Center in Greenview, from 10am to 2ish. We welcome anyone with an interest in quilting to join us. There are classes throughout the year for those desiring to learn quilting as well as learning different techniques.

We also strive to bless our community with "Comfort" Quilts for those suffering from disasters or loss, seniors in nursing homes, shut-ins, firefighters, Veterans and children in the hospital, just to name a few. This group of quilters seeks to minister to those in need.

We hope to see you at the show. We will do our best to make it worth the trip to our beautiful valley. Any questions? Call Michele 530-598-2444 or Margo 530-598-4234.



Bouquet of Quilts Quilt Show

Saturday May 16, 2020
10am to 4pm

Fort Jones Community Hall
11960 East Street
Fort Jones, CA 96032

For Info Call:
Michele 530-598-2444

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ANOTHER ANNIVERSARY

Ah, we meet again. Just your fearless Editor/Publisher here with a few words to give a little perspective to these past 120 months of Jefferson Backroads. Never will I EVER forget how and why we have been so fortunate as to EXIST all these months and years. IT IS YOU! YOU, our amazing friends who work hard and pay us every single month to advertise your valuable businesses and events, are THE SOLID REASON we exist. A SINCERE Thank YOU...

Our honored writers also work hard to contribute. I always strive to find more fun stories and histories to share on our pages. If any of you wish to make a fun and informative literary contribution, please call or email us.

Our incredible readers and subscribers... well, it makes us beam with pride knowing there are still individuals just like us who seek out real "paper" publications to read while on adventures and journeys. To have our publications in electronic format on our website and Facebook page completes the circle in these modern times.

I came up with a few interesting thoughts of my earlier life, when I first decided I wanted to "type" for a living, back in elementary school, growing up in the 1960s and 1970s. My sister and I (and our badass little brother 16 years younger than me) were raised in THE CITY... South San Jose to be exact, on the edge of the lovely orchards and near enough to the garlic growing in Gilroy that on foggy autumn harvest mornings, we could smell the delicious aroma of garlic... Garlic is and always will be one of my favorite foods. It really is part of my soul. Another happy glad childhood memory!

My sister and I grew up in a time where we didn't have babysitters, even though our mom and dad both worked Monday through Friday. We were taught responsibility. We were taught how to think for ourselves. We had a long list of valuable chores to do when we got home from school and we also had to have A's and B's on our report cards or we were not going to leave the house. Period. So we did the work. And when we ever fell short of the known expectations, we were grounded to the house, for weeks. We were punished with a consistent consequence which we understood, unlike most of our friends whose parents "let" them off early. We had solid expectations and and if we ignored them, we knew the consequences - they were real and they were consistent and understood.

I LOVE the fact that our parents held us to these standards of excellence and hard work, with consequences of a disciplinary action whenever we broke the rules. I believe with my whole heart that this gave us a fierce determination and a hard work ethic as adults. Nothing good comes without hard work. THIS is why I have been able to complete a publication every single month for 120 months in a row, and THIS is why I will strive to continue to do so for at least another 120 months. Do not think for one moment that as a kid I was treated unfairly - and believe me, I tested my limits as every strong willed independent woman does...

In my mind, most of the problems that exist in our society today are due specifically to the lack of discipline, the lack of hard work ethics, lack of a solid expectation to strive for excellence and the lack of being taught solid real world job skills. How on earth I knew from elementary school age that I wanted to "type" for a living is a mystery. I had the benefit of learning home economics in junior high, I took high school accounting, shorthand, typing and the very first computer classes too. I started working in the real world for a real pay check at age 16 as was expected of me. No free ride. I did the work. I didn't attempt a big college degree. My hat is off to those who do... as long as they use their degree to put excellence into our society!

As a mom, I maintained that same level of solid discipline, hard work ethic and expectations of excellence with my superb kids and it paid off. SO MANY young AND old people today have this idiotic sense that they are entitled to receive anything and everything for free without putting forth any of the hard work and it grinds away at the very core of our society. It is so WRONG.

The main thing I want to share here is that I THANK MY MOM and MY DAD. I thank them for instilling in me solid discipline, resourcefulness, determination and a hard work ethic. We work hard because IT IS RIGHT.

To Ralph, my trusty side-kick, THANK YOU for being so supportive and for joining along with me to continue to do this work called Jefferson Backroads... but IS it really work? Heck NO! When you have the right attitude, work IS fun and I don't care who wants to deny it. This publication is one of my favorite jobs I have ever done to make a buck and I STILL use every one of the valuable job skills I learned as a child and teenager every single DAY in this business!

To those who have not been given this same discipline in life, figure out what YOU can do to work hard and earn a few dollars and teach your kids to do the same. Start now! Expectations and Consequences: two of life's most important necessities. STAND UP AND DO WHAT IS RIGHT. *Editor, Michelle Fain*



Photo by MFain



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2020 Yreka Historic Tour Schedule
(Sponsored by Siskiyou Historical Society)

Date	Time	Tour Topic (Presenters)	Meeting Location	Reservation Suggested Donation
April 18 (Saturday)	11 a.m.- 12:15 p.m.	Yreka Fire Station Museum (Varak, Grifantini)	Ley Fire Station, Miner Street	No \$5
May 3 (Sunday)	11 a.m.- 12:15 p.m.	Evergreen Cemetery Wagon Tour (Grifantini)	Flagpole in Center of Cemetery	Yes \$5
May 3 (Sunday)	1:00 p.m.- 2:15 p.m.	Evergreen Cemetery Wagon Tour (Grifantini)	Flagpole in Center of Cemetery	Yes \$5
May 16 (Saturday)	11 a.m.- 12:15 p.m.	Pioneer (Foothill) Cemetery Walking Tour (Williams, Grifantini)	Foothill Road (East of Meeks Home Supply)	No \$5
June 13 (Saturday)	11 a.m.- 12:15 p.m.	Miner Street Walking Tour (Grifantini)	Franco-American Hotel (Miner St.)	No \$5
June 13 (Saturday)	4-5:15 p.m.	Miner Street Walking Tour (Grifantini)	Franco-American Hotel (Miner St.)	No \$5
June 27 (Saturday)	11 a.m.- 12:15 p.m.	3rd Street Wagon Tour (Grifantini)	Corner of 3 rd & North St.	Yes \$5
June 27 (Saturday)	2-3:15 p.m.	3rd Street Wagon Tour (Grifantini)	Corner of 3 rd & North St.	Yes \$5
Sept 6 (Sunday)	11 a.m.- 12:15 p.m.	Miner Street Walking Tour (Grifantini)	Franco-American Hotel (Miner St.)	No \$5
Sept 6 (Sunday)	1p.m. – 4:00 p.m.	Miner Street Walking Tour (Grifantini)	Franco-American Hotel (Miner St.)	No \$5
Sept 19 (Saturday)	11 a.m.- 12:15 p.m.	Evergreen Cemetery Walking Tour (Grifantini)	Flagpole in Center of Cemetery	No \$5
Sept 19 (Saturday)	1:00-2:15 p.m.	Evergreen Cemetery Walking Tour (Grifantini)	Flagpole in Center of Cemetery	No \$5
Sept 21 (Monday)	11 a.m.- 12:15 p.m.	3rd Street Wagon Tour (Grifantini)	Corner of 3 rd and North Streets	Yes \$5
September 21 (Monday)	2-3:15 p.m.	3rd Street Wagon Tour (Grifantini)	Corner of 3 rd and North Streets	Yes \$5
October 7 (Wednesday)	4-5:15 p.m.	Masonic Hall Walking Tour (Grifantini, Masonic Members)	Corner of 3 rd and Miner Streets	No \$5
October 31 (Saturday) (Bring a Flashlight)	5-6:15 p.m.	Spooky Halloween Evergreen Cemetery Walking Tour (Grifantini)	Flagpole in Center of Cemetery	Yes \$5
November 6 (Friday) (Some Stairs)	4-5:15 p.m.	Elks Club Hall Walking Tour (Duncan, Bryan, Grifantini)	Elks Hall, Miner Street	No \$5

For tours requiring reservations only—Call Mike Grifantini at 530-710-4882.

*** Suggested Donations are per person *Reservation tours may have limited numbers**

***Donations compensate Siskiyou Historical Society for the cost of liability insurance**

UPCOMING EVENTS

March 7, 2020: Sundial Film Festival, Redding, California.
Call (530) 255-4911 for info.

March 28-29, 2020: Siskiyou Central Credit Union Sportsmen's Expo and NorCal Invitational Chainsaw Carving Championships, Yreka, California. See AD on Page 32 for all the info!

April 3-4, 2020: Roses and Rust Vintage Market, Anderson, California. Call for info: (530) 378-6789.

April 25, 2020: Weed Chamber of Commerce Chinese Auction in Weed, California. See Page 5 for all the info!

May 8-10, 2020: Heritage Balloon Festival, McArthur, California. Call for info: (530) 336-5695.

May 16, 2020: Scott Valley Quilters Quilt Show, Fort Jones, California. See Page 4 for information.

May 23-24, 2020: Art of Survival Century Ride, Klamath Falls, Oregon and Butte Valley, California. See Page 12 for all the info!

May 23, 2020: McCloud Mushroom Festival, McCloud, California. Call for info: (530) 964-3113.

TAWANDA FARMS

As many of you know Tawanda Farms has two livestock guardian dogs. Our male is three quarters Great Pyrenees and one quarter Akbash. He looks like a Great Pyr. Great Pyrs are known for their gentleness and fierce guarding. Akbash are also wonderful guards, but are very independent. In any guard dog, they are hard wired to enlarge their territory. Sky is enlarging his territory. I can't keep him home. No matter the fencing. I haven't tried electric, but in many cases, my fences are good. He climbs. I have watched him. He is very careful and very patient. I have seen evidence where he will climb through two strands of barbed wire at the top of field fence. Mind you, this is a 125 lb dog. In short, he goes where he pleases and he knows his way home. He has an imbedded chip and wears a big tag with Tawanda Farms phone number on it.

Recently we were called by a young woman we don't know. She said, "I have a big, white, fluffy dog in my yard and he's very friendly." "Oh, that's Sky. Tell me where you live and I'll come and get him." She said, "He's so friendly, will he jump in the pickup? I'm on my way to work and to take my son to school." I said, "Yes, he rides in the truck. I'll meet you at the front gate." I went down to the gate and I waited and I waited and I waited. Finally, here came a pickup. And riding in the passenger seat was Sky. Big as you please and very proud and happy. She jumped out and said, "There was no way he was going to get in the bed of the truck." I forgot to tell her that he rides in the backseat of my truck. Tucked between Sky and Christa, the driver, was her young son in his car seat. He was also happy. He wanted to keep Sky.

Sky has introduced me to many of my neighbors. He loves men and he loves children and when he finds them, he revisits. Tawanda Farms is very blessed with understanding, kind neighbors. •

Story and Photo by Carol Pasheilich

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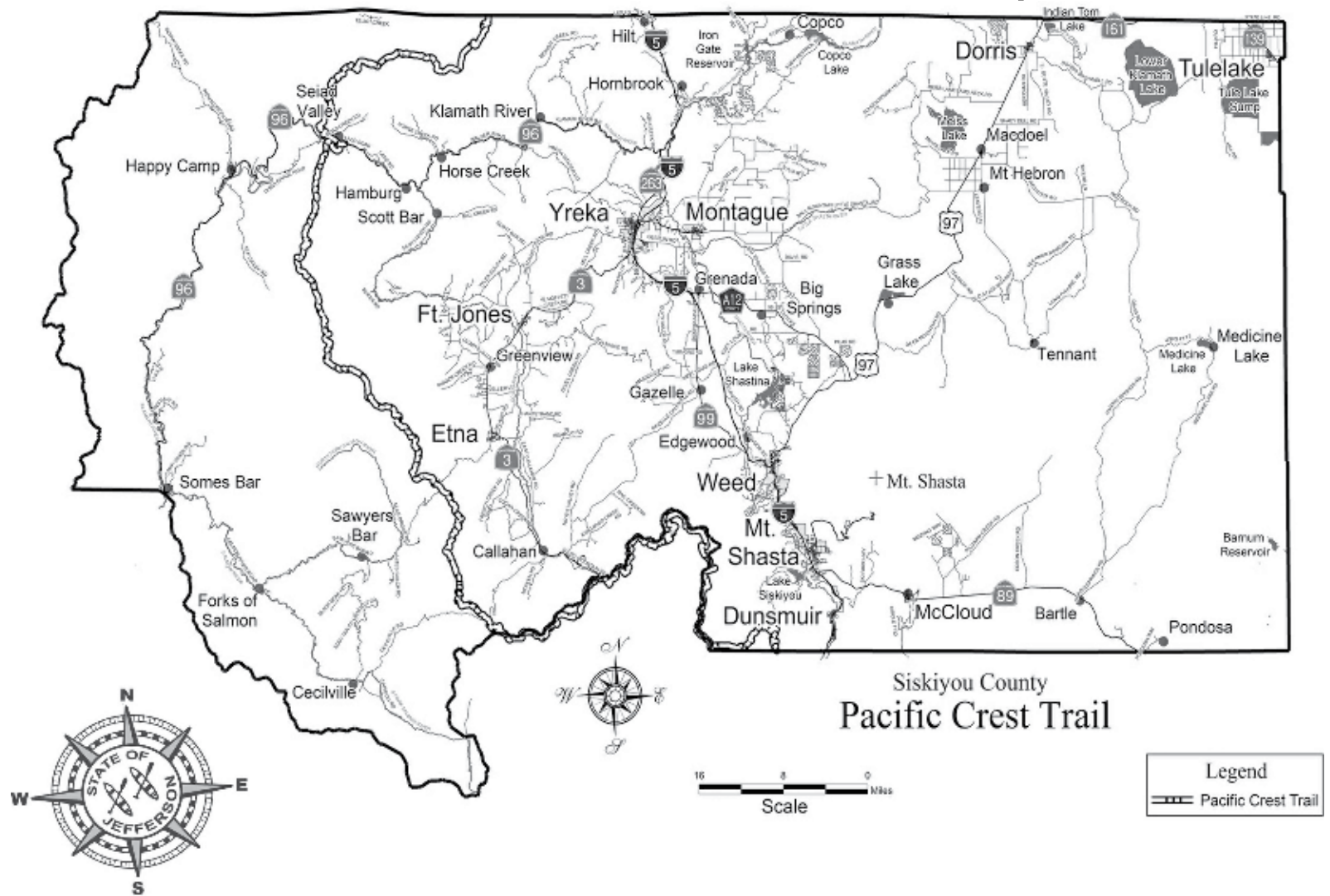


RMEF 2020 BIG GAME BANQUETS STATE OF JEFFERSON REGION

Location	Date	Contact Phone
Lakeview, Oregon	1/25/2020	541-219-0274
Gold Beach, Oregon	2/8/2020	541-661-5949
Klamath Falls, Oregon	2/22/2020	541-331-1331
Redding, California	2/22/2020	530-226-3344
Chico, California	2/22/2020	530-514-4667
Coos Bay, Oregon	2/29/2020	541-790-9255
Burns, Oregon	3/7/2020	208-284-4455
Roseburg, Oregon	3/14/2020	541-459-8800
Fortuna, California	4/4/2020	530-722-5414
Weaverville, California	4/11/2020	530-515-3321
Bend, Oregon	4/11/2020	541-460-3620
John Day, Oregon	4/18/2020	775-340-2520
Alturas, California	4/25/2020	530-233-9219
Medford, Oregon	4/25/2020	541-878-3699
Yreka, California	5/16/2020	530-468-2162
Grants Pass, Oregon	5/16/2020	541-660-8822
Crescent City, California	6/13/2020	707-954-1228
Seneca, Oregon	7/18/2020	541-772-7473



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DUNSMUIR RAILROAD DEPOT HISTORICAL SOCIETY NEWS

1902 Wooden Bucker Snow Plow #1701

Snow is an annual event in the country the McCloud railroads served. The railroad chose to shut down rather than plow snow through the first several winters, but by about 1902 the company could no longer afford to do so.


Snow removal equipment employed by the McCloud companies included bucker plows, flangers, Jordan spreaders, and rotary snowplows. The bucker plow is a strongly built wedge plow forced through snow accumulations; it can either be a plow affixed to the front of a locomotive or part of a separate car. The flanger will drop plow blades down between the rails to remove snow, which if left unplowed can compact into ice that derails trains. The flanger blades had to be raised and lowered to clear switches, grade crossings, and other objects between the rails, and as built the flanger blades had to be raised and lowered by hand. The cars included a doghouse where the blade operator rode. In later years, hydraulic controls replaced the operator.

As for our Bucker Snow Plow, it was originally purchased circa 1902 from Southern Pacific by the McCloud Company and was given the RD#700. In 1906 it was then renumbered #1701. Rebuilt in 1911 with a new depreciation schedule. Plow widened in 1932. Retired 1964, and then in 1965 it was donated to a proposed transportation museum in Dunsmuir, California, which then became what is currently Railroad Park Resort. The Snow Plow is still on display for railroad enthusiasts to enjoy. •

*Story & Photo submitted by Railroad Park Resort, Dunsmuir.
www.rrpark.com -website -*



Photo: McCloud snow removal equipment in the McCloud yards. From the T.E. "Eddy" Glover collection.



Dunsmuir Museum

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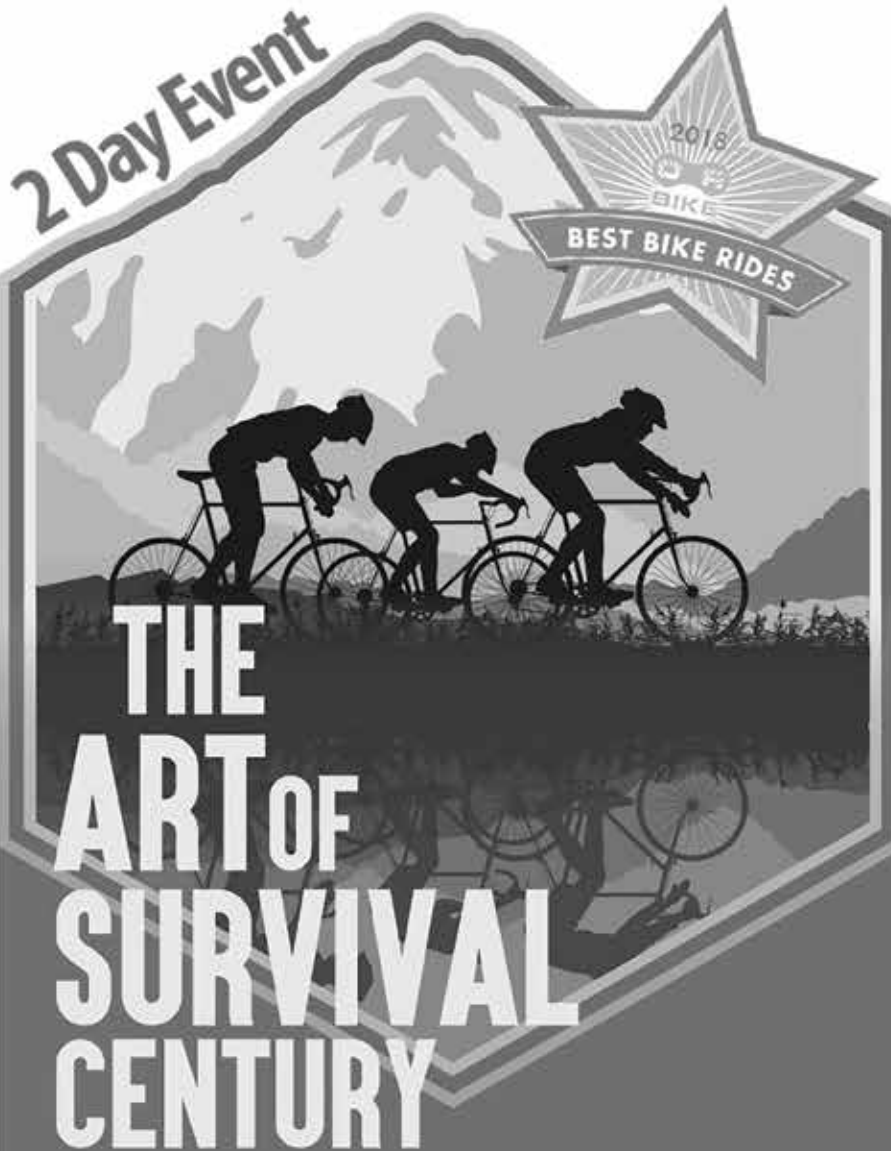
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The ride takes place in Southern Oregon and Northern California. Ride on the largest volcano in the Cascade Range. Cyclists from beginners to the most seasoned will be awed by the fresh air, roads less traveled and monumental beauty of the region. Explore the history and outdoor recreation resources of Klamath, Siskiyou and Modoc Counties. The “Art of Survival” is evident throughout the region in this year’s theme WATER IS LIFE!

DAY 1: Saturday, choose from routes of Century, Metric Century, 45 mile, 16 mile family friendly ride around the Klamath Basin or a 22 mile mountain bike route through the Modoc National Forest.

Water, more valuable than the area’s broad acres, has been the lifeblood of the Klamath Basin for millennia. Since time immemorial, the Modoc Indians survived along the banks of Lost River as it ran wild through a vast sea of sagebrush funneling water into a dead inland sea known as Tule Lake. The Modoc’s ability to thrive for thousands of years in this untamed wilderness is a remarkable feat of survival unfathomable to modern man.

Early 20th century engineers harnessed the waters of the Basin transforming the vast sea of sagebrush into a fertile valley that rivals the Nile River Delta. Much of the land underneath the former dead sea of Tule Lake was reclaimed. In its place are farms, ranches and three National Wildlife Refuges for waterfowl migrating along the Pacific Flyway.

DAY 2: Sunday, a Gravel Grinder event through beautiful Butte Valley with choice of three routes—73 mile, 54 mile or 13 mile family-friendly. All routes have majestic views of Mt. Shasta, abundant wildlife, rich history and quiet country roads. The long routes also highlight water resources of Meiss Lake, beautiful Juanita Lake and creeks on the east side where the Modoc Hot Creek Tribe lived.

Ride both days and enjoy the diversity of a leisurely ride along the shore of Tule Lake Wildlife Refuge and the banks of Lost River and through the fertile fields and green pastures in the shadow of majestic, snow-capped, Mount Shasta.

Rest stops combine excellent food and beverages with educational components and unique ranger/historian led talks. All road routes are light on traffic and have mostly flat terrain. Convenient and affordable local lodging is available. All proceeds from the event benefit local rural community development projects as we do our part to ensure the “survival” of rural America.

Start your adventure on Friday, May 22nd at a pre-ride reception where riders can pick up their ride packets and learn about other features to explore while in the area, e.g. a self guided audio tour, just released last summer, called “Modoc War: A Homeland Lost.” •

State of Jefferson Locations !!



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Yreka Western's Box Car Fleet 35701-35750

By Bruce Duncan, Edgewood, California



Photo above: Yreka Western #35725 at Black Butte, CA - Nov 1976

Photo below: Yreka Western #35731 with Bicentennial Logo - 1977



The Yreka Western Railroad needed to alleviate shortages in freight cars for their shippers in the mid 1970's. So, in 1976 they acquired 47 ex-Western Pacific 50 foot double door (one plug door and one sliding door) box cars. They were the first interchange equipment ever bought by the YW since its incorporation in 1889. Prior to this purchase the railroad had only owned one freight car, an ore car used mainly for ballast track maintenance on the line. These "new" box cars would travel around the country hauling local products. They were allotted YW 35701-35750 for a number series. These cars had an appealing paint scheme with the railroad's parent company's (the Kyle Corporation) "Blue Goose" logo of white on medium blue. The box cars were painted in house by YW employees at a rate of one every one and a half to two weeks. Since it was the year of our country's bicentennial and other railroads were painting equipment to honor our Nation the YW decided to paint one box car with a "76" logo surrounded by 13 stars in a circle in the place of the blue goose logo. This fleet's success led to the YW acquiring 100 FMC 50 foot double door box cars two years later. You can read about them in Jefferson Backroads September 2019 issue, Page 28. •



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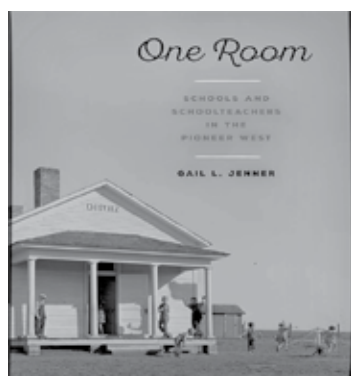
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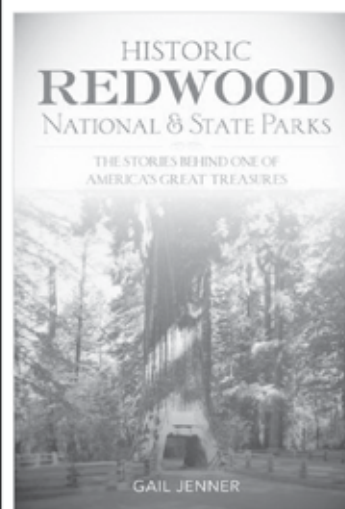
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BACKROADS ADVENTURES

By Ralph Fain

"10 Years Roaming Along the Jefferson Backroads"

"The question isn't who's going to let me;
it's who's going to stop me."
-Ayn Rand

I'm going to be cliché for a moment. What a milestone...Who would have thought...What a ride...Making the dream come true...Thank you to our loyal advertisers...Thank you to our outstanding writers...Thank you to our loyal readers, friends and family... Sincerely: Thank you to all who encourage and supports this "Happy Little Publication".....!!!

Congratulations Michelle on this 10th anniversary, 120 months of consecutive issues of your "Happy Little Publication," never missing a beat or an issue. I am so proud of you! I am so happy for you! Thank you for letting me be your Happy Little Sidekick, tagging along for the ride. Thank you for publishing my stories and photos. Thank you for your patience and indulging the quirky writer peeking out now and again from your trusty Sidekick. I am proud of the independent, hard working woman who happily bounces around the State of Jefferson producing a written publication in a day and age when written publications are dropping like flies. Your ability to relate and connect with the folks who live our rural lifestyle keeps the written word alive on the pages of your publication. Your success is mirrored in your dream. I'm not sure what the next 10 years will bring for you. Continued success, I know. Happiness, I know. My continued support, I know. The direction you go with Jefferson Backroads is a mystery. But whatever adventures you have with your publication will be fun to watch and I wish you continued great happiness and success in your Backroads travels!!

For my part, as we continue down these dusty backroads, I would like to focus a little more on the less seen country, the country further away from the highways and people. Away from the crowds and nonsense invading our society. I'm thinking more photos of places and creatures undisturbed by civilization. That country exists here in the State of Jefferson. Most folks never travel the true backroads country. Some don't even know it exists, and that is fine by me.

I also think it is important to maintain the old ways of taking care of ourselves. Raising our own livestock for food, growing a garden and the proper ways to store that food. In today's world, taking care of ourselves is a dying art. It is crazy when you consider most people cannot survive without a grocery store. Watch any catastrophe today. It doesn't matter if it is a hurricane, fires, floods or some dipstick blocking the highways while protesting. When the nonstop flow of eighteen wheelers stops traveling the highways, food becomes scarce fast. It disappears off the grocery shelves in hours. The same thing happens with gasoline and heating oil. If you don't think it can happen then you are not paying attention. It can and does, so fast it becomes instant chaos. We should all be prepared. We need to remember and practice the old ways of self-preservation. Know how to can your own food and how to smoke food? Know how to store food without electricity? How to salt food for preservation? Do you know how to make



jerky? Do you know what a root cellar is and its role around the ol' homestead? What about medicine, clothes and self protection? Have you lost the ability to provide those things without stores or government assistance? Sadly most folks have lost that ability.

In the upcoming issues of Jefferson Backroads, I will write a bit about some of these skills. It will continue to be fun, positive and in the spirit of this "Happy Little Publication!"

Rock on Michelle!!! •

"I am no bird; and no net ensnares me;
I am a free human being with
an independent will."
- Charlotte Bronte



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Good Memories of Hilt, California

by Brian Favero (edited by Byran Duncan)



Fruit Growers Supply Company, Engine #3, Hilt.



Logging camp near Hilt.



Log cars at Fruit Growers Supply Company, Hilt.



Hilt's Fruit Growers Supply Company Sawmill.

...1972 was the official closing year for Fruit Growers Supply Company mill business in Hilt. My grandparents lived there, as did my dad, born and raised there. ... Bruno Silvestro was the last mill employee. ...

The Fruit Growers Supply Company in Hilt and the town itself were up and running until 1972, when the town was literally bulldozed. I spent weeks during my summer months with my Italian grandparents, and when Erminio retired in 1964, believe me, that sawmill and town were both goin' Jessey's! The Hilt Annual Picnic met for its last year that August.

My grandfather Angelo, and "Slim" Warrens, owner of the Diamond Bar (AKA "Men's Club"), were very good friends. Angelo was the maintenance man, caretaker, wood provider, and janitor for the "Men's Club" in which the 3-arch neo-classic 30 feet long cherry wood and mahogany bar stood (which is now in the Yreka Elks Lodge), until his passing away in 1924. My Father told me he and his brother set "Ten Pins" and swept the floor for "Slim." The agreement was, when their work was done, they could play all the pool and snooker they wanted. Although Dad always admonished me about pool halls, he himself was quite a pool shark. This I discovered when he was about 80 years old on my own pool table. He had kept his early days pool playing escapades a secret until that afternoon with me when he ran the table! You can imagine my astonishment, especially when he would always say, "I better not catch you in the Yreka Inn down in the basement playing pool!!!!!"

Also, if you look closely at the pictures of the Kennett bar, the same nudes in the pictures are hanging in the Yreka Elks Lodge bar today. Kennett had a huge fire go through it in the teens, but the Diamond Bar building was saved due to being built of brick or masonry. The impetus for "Slim" to move his Diamond Bar to Hilt was stimulated by the copper mining in the Kennett petering out. The move to Hilt was at least 15 years before the Shasta Dam began being built in 1938 (to 1945). It is true that the dam project did away with Kennett, but that was not the only reason for "Slim" moving the Diamond Bar to Hilt. The Fruit Growers Supply Company was in need of a single men's club, so the timing was perfect. From the previous articles in this publication, you probably recall that "Slim" had a huge diamond stick pin he wore in his ascot. It is said that stick pin was held as collateral for more than one deal.

In our family archives, we have pictures of Hilt in the good old days: dirt streets, board sidewalks, the Company Store, etc. Everyone had outhouses, chicken yards/houses, and gardens watered by household grey water. Also, when the Italians arrived from Italy on contract, they were told to go the mill, get all the free lumber they wanted, and build their own house on which ever lot they wanted. As I recall, the lot land lease was \$3.00 per year. No mortgage, free lumber, big house. No one painted their bat and board houses. They

continued on Page 23



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were not insulated but everyone used the same style oil-cloth they had on their kitchen tables for curtains, as it was effective in keeping the drafts down. The kitchen was the only place with any warmth in winter, as that was where the wood stove lived. Copper coils across the back of the stove were piped to a tank for hot water.

Living in Hilt was a throwback to life in America in the 1800's. There was even an 8 o'clock, 12 o'clock and 5 o'clock whistle to set the rhythm of life. During the depression, Hilt suffered not a bit, as the sawmill was running full tilt, and the Italians had money to spend. I truly regard my days in Hilt, with all the Italians, a blessing. Us kids didn't speak Italian, and the old folks didn't speak English very well. We could always tell when they were talking about us, because they would point to us and just laugh. Many good memories were made in Hilt.

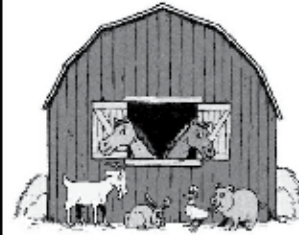
Lena Fugato Talerico of Yreka and Jerry Lehman of Ashland are good resources regarding the history of Hilt. Also, the Siskiyou County Museum at 910 South Main Street in Yreka carries four books on Hilt in her glory days. The books are: "Hilt, California: Historical Photographs," from the Display at State Line Service, "Hilt Memories and Photographs," "The Hilt California Elementary School (1907 to 1974)," "Hilt History, Volume 1 (1860 to 1949)" and "Hilt History, Volume 2 (1950 to 1973)," all by Terry Tallis. •



Hilt, California. The Diamond Bar is in the lower left corner.



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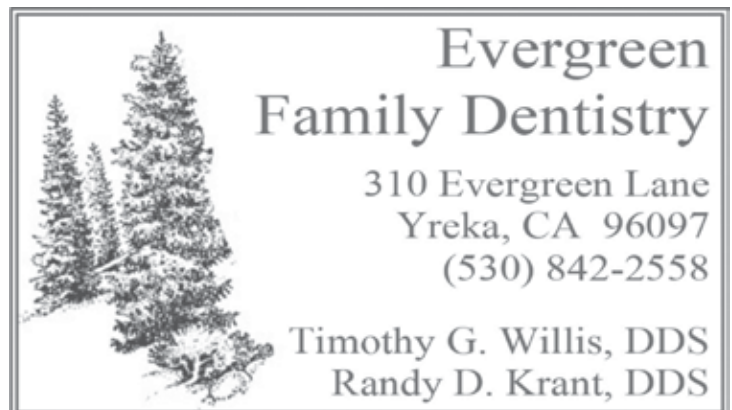
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INSPIRATIONS FROM THE FOREST

A Continuing Saga ... Real Life Logging Stories

by Hank Nelson of Wasilla, Alaska

"IN HIS OWN WORDS"

A Celebration of the Life Of Sitka's Infamous Dirty Dozen,

As recalled by The Eminent Leader,

Oliver "Porky" Bickar (photo below)

(Used by permission, courtesy of the

Southeastern Alaska Magazine

Editor/Publisher Dave Fremming)

Time takes its toll and times change. But it would be a shame for Alaskans to miss knowing, and enjoying, tales of how a group from an earlier generation mixed it up a bit. Our group, the Dirty Dozen, started sometime between 1969 and 1970 when a bunch of Sitka gentlemen dedicated themselves to help the troubled and assist the needy. Although our original goals were noble, it seems that the lesser goals were what gained us fame because they extended to playing pranks on individuals and groups — especially our own members. So, it's hardly a surprise that we became known as the Dirty Dozen. What follows are some of my favorite memories of the "dirtier" aspects of the Dirty Dozen.

Edna Revard's restaurant was the scene of many morning coffee sessions devoted to great shows of friendship, where plots were secretly incubated and hatched. Revard's was the only downtown restaurant for many years. It was situated on Lincoln Street, a small "hole in the wall." As you entered, you would find booths on the left side of the aisle and on the right, were seats along the counter, which separated one from the food preparation. Edna, the owner, chief cook and often waitress, always had a moment to stop and chat with her patrons. In fact, no one wanted to leave the group for a restroom visit, and whoever did would always leave the door ajar to monitor the table talk. I think some of the tourists left Edna's restaurant with tall tales of how strangely the Sitkans stand at their urinals.

One morning at coffee, I mentioned that I had a contract falling all the trees and clearing the right of way on Shotgun Alley and there were some beautiful yellow cedar trees that would make perfect fire wood. Dick Cushing said he would do anything if I could bring him a load or two. Now Dick Cushing was the best liked and the least trusted among the Dirty Dozen. The next day, I delivered two pickup loads of yellow cedar to his house. The logs were cut into stove-length rounds about 2 feet in diameter. Instead of thanking me, a couple days later, Cushing announced to the entire Elk's club that "the dirty little French Canadian SOB brought me 2 loads of wood and never split a bit of it!" Every one waited for my response to such an insult, but I said nothing. Like Brer Fox, I just lay low.

It so happened I still had an enormous butt log, the flared base, off our spar tree from the All Alaska Logging Show. It was about 6 foot through and 12 feet long. When I picked it up with the backhoe, the rear wheels came off the ground so I had to fill the back bucket full of rocks before I could drive. Going down

the highway, I was stopped by the local gendarme. I explained to the officer what this dirty, two-faced, no-good Cushing had said about me and suggested that as servants of the public and keepers of the peace, it was their duty to help me get where I was going; and I was given a red light police escort to Cushing's house on Hemlock Street.

The cops left me there in a hurry, as they didn't want any more of that. I managed to stand that butt log up, in his steep driveway, before I left. I soon found out that Dick's beautiful wife, Virginia, drove home and slid into this log, so Dick heard about that for a few days. Finally, I felt sorry for Virginia and gave their sons, Dan and Ed, my chainsaw with a five-foot bar to cut it up. By the way, Ed Cushing went on to become manager of customer service of the largest phone company in Alaska and his son, Dan, is a well respected tugboat skipper for all waters.

A short time later, during the final negotiations of the sale of Sitka Telephone Co., Chuck Conway, another member of the D.D., and I, caught a bunch of young pigeons and had a beautiful young girl deliver them to Harold Erickson and the



Board of Directors of Minnesota Telephone Co., who was negotiating to buy the Sitka Phone Company. The meeting was taking place in Cushing's office in downtown Sitka, with Dick Cushing earnestly describing how

efficient and well respected the company was. When Erickson opened the box, the pigeons flew loose in the room and they found a note in the box addressed to the prospective buyers, saying that "in case this company's system fails, use the pigeons to deliver messages." After that, we were really looking for trouble from Mr. Cushing.

Speaking of Chuck Conway, we had two fuel oil distributors in town. Ralph Ulrickson, (not a member of D.D.) was with Chevron, while Chuck Conway was with Union Oil. They were at each other's throats all the time in the business of bidding. Politically speaking, you might say they weren't eating out of the same bowl. One rainy morning, as I drove down Front Street, I spotted Ralph parked by the road in his fuel truck. I stopped and asked if I could help and he said "yes," but told me not to say anything about it. He was out of gas. After telling Ralph what a good friend of his I was, I drove down to Conway Dock and told Chuck about Ralph's predicament. I never saw a man so happy in my life as he was filling his gas can with Union fuel to help Ralph out. You should have heard the remarks made around town to Ralph about the reputable gas dealer that can't even keep fuel in his own truck.



The Dirty Dozen kept a relatively low profile until the spring of 1974. On Kruzof Island, about 13 miles west of Sitka, sits Mt. Edgecumbe. It is 1300 feet in height and covered with snow about 8 months of the year. For several years, the group had discussed a perfect April Fool's stunt. We would collect many used tires, transport them to the crater in Mt. Edgecumbe and stage a gigantic volcanic eruption, but the "weatherman" had never cooperated. I woke early on a beautiful, clear, April 1, 1974 morning, to see Mt. Edgecumbe showing off all its glory. I said to my wife, Patty, "This is it. We have got to do it today." Knowing some of the after-effects of my past episodes, she smiled sweetly, then kissed me on the forehead, and said, "Don't make an ass of yourself."

I dressed and rushed to my shop and I started calling helicopter charters. I called three, but when our local company heard my plan, they backed out. Another charter service said he was afraid of a whiteout, but since the weather was absolutely clear, I'm convinced it was mostly no guts. I found Harry Sulser, a very active and devoted member of the D.D., opening his Pioneer Bar and he suggested Earl Walker with Temsco in Petersburg, which was 85 miles away. Walker loved the idea and said that Petersburg was fog bound and from where he was sitting he could see three telephone poles, but when he could see one more pole, he would be on his way.

I had prepared two slings of manila rope about 150 feet long and had about 60 tires in one and 50 or 60 in the other. I gathered together oily rags, a gallon of Sterno, diesel oil and a dozen smoke bombs. I'm not telling where I got those. Sitka didn't have an airport then, so we used the old Alaska Coastal Airlines PBX and Goose turn-around, as our launching pad. When Walker's helicopter arrived from Petersburg, we pumped in the fuel and loaded the oily rags and smoke bombs. By that time, Larry Nelson and Ken Stedman, two other members of the D.D. showed up.

While the pilot and I hovered in the helicopter, they hooked the sling of tires to the chopper and off we went for the mountain, getting clearance from the F.A.A., so we would be

"legal"!! Within just a few minutes, we were flying over Mt. Edgecumbe. We could see for miles-- just water and islands with Baranof Island to the east and the open North Pacific Ocean to the west. Earl dropped the tires when we got over the volcano, then swung around and set the chopper down, while I got out and unhooked all the necessary items to make a lot of black, smoky fire. While Earl headed back to Sitka for the next load of tires, I stacked the first load in a big circle, distributed the rags, fuel and smoke bombs and then stamped out letters in the snow, which I painted with black spray cans of paint. The letters were about 50 feet tall, and they make a huge April Fool's sign. The sun shone bright on the pure white snow, and I was wet with sweat, before Earl arrived with the second load. He dropped that load and sat the chopper down and helped me stack more tires. I set the whole mess ablaze and then we headed back for Sitka. Smoke billowed from the crater with clear blue sky as a back drop. Earl asked the F.A.A. tower for clearance and the best route of return. The controller on duty said, "As low and inconspicuous as possible. By the way, the son of a gun looks fantastic!" We slipped into Sitka and landed at the turn-around, where Walker presented us a bill for the helicopter time. If I remember right, it was for \$860. A hell of a good price, I thought, for all the time we put in.

A few weeks later at Edna's restaurant, I asked the Dirty Dozen for a little assistance with the bill. After some "consultation," they informed me to go to hell because the trip had not been authorized. Later on, they got a change of heart and generously helped me out on the bill. I even had a few who weren't in the group to help financially. The ones I remember are Ed Wyman and his brother, Phil, and the two Jacoby boys, Bob and Dave.

Prior to our trip to the mountain, I notified the F.A.A. and since I was chairman of the police commission, I thought the police and fire departments should be notified too, but I forgot the U.S. Coast Guard. While the mountain was spewing out it's black smoke, the Coast Guard Commander called Juneau for a chopper to investigate and sent a whale boat over to check things out. The chopper pilot radioed back to the commander that all he saw was a bunch of smoldering tires and a big April Fool's sign in the snow.

Jimmy Johnson, Vice President of Alaska Airlines, heard about the eruption and called Sitka for the departing plane to fly over the mountain to give all the passengers a bird's eye view of it all. In the meantime, the radio and police station's phones were ringing off the hook. I found out later that the eruption of Mt. Edgecumbe had made the Associated Press wire service world wide. I always thought if the smoke had lasted a few more hours, one could have bought some cheap property in Sitka. It didn't take long until the locals decided who was responsible for this act on April Fool's Day.

Years later, just after Mt. St. Helens blew her stack, I got a large manila envelope from an attorney's firm in Denver. No one ever wants to hear from an attorney, but I opened it up to find the front page of the Denver Post, showing Mt. St. Helens doing her thing. Written on his stationery was, "This time you little sawed off SOB...you've gone just a tad too far!" •



CASA Connections



Sherrill Moore, A Decade of Connecting

Sherril Moore has been working with children in the Dependency System for ten years. In those years, she has advocated for five different children. During her years as a CASA, Sherril has given 1,500 hours of service to our organization and has driven over 25,000 miles.

Of more import than the statistics, Sherrill has improved the outcomes of the children to whom she was assigned and built lifelong connections. On cases where the children and parents were able to reunify, Sherril was also a support and encourager for their parents.

Sherril is not only one of our valued CASAs, she is also a leader within our volunteers. She chairs our Advocates' Advisory Committee, offering guidance and insight to our staff on improving our services. She speaks to the training classes for new CASAs and serves as a friendly face when these new volunteers attend agency events.

Sherril's service to community is not limited to Youth Empowerment Siskiyou. Sherrill has recently retired after 10 years as the coordinator for the Library Literacy Program; she currently serves as treasurer of the non-profit Library Vestal Foundation and is chair of the Montague Friends of the Library.

Sherril shares, "I became a CASA with the hopes that I could make a difference in a child's life." If you are interested in exploring becoming a CASA, learn more at www.siskiyoucasa.org or email our Program Director at LKeyserBoswell@YESiskiyou.org.

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Opportunity Quilt 2020, photo by Jane St. Pierre

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When it absolutely refuses to snow and it is nearing March, and the Heart of the Mountain is clearly visible, what's a Quilter who loves snow supposed to do? Go to Idaho where there is currently more snow than usual and more snow than any sane individual can drive through. (I gather that they do not have enough plows to clear more than the main roads.) That can be a problem because the temperatures run so cold that the snow can't melt. It mostly has to evaporate.

But back to my snow-deprived Quilter. Should she go outside and plan a garden? The ground lies bare, but it is still cold and windy. However, in this world March leads inevitably to April. Not much chance of snow there, of course, but we are nearing Quilt Show Season.

"Quilting Around the Mountain," will return to Mount Shasta on Labor Day weekend, September 5-6, 2020. Plans progress nicely, of course, and we have some exciting news. Jane St. Pierre, a long-time Lily who has quietly improved her skills through a lifetime of quilting, is our Featured Quilter. You are in for a real treat. Jane's quilts are exceptional. Her exhibit will include a bed turning and an emphasis on the Quilters' Community. You will read more about Jane in a later article.

What I want to end with, though, is our latest Opportunity Quilt, Berries and Buds. This requires a story. Judy Haase, also known as Judy 2, was a founding member of the Shasta Lily Quilt Guild as well as a long-time member of the Tuesday Morning Group that met at one point in the Dunsmuir Library. Judy was noted for the quality of her hand appliqué (called amazing by her friends) as well as her intricate work with ribbon embroidery. While we do not know the exact date Judy 2 began her quilt top, we did learn that the pattern for the quilt was published in the February 2005 issue of American Patchwork and Quilting. The designer was Kim Diehl. When Judy died in 2010 in Springfield, Oregon, her son offered her unfinished quilt tops to her friends and fellow quilters. Her friend Gerri Scharf passed this quilt top on to the Shasta Lily Quilt Guild last fall. The Lilies vowed to complete the quilt as a testament to the contributions of Judy Haase to the quilting community and to the Shasta Lily Quilt Guild.

The quilt is entirely hand-quilted, as it should be. It is also entirely hand appliquéd. The quilt measures 72 x 93. Only a few Lilies felt competent enough to take on the task of hand quilting. They were organized by Jane St. Pierre. The quilt passed from hand to hand and then was actually completed by ladies sitting around a table together at our meeting place—a true labor of love. (See photo on Page 28.)

The Shasta Lily Quilt Guild is proud to present this quilt to the public. Tickets are available from any Lily. The drawing of the winning ticket and the presentation of Berries and Buds will happen on the last day of the quilt show.

Every leaf speaks bliss to me/Fluttering from the autumn tree.
Emily Brontë



Mount Shasta Lily Quilt Guild

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Some of our hand Quilters at a January meeting.
From left to right, Charlotte Crawford,
Jane St. Pierre, Gila Burger, and Angie
Toreson. Photo by Vicki Melo.





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