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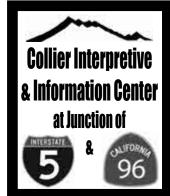
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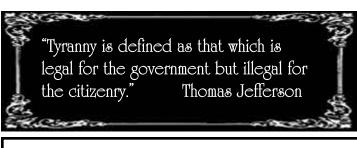
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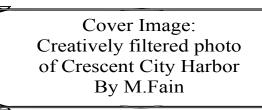
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This crazy happy little publication is made up of a bunch of wonderful "old school" hard working business people, community organizations, advertisers, readers, writers & subscribers. Every single one of us takes on his or her own unique part in its production & success. Jefferson Backroads is a wonderful example of a small town community effort that really shines. It warms the heart and shines a positive light. Thank you ALL so sincerely for making it all possible.



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BUTTE VALLEY HISTORY



Logging Team - Photo courtesy of the Butte Vally Chamber of Commerce, date unknown.



"Mt. Hebron & Tennant Then & Now" Story By Miss Emily P. Taylor

Butte Valley Historical Society, Dorris, California

As most everyone who has passed through Butte Valley knows, we are not a single and solid town. Rather we are a collection of towns and townships held in the bowl of the Butte Valley. There is the main city, Dorris, as well as the slightly smaller town of Macdoel. In addition to the official towns, there are the townships of Tennant and Mt. Hebron. While the histories of each town are closely linked, those of Tennant and

Mt. Hebron are inseparably intertwined.

The town of Tennant was originally a company town for loggers, and the timber company had strict rules for what could be on their tenant's land. That is to say, they could have no promiscuous businesses. Now consider this, most of the loggers were single men on their own out in the west, and the only women who lived in Tennant were the wives and daughters of other loggers. I believe you can draw your own conclusions on that note.

While there was a living to be made in Tennant, a few enterprising souls saw fit to build, outside the company town, businesses to cater to the entertainment of the loggers, specifically bars and brothels. This collection of businesses eventually grew into a township and named after the nearby mountain, Mt. Hebron. While written records and specific dates are few and far between, a few of the old brothels still stand; one is now the residence of a Mr. F. Drake.



Let each of us focus on the positive and remain diligent and aware.

Butte Valley History . . . Continued from Page 6

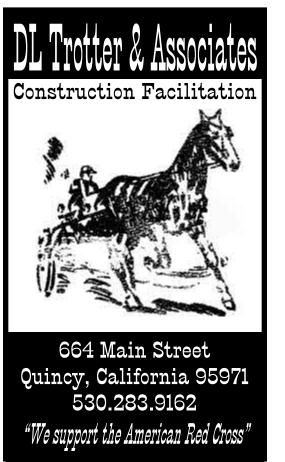
Over time, (few specific dates have been recorded) Mt. Hebron shed its questionable youth, even opening a schoolhouse and a general store among other more respectable businesses. The old Mt. Hebron schoolhouse was closed in favor of joining the Butte Valley Unified School District, and the building is now the residence of Jim and Sharon Taylor, the school's old merry-go-round and basketball court still standing in the front yard. Over the years, the Mt. Hebron General Store has had roughly five different owners, most recently Bill and Opal Sexton, who sold it to Lassen Canyon in 2008, who now run it mainly for the use of their workers.



Both Mt. Hebron and Tennant have become considerably smaller than in their early days, and far more calm, but our colorful history is indeed a point of pride for the remaining residents of both towns.



Mt. Hebron School House, photo by The Butte Valley Museum and Historical Society, circa 1908.



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FIRE LOOKOUTS OF THE STATE OF JEFFERSON



Photo of Dutchman Peak Fire Lookout in the Olden Days, Courtesy USFS.

lookout sitting at 7,418 ft. atop Dutchman's Peak.

It was built in 1927, and stands guard over a wide swatch of the Siskiyous, Klamath and Cascade Mountains. This D-6 cupola cabin, is one of the few remaining examples of cupola left in the Pacific Northwest. Cupola lookouts had living quarters below and a "fire-finder" room in the little cupola above. The structure is on the National Historic Lookout Register was restored to its original appearance several years ago. The Dutchman tower is one of the remaining three highest altitude towers in the State.

In 1937 a garage was added nearby, and in 1942 converted to living quarters. The focus was not searching for fires but for enemy aircraft during World War II for the Aircraft Warning Service. This cabin housed a 2-person team of observers who endured the snow and winter winds atop the peak searching the sky for enemy aircraft. Now it is presently used as a fire lookout and is staffed in the summer time by U.S. Forest Service employees.



Page 8 Share YOUR Amazing State of Jefferson Business in this Happy Little Local Publication.

by Jaime Tarne, President, FireSafe Council of Siskiyou County Forest Fire Prevention Officer (Retired) - Klamath National Forest

"DUTCHMAN'S PEAK"

Those of us who live in the State of Jefferson are very familiar with Mt. Ashland as a ski resort, and many have partaken in the sport driving up to the mountain on a winter day. But how many of us have taken that same drive in summer, and ventured past the popular peak?

What is waiting for us just a few miles past is one of my personal favorite lookouts called Dutchman's Peak. Located just north of the Oregon/California border on the Rogue River/Siskiyou National Forest, it offers another panorama of spectacular views plus one of the most interesting lookouts around.

What you will find is a "D-6" cupola-style



Fire Lookouts of The State of Jefferson Continued from Page 8

In 1997, Paul Fattig from the Medford Mail Tribune wrote an article of an interview with 16 year veteran lookout named Lillian Deala. She said of her experience that she has weathered plenty of storms. "Oh mercy, mercy," she says, noting the 1987 dry-lightning bust that left southern Oregon enveloped in smoke for weeks. "Oh mercy, I could see that gigantic storm coming, covering hundreds of square miles," she said. "At one point during that storm, I was reporting one fire per minute." Though she also added, "But the mountain keeps calling me back." You too can discover this same feeling, and while visiting you can walk along the west ridge and find a carved wooden headstone marking the grave of the namesake of this peak, "The Dutchman," who came looking for gold before 1900. Continue walking approximately one mile and you will find yourself on the Pacific Crest Trail.



Take note of the unique botanical region, with interesting examples of sagebrush and curl-leaf Mountain Mahogany.

As stated the views are incredible. On a clear day one can see Diamond Peak, Crater Lake Rim and Mt. McLoughlin jutting up on the northern and east horizon. Snowcapped Lassen Peak and Mt. Shasta views are visible to the southeast and the Red Buttes and Kalmiopsis Wilderness to the west. The lookout has vistas directly into Klamath River drainages to the south in Northern California and north into the entire Applegate River drainage basin.

If you want to have this great experience for yourself, plan on visiting in the summer months to make sure roads are clear of snow. Getting there is fairly easy, from I-5 take exit 6 onto Frontage Rd (Old Hwy 99) driving towards the Ashland ski resort. Turn right onto Mt Ashland Ski Rd. Continue past the ski resort and turn right on Road FS 20, from there follow the signs that read Pacific Crest Trail.

There is a gate about 1/2 mile from the lookout, but it should be open most weekends before the snow flies. If it is closed the walk is not too bad. The road is narrow and rocky, but passable by most high clearance vehicles. There is plenty of space at the lookout to park and turn around.

As you drive past Mt. Ashland Ski Resort you might ask yourself why they did not use Mt. Ashland itself as a lookout. Come to find out they did. A ground cabin was built in 1922 and closed in 1942, most likely due to extreme conditions on the mountain.

Hope you can get out and enjoy this beautiful part of our wondrous area. \blacklozenge

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ETNA DELI, Etna, California

The Etna Deli is located in historic downtown Etna. In 1948 Samuel Potter (grandfather of Laurie Sweezey) built the structure for Russel Farrington of Callahan. Originally it was Minor's Grocery Store. See photo at the bottom of the page.

1970 - Joe Facey and Vernon and Helen Zink took over the store at which time it was called Etna Market. Joe later bought Vernon and Helens share out.

1976 - It became Etna Deli and Don and Jeannie Elam took over ownership. They cut meat and had a deli.

1985 - Linda and Bill Lewis took over and changed the name to Etna Deli & Pizza. Part of the store was used for veterinary supplies for a while.

2006 - Steve and Shelly Chiles took over.

2008 - Gary and Laurie Sweezey took over and totally cleaned, painted and remodeled.

Today Etna Deli is managed by Kristy Sweezey (daughter of Gary and Laurie). Kristy graduated from Etna High in 2003 and from Napa Cooking School in 2005. She took over management at the deli after interning at Alison's of Ashland, and Angelini's in Yreka. She taught cooking for the Etna 4-H club for 8 years.

In the cold weather, yummy homemade soups are served daily, with clam chowder on Fridays. The deli is well known for their pizzas. They are piled high with fresh toppings and made fresh daily. If you would like to order a pizza, call ahead because Monday

If you would like to order a pizza, call ahead because Monday through Thursday they are only available at lunch time. You can enjoy pizza on Friday and Saturday nights also. Beer and wine are available as well as a variety of other drinks. The deli also offers take and bake pizza to cook and enjoy at home.

At lunchtime, you can find great sandwiches piled high with fresh ingredients. The hamburgers are seasoned and made fresh, not frozen patties. The deli offers french fries, onion rings, green salad, or chips to go with your order.

Parties are always welcome. Etna Deli has an arcade and also has the only pool table in the valley where kids can play. Meat and cheese trays are available. Please call ahead to reserve.

Schedule your community group meetings here for lunch or dinner meetings - there is plenty of room, delicious food and friendly service!

Come on over to gorgeous Scott Valley and have lunch or dinner at the Etna Deli. We look forward to seeing you.

Photo above is from the early 1900s showing Historic Etna. The 2 story building at the far left is in the same spot as Etna Deli is today. Photo courtesy of Gail Jenner Collection. Photo below of is Minor's Grocery (white building on the left) from 1951. This is the very same building as Etna Deli of today. Photo Courtesy of Claudia East Collection.







Kristy and Laurie Sweezey

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STH ANNUAL PREMIERWEST SISKIYOU SPORTSMEN'S EXPO

The 8th annual Premier West Siskiyou Sportsmen's Expo will again be 2 big days in 2013: March 16 and 17 at the Siskiyou Golden Fairgrounds.

Kids 12 and under, with free admission, will be able to fish at the Department of Fish and Game sponsored fishing pond. Siskiyou Bowmen and Field Archers will have the range set up so young archers can practice their shot and the rock climbing wall will be set up thanks to Buffalo Broadcasting, the parent company of KSYC 103.9 and KSIZ 102.3 and 101.7.

Everyone will enjoy the Safari Club International Mobile Sensory Exhibit brought to you by Milky Way Transport, Safari Club International and the Pepsi Bottling Company of Mt. Shasta. Returning will be the Northwest Head and Horns Display and the ever popular Boone and Crockett Antler measuring for local hunters. A second great year is the Wonderland Distributing Outdoor Theater with demonstrations that range from mining to biking in our county.

Over 50 vendors will fill two big buildings and NEW this year will be a Siskiyou County Sheriff's Possee/ Search and Rescue Gun Show in Winema Hall.

Outdoor space will be filled with boats, rv's, atv's and the Annual Big Toys for Big Boys Vehicle Sale. We are excited to have a special door prize for a lucky winner this year: Steele Roberts Ross has donated a beautiful painting that will go home with some lucky winner drawn from this year's attendees.

Get into a PremierWest Bank branch after February 15 to get your \$2.00 off coupon for Sunday March 17th and make sure to visit the 2012 PremierWest Siskiyou Sportsmen's Outdoor Expo March 16 and 17 for outdoor family fun.

The Siskiyou Sportsmen's Expo runs Saturday March 16 from 10am to 5pm and Sunday March 17 from 10am to 3pm at the Siskiyou Golden Fairgrounds in Yreka. Admission is \$5 for adults 13 and over and free for anyone 12 and under!

For more information contact the fair office at 530-842-2767 or info@sisqfair.com. Check out our website: www.SisqFair.com. ◆



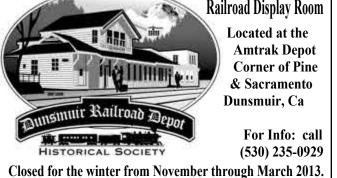
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The Dunsmuir Avenue addition to the Hotel Weed was completed in the 1940s following a fire in the main structure. It reflected the changing times and a changed name - the Hotel Dunsmuir. Courtesy of Ron McCloud.







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by Ron McCloud Owner of Dunsmuir Hardware, Dunsmuir, California

"THE HOTEL WEED"

It seems a bit confusing – built on the site of the original Mount Shasta Hotel (before there was a town of Mount Shasta) and called the Hotel Weed (not in the town of Weed but built by Abner Weed), later called the Hotel Dunsmuir, and now called the Dunsmuir Apartments. The story of the building however makes it one of the most interesting historic structures in Dunsmuir.

The original structure on the corner of Sacramento Avenue and Pine Street was the Mount Shasta Hotel, a wood frame building that was where the disastrous fire of 1903 started. It was destroyed along with almost every other building on Sacramento Avenue. After the fire, the value of the property there across from the active railroad depot was recognized by Abner Weed. For \$10,000 he purchased the empty lot from J.B. Dougherty and invested \$60,000 in the construction of the Hotel Weed (named for himself) which the Dunsmuir News called "the finest hotel in Northern California."

Abner Weed himself is an interesting personality in Siskiyou County history. He was born in Maine in 1842 and served in the Union army in the Civil War. He was known to have been present with General Ulysses S. Grant at Appomattox Courthouse when Confederate general Robert E. Lee surrendered. After the war he settled in Siskiyou County where he was very successful in the lumber business. In 1897 he bought 280 acres for \$400 and in 1901 built a lumber mill there which was the beginning of the city of Weed. He was a county supervisor from 1900 to 1908 and a state senator from 1906 to 1910. He died in 1917 and is buried in the Dunsmuir Cemetery.

San Francisco architect Ralph Warner Hart designed the building which took a year to complete. The four story brick structure is an example of Richardson Romanesque architecture which became popular in the late 1800s. The style was a revival of 11th and 12th century French, Spanish and Italian architecture, with a massive dark

brick appearance, bands of arched windows, and recessed entrances. A balcony that originally ran the entire length of the building above Pine Street was removed in the 1920s. It was (and still is) the tallest building in Siskiyou County and had the first hotel elevator in the county which was installed in 1904. With its dining room, bar, lobby, offices, and 102 lodging rooms with private baths, it was readily accessible to railroad travelers with its main entrance directly across the street from the Dunsmuir depot. Train travelers took up lodging in the hotel, and local residents and railroad employees patronized the shops, bar and restaurant on the ground floor.



Page 12

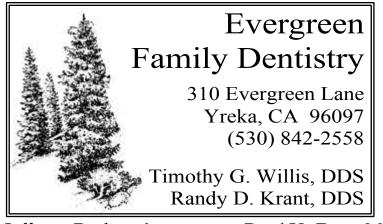
Do Pottery - Learn to Quilt - Wood Carve - do Leather Work - Make Jewelry . . .

Fire again impacted the building in 1944, causing extensive damage to the interior. During renovation, a San Francisco engineer, L.H. Nishkian, who was known for his pioneering earthquake engineering designed a novel addition to the hotel. With the coming of the automobile, Dunsmuir's center of commerce had shifted from Sacramento Avenue - parallel to the railroad, to Florence Avenue (later called Dunsmuir Avenue) which carried the automobile traffic of Highway 99. There was a need to change the main entrance to the hotel from Sacramento Avenue, up the hill to Florence Avenue. To accomplish this, a single story addition at the Street level on Florence Avenue was built. It joined to the main hotel structure at its fourth floor and became the new main entrance with rooftop parking and a grand lobby facing onto busy Florence Avenue, across from the popular California Theater, the grand Travelers Hotel, and the classic Bank of America. With the new entrance the building became known as the Hotel Dunsmuir and its fourth floor entrance became a famous feature. Since its elevator went down to the other floors instead of up, the Hotel Dunsmuir was featured in the nationally syndicated Ripley's Believe it or Not newspaper column, referred to as the "upside-down hotel."

The design of the upper addition was a contrast to the original Hotel Weed design, being an Art Moderne style popular in the 1940s with its smooth stucco walls, circular windows and rounded corners. The contrast worked however, and with the re-opening of the hotel in 1947 it again became known as Dunsmuir's finest. The Dunsmuir Avenue addition has been the site of fine restaurants over the years, including the Dunsmuir Hotel Restaurant, Joaquin Miller's, Carbone's, and Salt H2O. The large banquet hall has been used to host many community events, meetings, celebrations and dinners. As hotels declined in popularity, the Hotel Dunsmuir evolved into a residential hotel, and after extensive interior renovation in 1982 changed its name to the Dunsmuir Apartments.

For over a hundred years the Hotel Weed-Hotel Dunsmuir-Dunsmuir Apartments building has been a vital part of Dunsmuir's commercial district and is an important part of the town's history and heritage. Thanks to Abner Weed.

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 dates to 1894. \blacklozenge





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HISTORY OF YREKA by Claudia A. East

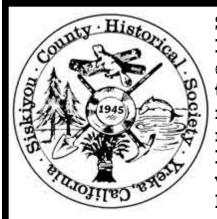
Join us each month for Claudia East's fascinating historical stories of the town of Yreka, California. Feel free to read & follow Claudia on her blog at: http://yrekahistory.blogspot.com.

"The Methodist-Episcopal Church in Yreka"

It was as early as one year after the discovery of gold in Yreka, in 1852, that a Methodist Minister was holding services in Yreka. The first site of a Methodist Episcopal Church [M.E. Church] was on the southwest corner of Miner and Oregon Streets where the Ley Fire Station now stands. It was a humble log cabin. This little log church served the small congregation until about 1854.

In early Yreka it was found that a more proper and larger church needed to be built. The various active denominations, including Catholic, Methodist, and Presbyterian joined together to build a church at the corner of South Oregon and Lane Streets, this new church was called the "Union Church" and was dedicated in March of 1855. Later that same year the church was sold to the Methodist Conference for financial reasons. This first "official" church building in Yreka was made of whip-sawed timber and hand planed finished lumber and served Yreka until early 1898.





Siskiyou County Historical Society 910 S. Main Street Yreka, CA 96097 (530) 842-3836 schs.main@gmail.com Siskiyou County **Historical Society** extends an invitation to the Jefferson Backroads readers to become members of the Society. For \$30.00 or more you will receive a fine historical book. 10% discounts on Pioneer publications, newsletters, and invitations for special events. Come by the Museum & sign up for a year!!!!!!!

In the winter of 1866 an article appeared in the *Yreka Union*, a local newspaper, which stated: "For some time past some of our citizens have been trying to get the City Fathers to put a lamp post on the street corner near the Methodist Church, but they have not done so. Last Wednesday Evening some enterprising gentleman hung a lantern on the corner of the church with a sign that read....we believe in scripture, Let There Be Light."

In December of 1885 a notice in the *Yreka Journal* appeared about festivities that had been held in the M.E. Church stating "Santa Claus had a narrow escape while distributing gifts from the tree at the M. E. Church Christmas program on Christmas Eve, when his wig caught fire."

In 1888 the M. E. Church was just across the street from the Siskiyou County Courthouse on the back corner, at that time the original 1856 courthouse had not yet been enlarged with the north and south wings and courthouse square was used as a "commons" where animals might graze or people might walk through the clover that was throughout part of the area. The *Yreka Journal* reported on March 7, 1888 that "The M.E. Church shade trees have been securely boxed to prevent damage by cows, and in a few years more the church will be shaded by some very fine trees."

This original church building, according to an article in the *Yreka Journal*, was carefully dismantled by a W. P. Stone and rebuilt as a home on his ranch in Edgewood in 1898. The corner stone for a new Methodist Episcopal Church at the former site of the original was laid on June 11, 1898. Some of the contents laid within the corner stone were: A Holy Bible, a copy of the *Yreka Journal*, June 11, 1898, the names of the minister, trustees and others, along with a dime found in the old church dated 1862. This new church building was completed and the formal dedication was in March of 1900. The building was actually completed quite a bit earlier, but they waited to have the dedication after the new pews and furniture arrived.



History of Yreka Continued from Page 14

In 1964 the current Methodist-Episcopal Church in Yreka held groundbreaking ceremony at the corner of Fairchild and Cedar Streets (where the current services are held), and soon after vacated the second church structure on this spot. The building in the circa 1910 image was torn down in 1970. The Girdner Funeral Home currently occupies the site where a Methodist-Episcopal Church sat for 115 years.

At one time there was a historic marker sign that stood by the church building at the corner of Lane and Oregon Streets that read: "On this site the first church in Yreka was completed in Feb. 1855. Known as the Union Church it was erected through the efforts of members of all faiths." It is assumed when the 1898 building was razed in 1970 that the sign was removed. It is one of Yreka's history mysteries as to what happened to this historic sign once paid for by the City of Yreka. ◆



The Methodist-Episcopal Church, cira 1910 at the corner of Lane and Oregon Streets, Yreka, California. Photo owned by Claudia East.



EVENTS & CLASSES

The Deadline is the 10th of each month - to place items on these Events & Classes Pages. Call or Email Us !!



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BRAVE HEART WEST COAST EVENT IN YREKA SATURDAY FEBRUARY 23. SEE PAGE 15 FOR INFO ON THEIR





Keep Rural America Strong.

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CYCLE SISKIYOU · BICYCLE TOURISM NEWS



Economic Growth Group Inviting Bicycle Tourism to Siskiyou County



THE ECONOMIC GROWTH GROUP - THE E.G.G. Our Mission: "Identify and develop economic growth opportunities by facilitating collaborative efforts of business and community based organizations throughout Siskiyou County to increase our "Collective Vitality."



The Economic Growth Group (EGG) and the Siskiyou County Bicycle Tourism Partnership (SCBTP) volunteers are powering through the snow, ice, and fog, working hard to move Bicycling in Siskiyou County from the best kept secret in cycling circles to the fastest growing local industry. During the recent holidays and harsh winter weather a small army of volunteers continued to plan, prepare and implement tasks developed by the community during last May's Cycling and Trails Forum. Want to see what the plan is and what each goal group is up to? Go to www.fordpathways.org/ Click on Siskiyou County, on the left click on Cycling Tourism Project, the login is TeamSisk and the Password is Shasta#1. If you have trouble with the Pathways site email, George Jennings the SCBTP coordinator at siskiyoueg@gmail.com.

A dedicated countywide network of volunteers are working hard to complete projects to increase the number of riders and the number of days cyclists spend in Siskiyou County. Projects include an exciting website to promote the awesome road and mountain biking available now or planned in the near future for all parts of Siskiyou County. Be looking for the website early this spring at www.cyclesiskiyou.com after we launch it. Currently we are recruiting cyclists and writers to help us with content. Are you interested in helping tell the story of the awesome cycling opportunities? Do you have some great photos you are willing to share to help us tell the story? If yes, send them to siskiyoueg@gmail.com. The Engage Business Goal Group (EBGG) is preparing information and lesson plans to help businesses attract this expected business to them. The Chambers of



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www.rocksideranch.org craigandjenthompson@gmail.com Commerce and EBGG will partner this spring to bring information and training to help businesses increase their bottom line!

Want your favorite ride to get on the web and the SCBTP map of events and favorite rides and trails? Drop an email to the EGG with a description or data along with your contact information. Multiple organizations across Siskiyou County are currently working hard to prepare their great riding events coming this spring and summer, so stayed tuned as we help bring information to you through Jefferson Backroads. The EGG/SCBTP meet monthly on the last Thursday of the month, from 3:30 to 5:00 pm. The location moves across the county.

If you have time and expertise to lend to the effort please contact us and we will get you with the appropriate working group. For meeting locations, updates, information or help with Pathways email us at siskiyouegg@gmail.com.

CONTACT INFO:

George Jennings, The EGG and SCBTP Coordinator 530-598-8887 cell The EGG and SCBTP PO Box 342 Fort Jones, CA 96032

jennjenn01@sbcglobal.net - Personal Email siskiyouegg@gmail.com - Project Email www.facebook.com/CycleSiskiyou

Future website address: www.CycleSiskiyou.com

Drop us an email and tell us where you found Jefferson Backroads.

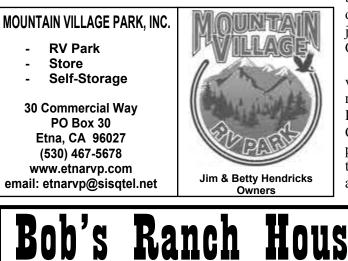


Our website's Local Links Page is vast.

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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.

"On the Road to Jefferson's Jurassic Park"

The Jurassic Period began roughly 206 million years ago in the middle of the Mesozoic era. It ended approximately 145 million years ago. It was during the Jurassic period that Dinosaurs ruled the world and would ultimately lead to our fascination with these immense creatures. So strong is our fascination with the terrible lizards that it led to one of the most popular movies of all time,"Jurassic Park." The fictional "Jurassic Park" depicted in Steven Spielberg's classic movie doesn't exist. However, there truly is a "Jurassic Park," of sorts, here in our own back yard. Interestingly enough, Spielberg's "Jurassic Park" was just over 2 hours long and your adventure to our own "Jurassic Park" lasts just two hours as well. To experience our "Jurassic Park" we must get; On the Road to the Lake Shasta Caverns.

In Spielberg's "Jurassic Park" the stars were harried and vexed by velociraptors while trying to avoid becoming a dinner entrée for a rapacious Tyrannosaurus Rex (neither existed during the Jurassic Period). Relax you will face neither of these carnivores at the Lake Shasta Caverns. There is, however, something for everyone at the Jurassic era park we visit today. And, I'll let you in on a secret. Your adventure to the Caverns is so entertaining that your children won't even realize they are learning while they are there. That part will be our little secret. The

adventure begins with a boat ride then a bus ride and culminates with a cave adventure that offers an exciting and unique brand of adventure.

The caverns were born in the large limestone deposits of what would become Shasta County. Geologic forces pushed, folded and crumpled the land creating mountains of limestone. The power of water then took over slowly eating away the softer limestone deposits within the mountains leaving holes, tunnels, and cavernous openings inside the mountains themselves. Water seeping down through the porous surface picked up calcium and other minerals. Over eons of time the seeping water found its way into the empty spaces and dripped to the floor leaving minute amounts of the minerals on the ceiling of the cavern and depositing more minerals on the floor below. Thanks to my college geology class I can tell you that the formations growing down from the ceiling are called stalactites while those growing up from the floor are called stalagmites. Under perfect conditions over millions of years these formations can grow together forming columns, yet another of the many formations within the caverns. The formations within the caverns are exquisite; some small and fragile while others are large and appear indestructible (they too are quite fragile).



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On the Road to . . . Continued from Page 20

The Caverns were well known to the Native Americans of the Wintu Nation who called this region home for thousands of years. They were initially "discovered" by Euro Americans on November 11, 1878 by J. A. Richardson, an employee of the fish hatchery that, ironically, now lies 300 feet below the surface of



Shasta Lake. On entering the cave complex Richardson, using carbide from his miner's lamp, wrote his name and the date of discovery on the wall near his entry point. The inscription remains visible to this day.

The Caverns are the obvious initial draw. However, they are not the only attraction here. On

the west side of Lake Shasta is the reception Chalet and the embarkation point for your day's adventure. The first part of your adventure is an enjoyable and leisurely catamaran cruise across the McCloud arm of Shasta Lake. The 65 foot catamarans are expertly piloted by knowledgeable guides who keep their charges informed and humored on the cross lake trek. Upon reaching the east bank of the lake you and your fellow adventurers will be treated to an informative and entertaining bus ride halfway up the gray mountain side to the Chalet. Keep your eyes open along the bus route in the comfortable, custom designed busses.

It is not uncommon to see wildlife in abundance. The area around the caverns is home to bald eagles and osprey. If you are very lucky you may see a timid mountain lion, bobcat, black bear, or black-tailed deer. The flora in this region includes Manzanita, red bud, oak and pine. As if the flora and fauna weren't enough there are stunning views of Lake Shasta below.

Your visit to the Caverns is both fun and educational. Seeing one of nature's most astonishing and beautiful underground creations is adventure enough right? Well, at Lake Shasta Caverns the answer is, "No." There is much more to the "Cavern experience." Both the Chalets offer restful, natural spots for picnicking and enjoying the natural beauty. A favorite activity for youngsters is "sluicing for gemstones." "Mining rough" can be purchased then used in the rustic sluice box providing kids the opportunity to find gemstones including peridot, emeralds, obsidian, moon stone, amethyst and even the occasional ruby or sapphire. Fossils too may be found in the sluice box including sharks teeth, trilobites, ammonites (cephalopods in a snail like shell) and belemnites (cephalopods in a cylindrical, cigar shaped shell). Young aspiring spelunkers will enjoy one of the newest features at the Caverns; The Rock Box. At the Rock box young explorers and climbers have the opportunity to hone their skills on a 6 foot climbing wall, a climbing tunnel, climbing rock and in a tree house carved out of an oak tree.

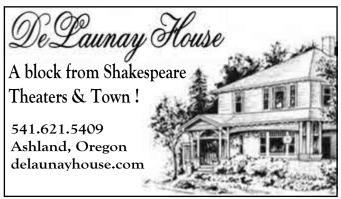
Finding the Lake Shasta Caverns today is much easier than it was for J. A. Richardson in 1878. The Caverns are just north of Redding off of Interstate 5 at Exit #695. When the summer temperatures are high, or the winter temperatures are cold the Shasta Caverns are "just right." The constant 58° temperature combined with the 95% humidity inside the caverns produces a very comfortable 70 to 72 degree, "room temperature" experience making the Caverns a year round adventure. Maybe one day I'll see you, On The Road to the Lake Shasta Caverns. ◆



Photos inside the Caverns taken by Cynthia Lee Pasero.



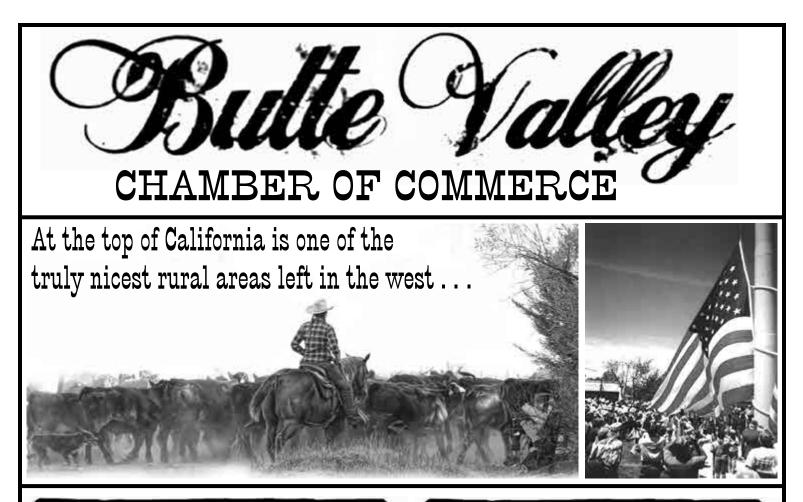




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Bigfoot LIVES in The State of Jefferson . . .

HISTORICAL MARKERS OF THE STATE OF JEFFERSON

Meamber School

The Plaques of E Clampus Vitus--Humbug Chapter No. 73

The eleventh in a continuing series of articles prepared by Bill Wensrich "If you ain't plaque'n, then you ain't Clampin'"

Under the temporal guidance of William "Mac" McKellar, presiding Humbug of what was then the Fort Jones E Clampus Vitus Humbug Chapter, the Meamber School house and school district were commemorated in 1980. Most founding members of Humbug Chapter were from the Fort Jones area and focused on commemorating their own back yard with historical markers. By the mideighties the Chapter core had migrated to Yreka where its citizen members took the helm and began placing more of the Chapter's historical plaques in and around their town. The Meamber School District was founded in

The Meamber School District was founded in 1870. By 1881, Harry Wells reported in his History of Siskiyou County, California, the District had 39 students that year: 16 boys and 23 girls. In 1870 Siskiyou County had 40 schools and 45 school teachers. By 1881, that number grew to 47 schools employing 47 teachers. Having been converted to a private residence, the old Meamber school house still stands on the original site located at the junction of Quartz Valley Road and Scott River Road in Scott Valley. ◆



1243 326

The Meamber School District was formed in May 1870. Land for the schoolhouse and grounds was donated by what was then the Goodale Ranch. For the next 87 years children of the area were educated in the Meamber Schoolhous from the first through the eighth grades. In June 1957 the Meamber School District was absorbed by the Fort Jones School District and the property reverted to private ownership. In 1979 the schoolhouse exterior was restored and the interior was remodeled for use as a private residence.

Dedicated August 17, 1980 Humbug Chapter No. 73 E. Clampus Vitus



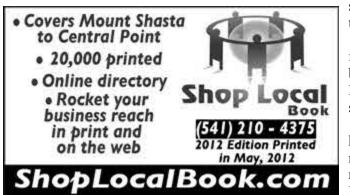
DISCOVERING THE STATE OF JEFFERSON Follow along with Gail each month and enjoy another new story of the many historical towns and areas scattered throughout The State of Jefferson.



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Historic Inns and Eateries in the State of Jefferson:



A Tasty, Traveling History

Gail L. Jenner Bernita L. Tickner

Gail Jenner Local Author

Gail 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.

Website: www.gailjenner.com

Remembering the Winter of 1964-65 Excerpt from WESTERN SISKIYOU COUNTY: GOLD & DREAMS, by Gail L. Jenner and Monica Hall Part I

On December 18, 1964, rain began to fall across Western Siskiyou County. It had been exactly 9 years since the devastating floods of 1955. On the first day of winter, warm rain melted the snow pack. Creeks overflowed and Scott River was rising.

In the middle of Scott Valley, Betty Young and her husband Bob went to tend the water but "we couldn't find the ditches, the water was so high it resembled a huge lake with trees growing up through the water."

Betty remembers leaving her four daughters at home to go to Etna, but "the water was level with the highway (State Highway 3) across the bridge (at Patterson Creek). We got as far as the Simmons house and looked back only to see a huge log rolling across the highway. We went back because we didn't want to be stranded." Later they watched as the Patterson Creek Bridge nearly washed out.

When 'Pinky' Bill Mathews and Ruthie, his daughter, pulled up with a load of Corrigan's horses, Bill got out and had Ruthie hold his legs, then he leaned over to look under the bridge. He said, "Hell, we can make it. It has six feet holding yet." So he got into the truck and gave it the gas and made it over. A county worker then dragged a long piece of metal siding across the road and said, "This may stop some other darn fool from trying to cross."

Water flowing over Scott River Bridge near Fort Jones was eighteen inches deep. Mike and Don Eastlick launched a boat in the river to get a better look at the valley. The Fay Lane bridge was out, and THE SAN FRANCISCO CHRONICLE stated that "someone had seen quite a large salmon floating along the streets of Callahan."

The road between Etna and Callahan was nearly impassable. What had once been Highway 3 was now a narrow trail, a mere car width at most. Only the brave dared to take a car between the sheer bluff and the raging water. The approaches to the new Callahan Bridge across Scott River were washed out while the old bridge remained intact and was quickly returned to use.

> When the Patterson Creek Bridge washed out, the Siskiyou Telephone Company put in a footbridge. First the phone company tried using a ladder truck to move people across the raging water. Bill and Danny Voight volunteered to try the 'ladder route'. Once the footbridge was completed, it was used constantly as residents took care of their livestock, got groceries.

> Elizabeth Bigham, Tom Tickner, Tuffy and Connie Fowler, and others left their cars at Young's Ranch and had their families meet them at the footbridge.

> On Christmas Day it began to snow. By January 5th there was a total of 30 inches on the Scott Valley floor. Sawyers Bar reported 24 inches on the ground and there were over 12 inches in Happy Camp. Highways were closed one hundred miles south of Siskiyou County.



Rural America is the Very Heart and Soul of The United States of America.

Discovering The State of Jefferson Continued from Page 24

Story has it that a small bird, displaced by the weather, took up residence in Eb Whipple's house for a bit of holiday cheer. The small long beaked creature enjoyed flying about the room, missing people by only inches. He seemed to consider Eb's Christmas tree his 'private palace' and gave the ornaments quite a beating. He remained a slightly unwelcome, vet entertaining, visitor, until the elements outdoors became more friendly and he returned to his flock with, no doubt, tales of his own.



Road washed out by the 1964 flood. Courtesy Betty Jane Young Collection.

John Larue, the Etna High School music teacher and Ida the school's Spanish teacher were not daunted by the insanity of nature. They were married on December 31st in Etna and despite the difficulties, many attended the wedding.

On January 5, 1965, Betty Young wrote that this was "the strangest storm. It is raining and it is 30 degrees." On the 7th there was a "beautiful red sky" and the temperature dropped to 10 degrees. That afternoon another blizzard hit Western Siskiyou County. Bob Young led Dick Richmond's mules back to his house. Eb Whipple came over to help make roads and feed the cows.

Since the Etna Creek Bridge had been destroyed, Ariel Facey cut down a tree across Etna Creek so that the Siskiyou County Road Department could access its county yard south of Etna. The Road Department used powerboats to check on residents of Scott

Valley and assist in rescues when necessary, careful to maneuver around debris and fences hidden just under the surface of the water. Dick Smith and Paul Norris carried milk and bread from Fort Jones and through Thackeray's fields to take to Etna families. The county tried to stop the erosion of the highway and bridge approaches in Callahan. Festus Facey ran a 'skiploader' during the worst of the flood. He filled trucks with large rocks to dump where the road had once been. ◆

Farrington's Store on the left in Callahan, CA, after the 1964 flood. Courtesy Betty Jane Young Collection.







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"Northern California's Long, Lost Band" is Found; PBS television to air documentary about Afterglow: The Story: Part I of II

Fort Jones, California - Afterglow, a long lost Siskiyou County rock band is in demand. Dubbed by Sundazed Music as "the long, lost band from Northern California" Afterglow produced one album before dissolving in 1969. Completely unaware of the re-release of their album in 1996 and 2001, the members of Afterglow, Ron George, bass guitar & vocals; Gene Resler, guitar & vocals; Roger Swanson, keyboards& vocals; Tony Tecumseh, guitar & vocals; and Larry Alexander, on drums, carried on with their lives oblivious to the world that loves their work. After 40 years, these five friends have recently discovered that their album didn't fail; it just took its own sweet time to succeed.

Now, PBS television is airing the Afterglow story and its pleasantly surprised members as the focus of an upcoming television documentary to be aired in 2013.

In 1968, when the album didn't make the splash they hoped, the members of Afterglow went on to other careers including military service, accounting, engineering and even a mayoral term. Meanwhile, without their knowledge, the album secured cult status and the attention of a notable producer, Bob Irwin, Sundazed Music in New York. Irwin was so impressed with the album that he purchased the rights, produced a compact disc and even a new vinyl version of the album. Irwin's efforts were well received and a commercial success. The music company, its passionate founder and the new crop of fans, however, had a problem. No one could find the band.

Afterglow was known as the Medallions when they opened for the Beau Brummels in Dunsmuir, California. The performance was brought to the attention of Leo De Gar Kulka, world renowned record producer, who offered the five young men from rural California an opportunity to come to San Francisco and record an album at his famous Golden State Recorders studio. The young men, students at Chico State University, took the summer of 1967 off work and school to live at the drummer's parents' place in Scott Valley while they wrote and practiced the twenty songs requested by the producer.

Once the songs were ready, the five ambitious and talented musicians loaded up a trailer and headed to San Francisco. It was October 1967.



License #OD53727

Afterglow . . . Continued from Page 26

As Swanson would remember 40 years later, "We were used to seeing two or three cars per day, much less two or three cars per second." The young men reported as instructed to the Golden State Recorders studios, set up the equipment and played. "To say we were nervous and feeling the pressure of the situation is certainly an understatement," recalls Larry Alexander, now the owner of a small business located at the homestead where the band roomed for that summer in 1967.

The band's sound was very professional and unique, if not a little bit of everything. Today, reviewers often comment about the variety of styles found on the album. Tecumseh, who passed away in 2012 and was a member of the Modoc Tribe of Klamath Falls, wrote most of the songs and he recalled being very concerned with two things: showing the producers that they could cover a wide range of musical styles and making sure he, as a song writer, didn't inadvertently copy another band's sound.

De Gar Kulka was all business, as per his reputation as the producer of such legendary groups as Jefferson Airplane, Quicksilver Messenger Service and the Grateful Dead. "Leo was very supportive, but very focused on getting things done as quickly as possible," recalls Alexander. "Over the few days we worked together, he indicated that he was pleased with the music and wanted to proceed with the album."

Another producer in the studio, Bob Goldberg, commented that the band's music had stayed with him after he left the studio and they should be renamed "Afterglow." The band members, most still teenagers, followed the producer's advice and Afterglow was born.

The next few days were filled with photo shoots and production meetings. When the band left San Francisco, they were confident that the inevitable national tours and press junkets would show the world the quality of musicianship to be found in rural Northern California.

The band mates resumed their studies and waited. Soon, the call came. The album was finished and in San Francisco ready to be shipped. In no mood to wait, Larry immediately hopped in his Wrangler and drove the four hours to the City by the Bay. Leo waved through the glass and Larry took the band's allotment out to the car. There in the parking lot, he anxiously opened the box and stared at its contents. The album was inside, but the cover was not a photo of the band as was the tradition, but an extremely psychedelic artist rendering of a profile shot he remembered the band posing for one day.

Alexander remembers the rollercoaster of emotions that the album's arrival evoked. The recording was top notch; there were errors that only the musicians could hear, but were not allowed to correct as time was money. He also felt a strong disconnect as he stared at the extremely modern album cover. The band members were, for all essential purposes, unrecognizable and in fact, other than the song writers' acknowledgements, their names didn't appear anywhere on the album. (see Album Cover Image above)

Despite the disconcerting developments, the album was very big news in the small towns where the boys called home: Dorris, Fort Jones, Mount Shasta and Klamath Falls. Each of the young men had come from modest means, they were each the first in their family to attend college and their families had been very supportive of their dreams.

Continued on Page 28



Afterglow Album Image found on youtube.

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Afterglow . . . Continued from Page 27

Swanson, now a CPA in Chico, remembers coming home to show his parents the album and being very surprised to see a brand new phonograph player in the parlor. "It was a huge financial purchase for my father, but he supported me every step of the way and the phonograph player was his way of expressing that support. I bet we played the album forty times that night," Swanson remembers.

The band didn't hear anything else from the producers or the record label, MTA Records in New York City. The usual tours and promotions never took place, so they embarked on their own promotional tour throughout Oregon and Washington. The music was popular and, in fact, Alexander remains very proud of the fact that the band's signature song "Riding Home Again" was number one for over twenty weeks on the popular rock and roll radio station in Yreka, KSYC. The band performed and traveled whenever and wherever they could, but calls to the record label were not returned. The cost of self promotion soon prohibited any more efforts and the band settled back in Chico, getting their degrees, playing here and there, and moving on with life.

Were albums sold? If so, no one told the young men who wrote and performed the music. The whole experience continued to exist, to the band, in the same emotional place it landed when Larry first opened that box in 1968 – bittersweet.

Bob Irwin founded Sundazed Records and by 1995 he had established the company at the forefront of the restoration of high quality garage, psychedelia and rockabilly music in a contemporary format.

Afterglow's music had been on his radar for several years when another afficionado in the scene recommended that he make their one album his next project. Bob got to work doing what he does, which is listening again and again for what it was that the artist wanted to say and working on capturing that sound. Where he needed help was finding the band to help make the connection, promote the album and develop the back-story.



Afterglow, October 1967

Unbelievably, the band members, now probably in their fifties, were nowhere to be found. He didn't know where to start; they hadn't produced any subsequent albums and their success existed only in the small circles of vinyl-philes and psych pop fans. The story still needed to be told, though, and Irwin knew what to do.

For jobs like this, Irwin always turned to his company writer and historian, Jud Cost. Professor Jud, as he is known in music circles, had been writing about rock and roll, garage and psychedelia music for decades. Bob had tried to find the band members but with no luck. "He really tried, he really did, but he just couldn't find them," recalls Jud.

Continued on Page 29





Guided Nature Walk - Nature Photography Wednesday February 20, 2013

Please join Erin Williams from the Yreka Fish and Wildlife Office for a **free** guided nature walk on **Wednesday, February 20th from 12-1pm** to learn techniques for capturing winter images in nature. Meet at **upper Greenhorn Park** (rain or shine) and bring a camera.



Explore Greenhorn Creek during the Riparian Walk on March 20th from Noon to 2pm at Greenhorn Park.

For more information, please call (530) 842-5763 or visit our website at: www.fws.gov/yreka/cpwn.html.

Afterglow . . . Continued from Page 28

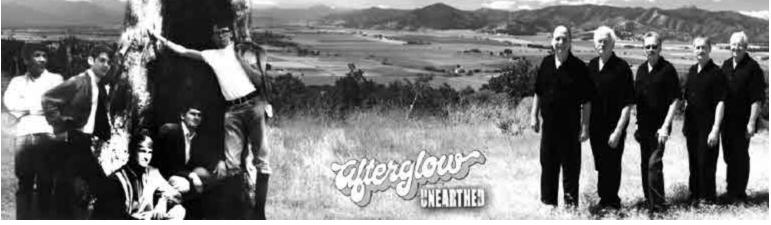
Convinced that the music deserved a re-release, Bob moved forward and published the Compact Disc under his label. Jud's liner notes, written without any real information on the mysterious band, tell a fictional tale of archeological expeditions and extra terrestrials. The success of the re-release, the intrigue surrounding the band and the visions conjured up by the liner notes only fueled the secrecy surrounding the group that had created this now famous album.

By 2001, sales and interest in the music led Bob to make Afterglow one of Sundazed's earliest vinyl rereleases. Once again, the band was nowhere to be found.

STORY TO BE CONTINUED IN THE JEFFERSON BACKROADS MARCH 2013 ISSUE. Go to YouTube and listen to some of this amazing band's incredible 60's MUSIC !! Find them on Facebook: Afterglow 1968 Website: www.afterglow1968.com For info: Contact Patrick Desmond at (530) 598-6080. "In 1964, five friends from Rural Northern California formed a band. In 1967, they recorded an album. 40 years ago . . . they thought they failed. The world says they didn't."



Photo of the GORGEOUS Mustang from Afterglow video.



The Band Then and Now . . .



Tony Tecumseh's Epiphone Sheraton. Larry said that quite a few memories came flooding back as soon as he saw the hot pink guitar case lining. Larry hadn't seen this guitar in forty years.



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"Breakfast in Red Bluff"

Story by Marilyn Kilpatrick of Siskiyou Writers Club

Here is another adventure in the State of Jefferson taken in 2009 by Marlow and Marilyn Kilpatrick.

Marlow and I went on the planned flight to Redbluff, California, for "breakfast" this morning. I woke him at seven and said I'd like to get on the road. I didn't want to return home after noon when the air got bumpy from the heat radiating off the fields. We were at the airport by eight-thirty, and rolled the plane out of the hanger.

Marlow did the routine check for nicks, scratches, and made sure moveable parts moved and stationary parts remained still while I went to the office to get a thick cushion so I could see over the dashboard.

We settled in. I had a lap full of cameras, a GPS, a bottle of water, and a dozen electrical cords dangling from one place or another.



"Clear!" Marlow yelled out his tiny window to anyone who might be close to the propeller.

No one was in sight so Marlow turned the key and listened to the complaining groan of the engine. The engine did not start. We climbed out of the plane through the only door that would open (on the passenger's side). Marlow removed the seat so he could attach jumper cables from the portable charger to the battery, climbed back into the plane (a scene that looked vaguely like a seven-foot clown crawling into a Volkswagen at the circus). He turned the key, nothing. Dang, no trip today. He said he'd make an appointment with the mechanic to look at his plane next week.

I returned cameras to the truck, the cushion to the office and helped him push the plane back into the hanger. He walked to the office for a drink of water and saw the mechanic puttering on his own plane. The nice man said he'd look at Marlow's plane right away. As he was checking wires and such, it dawned on Marlow that he hadn't turned on his battery charger. The mechanic flipped the switch, and the plane roared to life.

Marlow asked if I minded riding in the back seat. I did that last time and it was very uncomfortable, so I declined the offer. Marlow left the plane running, and struggled for five minutes to get the passenger seat installed over the battery. After a minor problem with the radio, we were on our way. It was after ten o'clock.

We had a wonderful, silky smooth flight to Red Bluff. Mt. Shasta, Trinity Alps, Castle Crags and Shasta Lake were wonderful to see from an elevation of seven thousand feet. I snapped two dozen pictures while swiveling from side to side in my seat. Mostly, I just ogled the grandeur.

Either Marlow's radio wasn't working, or there was no one in the tower, because nobody responded when Marlow announced his intentions to land.

Marlow flew past the airport, and I asked what was wrong. He said he had no "flaps," that meant air brakes, the rear part of the wings that extended downward, and slowed the plane as it landed.

"Okay, what do we do now?"

Marlow discovered a mile or so later he had pulled the wrong knob. He turned back toward Red Bluff airport and announced landing intentions. No one responded. Marlow landed anyway and chose a spot to park.

We had *lunch* - it was almost noon. We'd do breakfast another day.

Marlow said he was low on fuel. The gas pump was broken, no fuel was available. Marlow thought we *probably* had enough to make it back to Montague airport.

We went through the ungraceful maneuver of climbing into the plane. Marlow started the engine, and it immediately died. He tried again, same thing happened. Oh, he was pulling on the wrong knob again. He was "leaning" the gas after starting the engine, instead of enriching it. That had to do with changing the air-fuel mixture. No problem. We were soon up, up and away. He really needed to fly often enough to remember how to operate the plane. Maybe, when the price of fuel drops to \$2.00 a gallon...



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"Breakfast in Red Bluff" Continued from Page 28

The flight was bumpy while we were close to the hot, tilled farmlands of Sacramento Valley, but smoothed as we climbed over the mountains. An inversion had formed so we couldn't see Mt. Shasta until we arrived at five-thousand-foot elevation – above the haze. The ride to Montague was fine in spite of the building gloom blocking the scenery.

Marlow announced our intentions to his home airport tower as he was about to land. We had a quarter of a tank of gas, so that was no problem. The heat from the ground caused a jerky, bumpy descent. We hit the runway hard,

really hard, and coasted for a few feet before Marlow pulled on his hand brakes. They came all the way back and the plane didn't slow one bit.

"I have no brakes what so ever!" Marlow told me and the lady in the tower.

He turned off the gas feed and weaved from side to side on the runway. The woman in the tower asked if he needed help. I had no idea what she planned to do - maybe throw a net over us.

Marlow said he was okay. We coasted to the end of the runway and turned onto the taxi way.

Another airborne plane planning to land said he would "go around" allowing us time to get off the tarmac. He heard Marlow's conversation with the tower and wanted to know if there was anything he could do to help.

What were these people thinking? Did they have those spikes like at a drive-in movie that puncture tires? Could they push a button and a net pop up like on an aircraft carrier? Were they going to throw huge pillows in front of us?

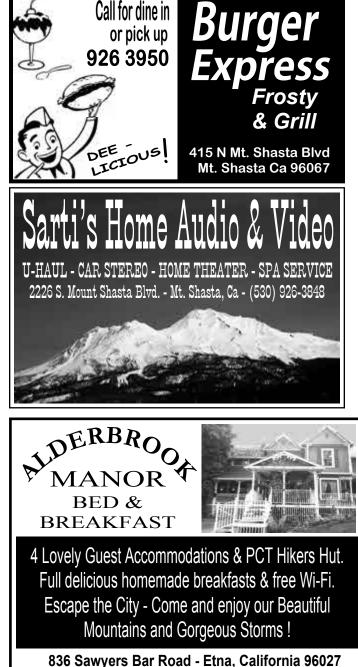
Marlow fed the engine just enough gas to advance about ten-miles-an-hour back to the office. He was directed to park facing the office (which I thought was strange since they knew he had no brakes). Two people grabbed the struts of the plane and dragged us to a stop.

Marlow made arrangements to get the plane fixed, fueled, and ready for our next adventure. I casually mentioned that I'd been unable to close the door. After slamming it several times before take-off, it stayed shut until the very second Marlow left the ground. I knew he was busy with other things so I didn't mention the fact that I was hanging onto the armrest with a death grip. The air pressure held the door closed all the way home. It popped open when we made our first bounce on the runway. Marlow told the mechanic it would be nice to have that fixed also. We should have one door on the plane that operated correctly.

Marlow talked excitedly about future trips in the plane while he drove home. I wondered how many St. Christopher medals it would take to make the plane secure.

A few days later Marlow said he thought it was time to give up flying. He listed a number of reasons but didn't include advancing forgetfulness among them. A lucky Canadian is now the proud owner of the classic cloth covered Piper Tri-pacer. See photo above. Marlow and I will pursue earthbound adventures in the future.





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Scott Valley Community Lunch Program

Starts at Noon - Open to All Scott Valley Residents and Visitors

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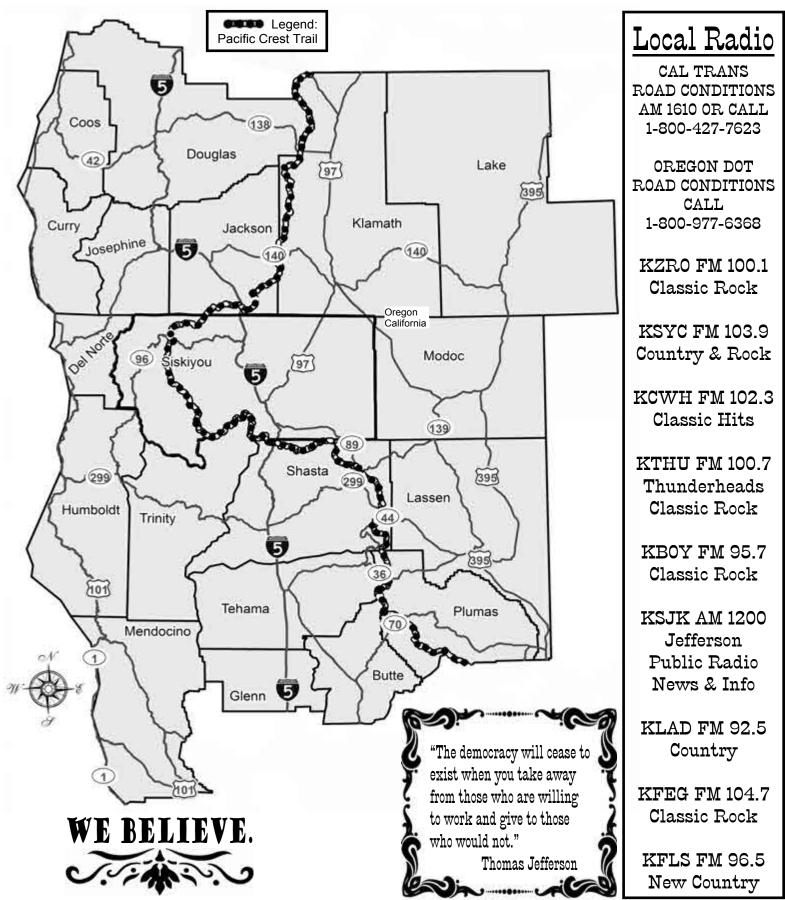
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Jeffers on Backroads.com

Our website's Local Links Page is vast.

19 COUNTIES OF EXTREME NORTHERN CALIFORNIA & SOUTHERN OREGON THAT MAKE UP THE STATE OF JEFFERSON



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A fun random quote: "Love many, trust tew and always paddle your own canoe."

What IS The State of Jefferson? By Gail Jenner

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

The name Jefferson was selected after Yreka's local paper, The Siskiyou Daily News, ran a contest. J. E. Mundell of Eureka, California, submitted the winning name. A seal was created: a gold mining pan etched with two Xs to signify the double-cross by Salem and Sacramento politicians. Today the seal is still used on flags, banners, and State of Jefferson memorabilia.

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

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

It is the people who reside here that make the greatest contribution to the character of this region we love, proudly called The State of Jefferson.

We started printing Jefferson Backroads in April of 2010. This happy little publication has proudly become the Quality Local Information & Business Directory for our region.

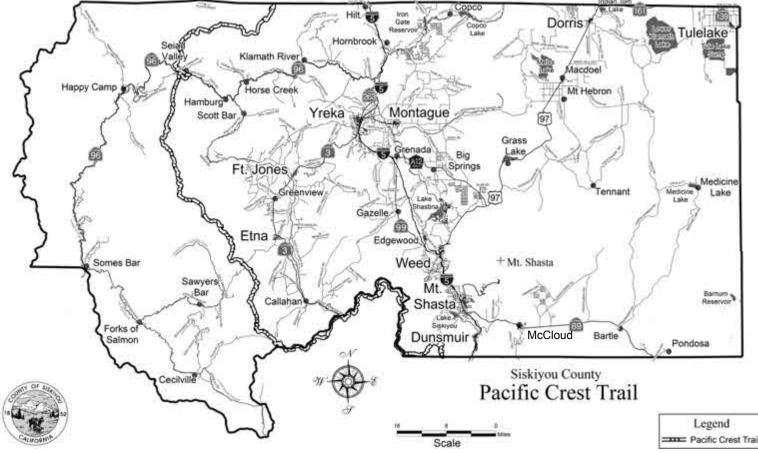
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Map of Siskiyou County - The Heart of The Great State of Jefferson



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