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JANUARY 2014

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Pat Campbell and his sweet sled dog team - Photo by Lisa Campbell - Siskiyou Sled Dog Races coming up in February - see story



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 Pat Campbell and his team - photo by Lisa Campbell.

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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 DUNSMUIR PART 3 OF 3

Our final Dunsmuir visit starts with a riddle. What location in northern California boasts a “walk around” museum, a one of a kind dining experience, a picturesque setting, camping, a one of a kind motel experience and was the sight of a ‘train robbery’ in the early ‘80s? I customarily don’t write about commercial enterprises but this particular venture is a wonderful experience and it is on the doorstep of Dunsmuir, my adopted hometown. Give up? Well then it is time for us to get On the Road to Railroad Park.

In 1968 Bill and Delberta Murphy had a vision. Their vision was to provide fine food, excellent service, and a unique motel experience set in one of the most beautiful spots imaginable at the base of Castle Crags. They wanted your experience to be a fun and relaxing one and they certainly attained their goal.



Photo of the Historic Locomotive at Railroad Park Courtesy Bob Pasero.

But, what about that train robbery? That happened in the early 1980s. It was the brain child of a young, idealistic Dunsmuir police officer to promote Dunsmuir’s upcoming Railroad Days celebration by staging a mock train robbery. This is the story line: a dashing and daring desperado held up the train and made his escape, of course amid the requisite hail of gunfire all the while being chased by the horribly inept keystone cop-like character of a ‘Town Marshal’ and his equally inept deputies who managed to run into each other with great frequency. Over the next 2 weeks leading up to Railroad Days, Dunsmuir residents were sent on a mad dash to identify the train robber and then locate the stolen loot by following a series of 4 line rhyming clues in the style of Black Bart from a century earlier. (Historic note: The real Black Bart, Charles E. Boles, robbed at least 9 stagecoaches in Siskiyou and neighboring Shasta County between 1875 and 1883.)

The fictitious “dashing and daring desperado” was eventually identified as local Dunsmuir resident Matt Reed who was dutifully “arrested” amid much fanfare. The loot from the robbery was later located taped to the bottom of a picnic table in Dunsmuir’s City Park. If my memory serves me correctly the person identifying the “train robber” received \$100 and the person locating the “loot” took home \$250. None of this frivolity would have been possible without the help and support of the Murphys at Railroad Park who graciously allowed us to climb in, on and around their antique rail stock and seemed to enjoy the event as much as the “robber” and the bungling “town marshals.”



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The dining experience at Railroad Park is one of the finest in the region. The “dining car” has been the sight of many prom dates, first dates and wedding proposals over the 45 years since it opened. One of my fondest memories of dining at Railroad Park was following the “miracle on ice” hockey game of the 1980 Olympics. I was late for the reservation but they held the table for me. They had been watching the game too. The dining car and lounge are beautifully appointed with vintage tools, lanterns, gauges and even a handmade train above the bar representing the “Cascade” that ran between Portland and San Francisco ‘back in the day.’

If anything, the motel at Railroad Park is even more unique. This is your opportunity to stay the night in a vintage railroad cabooses. Each room, or cabooses if you prefer, has been modified to allow you the opportunity to experience the life of a railroad worker from a different era without giving up modern comforts and the conveniences of today. This is no cookie cutter motel experience. Each room is truly one of a kind featuring brass beds, cable television and all the amenities.

A few years ago an out of state motorcycling friend asked where he and a group of friends could ride in and stay to explore the best of what northern California had to offer. I suggested Railroad Park. It is now an annual event for them. They ride to Railroad Park and take up residence in the park’s campground for a weekend (Railroad Park boasts 60 campsites) and use the Park as their jumping off spot for a weekend of riding in beautiful Siskiyou County. It doesn’t get any better than this.

As my friends have learned; there is much to see and enjoy in this region and Railroad Park is a wonderful place to start. Those who enjoy fishing will appreciate the fact that the Sacramento River is within walking distance, the McCloud River is just a short drive away and Lake Siskiyou is less than 10 miles away. For the duffers there are 4 golf courses in the area including the Mt. Shasta Resort, McCloud Golf Club, Weed Golf Course and Lake Shastina Golf Resort that offer challenging tracks and stunning views of Mt. Shasta. For the outdoors people, Castle Crag State Park is just a stone’s throw away and offers some of the most scenic trails and hiking experiences to be found. During the winter months Railroad Park is less than a 30 minute drive to Mt. Shasta Ski Park.

The camp sites, motel and elegant dining in restored antique railroad cars are only part of the Railroad Park Experience. Railroad Park is truly a, “stop and smell the roses” place. Take the time to walk to the pond for a stunning view of Castle Crag. Walk among the rail cars. Explore the 120 year old Wells Fargo car, and the massive wooden snowplow. Stop in the gift shop and find a treasure to remind you of your stay. And be sure to explore the logging locomotive that was the sight of a 1983 “Train Robbery” right here on the grounds of Railroad Park.

We recently showed the park to some friends and I was asked to describe the park. One word came to mind, “unique.” For this unique experience you need to get On The Road to Railroad Park. ♦



Photo of Cabooses at Railroad Park with Castle Crag
Courtesy Railroad Park website. www.rrpark.com.



Photo of the Historic Snowplow at Railroad Park Courtesy Bob Pasero.

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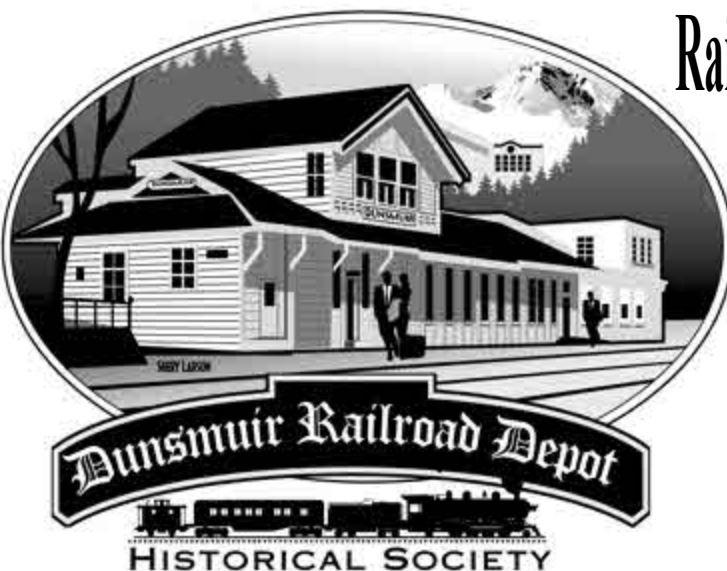
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Dunsmuir Depot Society - The Dunsmuir Railroad Depot Historical Society has a new President. Anthony (Tony) Skalko has assumed the duties from Rita Green, who has served in that capacity since December 2002. Many thanks to Rita for her many good works on behalf of the Depot Society and Dunsmuir! Tony and his wife, Carol, attended one of the very first meetings to save the Dunsmuir Amtrak Depot. He has long been interested in trains and Dunsmuir's railroad history.

Although the Railroad Display Room and the Dunsmuir Museum as closed during the winter months, you just may find Tony there working. Check out the Society's website, www.dunsmuirdepot.com.

The Depot Society looks forward to the Museum's GRAND OPENING on May 3, 2014 and encourage folks to volunteer to serve as Museum docents. Please call Tony at (530) 235-2249 with your offer to volunteer. ♦



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LEGEND OF BIGFOOT

By 1956 I was pretty much full grown. I'd quit school to work at the mill with my dad. He got me on sweepin' and cleanin' up and I was makin' a dollar an hour. By the summer of '58 I was workin' in the woods makin' two bucks an hour! The company was gonna open up an area up around Bluff Creek and they needed a road punched in. For the road crew to come in, a loggin' crew had to go in first to cut the trees along the route of the new road.

Everybody has heard about the footprints found up on that road project. That's when the reporters came and talked to the road crew. They later figured out that those footprints were a hoax. But I am gonna tell you the whole truth of it and why Mr. Ray Wallace, the road crew's boss, pulled that hoax to begin with.

A few after the dust settled, somebody figured out that us loggers were ahead of the road crew and maybe we seen somethin'. We did but by the time anybody asked us it wasn't front page news and most people never heard the whole story of what went on up at Bluff Creek. I'm gonna tell you that story so then you'll know what really happened.

We worked that road track in the Bluff Creek area hard 'cause we had to stay a couple of days ahead of the road crew. We were cuttin' trees, knockin' the knots off of 'em, loadin' 'em up and truckin' 'em back to the sawmill. We was openin' up that cut for the real road crew behind us. We was punchin' in skid trails but Mr. Wallace's crew would put in the real road.

We got to the work camp early one mornin' and things didn't look right. Everything looked like it had been moved around. One of the big trucks had been shoved to the side a good couple a yards. We were all lookin' around when I seen somethin' that scared the pee waddlins' outta me! I mean it gave me the heebie-jeebies. In the dirt on the side of the skid trail was a bunch of great big footprints. Last time I seen a footprint like that was when Wilbert and me camped up there in the Alps when we was kids.

I hollered to the guys to come take a look. They were cussin' mad 'cause some stuff was missing. Big tractor tires and fuel barrels had been stole. Them tractor tires weigh 700 pounds each and you don't just pick one up and walk off with it. When the guys saw the footprints they got real quiet and started lookin' over the edge into the canyon below. Sure enough, in a minute or two somebody spotted them tractor tires...they were off down in the canyon, and down there with 'em were a half dozen or so 55 gallon drums of diesel. Each one a them drums had to weigh near 400 pounds and now they were all down there in the canyon with no tire tracks, no equipment tracks, no nothin' to show how they got down there...except them footprints.

We were wondering how the hell to get that stuff back up when the hair on the back of my neck stood up. I turned around and...there on the hill above the camp and right behind us there were probably 10 or 11 great big animals standing on that hill just watchin' us. Today we'd call them a Bigfoot or Squatch but none of us knew what the hell they were then. Only thing I knew is that they were called "Mountain People" by the local Injuns.


We Seriously Do Believe in Bigfoot. Don't stop believin!



I jabbed one of the guys next to me and quiet like told him to look up the hill...pretty soon all 12 of us on the crew were standin' there with our mouths hangin' open lookin' up at them things. I don't think any one of us had a damn clue what to do...even our crew boss just stood there gulpin' for air.

All of a sudden those animals commenced to screechin' and hollerin' then they started peltin' us with rocks, and pine cones, branches, tree limbs. Even some good sized logs came rainin' down on us and those critters had pretty good aim! We were duckin' and dodgin' and tryin' to avoid gettin' hit and makin' a run for our trucks at the same time to get out of there. We all drove direct to the mill and every one of us quit that very day...even the crew boss and not one, as far as I know, ever went back into those woods!

Well, the mill had a problem. The mill needed the trees



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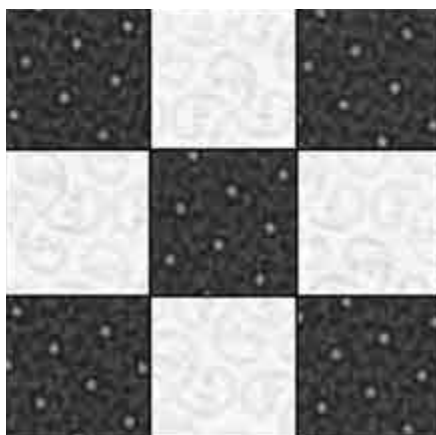
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and no local loggers would go into those woods. If the mill couldn't get cut trees, the road crews couldn't get paid either. So, the mill and the road crew shut the whole thing up. They knew that some of the story was bound to leak out so Mr. Ray Wallace had some wooden feet made up and he stomped around some of the road equipment. They called the newspapers themselves and pretty soon the newspaper people were traipsin' around talkin' about "Bigfoot." Rumors of a hoax started immediately (probably started by Mr. Wallace). Ya see...with it bein' a HOAX, loggers would go back up there, the mill would be operating and the road crew would be back at work. The whole hoax thing was a put up to keep the mill workin' and keep the dollars flowin'. It was all economics. But the whole story is that somewhere up there near Bluff Creek you will find some 700 pound tractor tires and some 400 pound barrels of diesel tossed into the bottom of a canyon like kid's toys by some really PO'd, great big "Mountain People," or, "Bigfoot," or whatever the heck they are. ♦

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Welcome to the New Year! This new feature will showcase my most favorite hobbies. I believe that everyone has a creative spirit! To take the time to learn and practice our individual and unique art forms is a necessity of life.

I began learning to sew and cook in home economics class at junior high school in the mid 1970s. I took a wood shop class too. We were raised in South San Jose, California, near enough to smell the delicious aroma of garlic sneaking in from Gilroy on foggy mornings. I started crocheting even younger than that, thanks to my mom's teaching. While most of the other kids in high school were into sports, I was crocheting baby sweaters and sewing clothes for my friends and myself. I don't have a ton of items that I've created over the years but I constantly plan and dream of all the things I will make in my twilight years.

In the mid 1980s I thankfully moved up to Lassen County and began raising a sweet little family of four wonderful kids. Basically, I have lived IN The State of Jefferson for over 29 years. I crocheted baby afghans, snowflakes, bookmarks and doilies. I sewed simple little patchwork baby quilts and some baby clothes too. Yes I definitely have a pile of unfinished items I should finish just like most crazy busy moms. I am so grateful for my early introduction into what I consider my "Old World" hand-crafting skills.

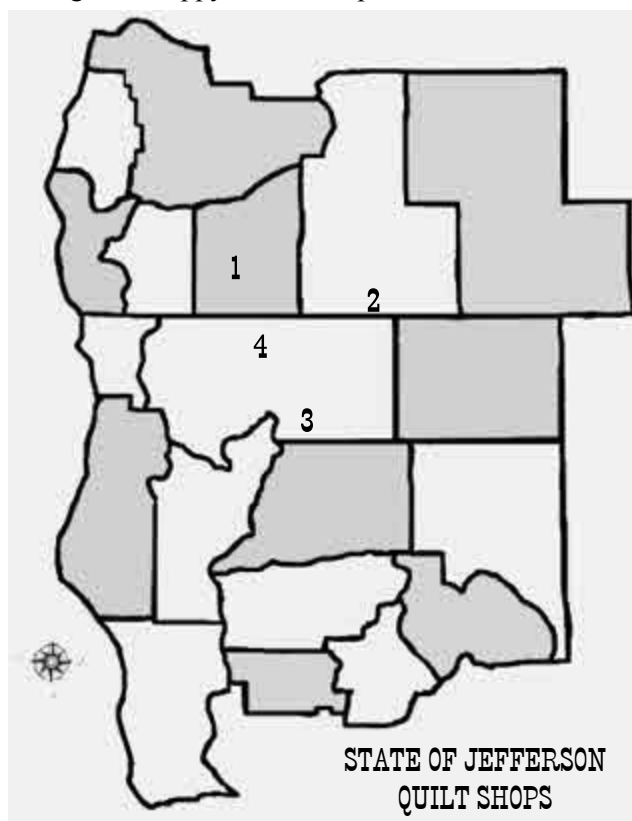
I purchased my first sewing machine in the town of Bieber, California when I was about 25 years old. It was an older model, heavy Singer machine with a sturdy case. I bought this gem "used" for only \$50 bucks and still have this proud workhorse. Over the years, I have collected a number of used sewing machines from the wonderful old fashioned sewing machine repair shops I have found throughout The State of Jefferson. In my mind, I rescued these lovely machines with the intention of presenting them to each of my daughters as they learned to sew. As young women, I am proud to say my daughters all have their own old fashioned "heavy duty" sewing machines - none of these cheap modern plastic disposable machines. I feel it is vital to hold on to the quality equipment and tools from the older generations, built in the olden days when quality and durability was of top importance.

I am proud that each of my kids took some form of home economics and wood shop, even in the 1990s at some of our region's best Small Town Rural American schools. I am now gathering more sewing equipment to start up small workshops to teach quilting and crafting skills to my kids and their friends & family. I am excited to share this process through our happy little local publication. *-Michelle Fain, Editor*

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DUNSMUIR HISTORY

by Ron McCloud

Owner of Dunsmuir Hardware, Dunsmuir, California

DUNSMUIR'S FORGOTTEN CHINESE

It's an interesting observation. Thousands of Chinese immigrant workers were brought by the railroad to build the railroad's Shasta Division through what is now Dunsmuir. At its peak, approximately 80% of the workers employed in building the railroad were Chinese. Records show that approximately 4500 Chinese men were employed to grade the railroad north of Dunsmuir in 1886. Yet today they are all but forgotten.

A flood of Chinese immigrants began to reach California in 1850. Poverty and overpopulation in the Canton Province of China pushed them to find a better way of life across the ocean. Initially they worked in the California gold rush mines and as their numbers increased they began to prospect on their own or took jobs as laborers, domestic workers and fishermen. They faced prejudice and restrictive laws which limited their opportunities.

In building the transcontinental railroad, the Central Pacific needed 4000 men but was only able to employ about 800 at any given time, greatly because so many men were in the military during the Civil War. Most of the railroad workers were Irish immigrants, considered to be unreliable and inclined to drink, but the Chinese were considered to be "strange" due to their odd habits; they bathed regularly, washed their clothes, avoided whiskey and instead drank tea. They ate vegetables and seafood and kept live pigs and chickens for their weekend meals.

When there was a threat of a strike by the Irish laborers over wages, Charles Crocker – one of the railroad's "big five" directors – ordered that Chinese workers be hired. The threat of losing their jobs motivated the Irish laborers to end their dispute but the railroad hired 50 Chinese as wagon fillers anyway. Their work ethics so impressed the railroad that they hired more and then began to recruit Chinese workers all over California and even advertised for workers in China. By 1868 12,000 Chinese worked for the railroad. They were punctual, willing and well-behaved even though they were paid less and had to pay for the food and lodging the Irish workers received for free.

As railroad construction began to slow down, need for manual laborers decreased and thousands of Chinese immigrants blended into the cities and small towns of California. In spite of the continuing prejudices against them they took jobs as domestic workers and common laborers. In 1887 the *Mott Northstar* newspaper reported on a controversy involving the use of Chinese labor in fulfilling contracts with the railroad. The winning bidder was able to supply 50,000 cords of wood for the wood-burning locomotives for \$2.50 per cord based on a "Chinese labor basis" which forced "white men" to work for lower wages or lose their jobs to the Chinese.



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In Dunsmuir – as in other communities – the Chinese established restaurants, laundries, saloons, gambling halls and retail establishments. Prejudices reached a boiling point however, in the fall of 1892. Newspapers of the time reported that on October 3, a group of upstanding “town fathers” organized into a vigilante committee and set out to rid the town of gamblers, disreputable persons, and Chinese. In an orderly sweep they rounded up all those who they felt were a disgrace to the respectable element of the town and marched them two miles down the railroad tracks and on their way to some other place. The vigilantes however had not consulted with a powerful faction – their wives.

In the sudden expulsion of the Chinese, linens and clothing had been lost and there was a loud protest by the wives who were suddenly faced with the fact that there were no Chinese to operate the laundry. The greasy and soiled shirts and overalls of the railroad workers needed to be boiled, washed, scrubbed and ironed and all that now became the job of the wives.

Newspapers reported that the housewives did not endorse the vigilante action and were “...lamenting the fact of having to boil, wash, rub and scrub that engine grease out of the shirts and overalls – and then do all that ironing!” Sheriff Walker was summoned from Yreka and after hearing the complaints, remained in Dunsmuir until he was satisfied that the Chinese had done nothing to provoke hostility and would not be disturbed again.

In subsequent years the number of Chinese residents in Dunsmuir gradually decreased. The retail stores, restaurants, laundries, and other businesses they engaged in are hardly remembered today. Their forgotten presence however was important in the development of the railroad and the town of Dunsmuir.

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



Photos of Chinese workers on the Central Pacific Railroad are scarce. This drawing is of Chinese workers in a snow scene in the mountains of Northern California. photo - Wikipedia.com



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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>.

YREKA TRADE TOKENS

There are many kinds of "tokens" that folks collect and even use today. Some we remember from only a few years back. There are token coin types that have been used for trade, advertising, currency, slot and game machines, car washes, transit tokens, etc. Typically it is understood that coins are known to be issued by a governmental agency while tokens have a limited use and are often issued by a company, organization or even an individual. Tokens have been made of the less expensive metals (such as copper, tin, brass) or even leather, porcelain, wood and other materials.

Throughout history it appears that tokens often were used when there was a coin shortage, whether it is a geographical shortage because of distance and shipping, or when a particular metal was in demand elsewhere. At other times they have simply been used as a unique item for advertising or to garner interest! Back in 1880 merchants in the United States were widely using trade tokens for a variety of reasons. When a customer made a purchase at their place of business, often times they were given a token in return. Many times the tokens were for specific items, for example, "Good for 1 drink" at a particular saloon, or perhaps "Good for 5¢ in Trade" or other small denominations. Tokens usually had the name of the business and city or town on one side, and the "good for" notation on the other. Tokens of this type would have only been used at one place of business. More current tokens folks may remember as "wooden nickels" where they were often used for a cup of coffee, or an anniversary memento.



Tokens of various types have been actively collected by many folks. For Yreka there are a number of tokens that have been used throughout the years, but often the more "interesting" ones are the tokens of yesteryear. They give us a peek into the past often naming a place we never knew existed! Some of the tokens are quite rare!

Some of the businesses in Yreka that have issued tokens in the more distant past are: Bella Union Saloon, Yreka Cigar Store, Our House Billiard Parlor, Rex Club, The Office Saloon, C. Allen Bath Token, The Bee Hive, The Dew Drop, Franco American Hotel meal token, Melody Mart and Con Brown's. In the past 30 years we have seen other Yreka tokens issued from: TJ's, Jerry's Car Wash, Soft Spray Car Wash, Sambo's Restaurant, Burger King, and an anniversary token for the National Historic District.

There are probably many other businesses that have issued tokens here in Yreka, and to our knowledge there currently isn't a comprehensive display of Yreka tokens anywhere to be found. It would be a fun collection to view! ♦



American Veterans Traveling Tribute
The Traveling Tribute Wall is coming to
the Siskiyou Golden Fairgrounds in Yreka, California
March 26-30, 2014
Escort Arrival on March 26
AVTT Traveling Wall Open March 27-30

Honor
Respect
Remember



On March 27-30, 2014, the American Veterans Traveling Tribute, The Traveling Wall, is coming to Yreka for the first time. This will be an opportunity for all to see and appreciate an 80% scale replica of the Vietnam Memorial Wall located in Washington D.C., and most importantly, a chance to pay tribute to those Americans who made the ultimate sacrifice during the Vietnam War, which includes several from Siskiyou County and the northern state.

This event is supported by the Siskiyou County Veterans Leadership Council, which includes; Marine Corps League Siskiyou Detachment #936, American Legion Post 122, American Legion post 260, American Legion Post 92, the Siskiyou County Veterans Commission, Missing In America Project, and the Siskiyou County Veterans Services Office. The Traveling Wall will be set up at the Siskiyou County fairgrounds and will be open for viewing 24 hours a day from March 27-30. It will be a time of contemplation, education, honor, and healing for many. We are fortunate to have the AVTT Traveling Wall present in our community, and at such a fitting time, Welcome Home Vietnam Veterans Day, which is March 30th.

Sponsored by Marine Corps League Siskiyou Detachment #936
Siskiyou Veterans Leadership Council

Event Questions? Please call (530) 643-2851 or email Robert.Ballesteros@ssa.gov
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SISKIYOU COUNTY BICYCLE TOURISM PARTNERSHIP NEWS

The Siskiyou County Bicycle Tourism Partnership's Cycle Siskiyou Events Team is partnering with The Art of Survival exhibit in the Favell Museum in Klamath Falls, the Lava Beds National Monument in Siskiyou County, the new "Valor in the Pacific" National Monument in Modoc County, and the Tulelake/Butte Valley Fairgrounds to kick off what we hope will become an amazing annual "Cycle Siskiyou Signature Cycling Event."



This year's event, held both in Siskiyou and Klamath Counties, will take place in various venues within the State of Jefferson. Cycle Siskiyou will partner with these groups to bring national attention to the eastern part of Siskiyou County. We hope our new "Century Event" will become an annual event starting with this partnership, honoring Japanese-American Patriotism in World War II.

This initial 2-day Cycling event to be held May 24-25, 2014, is just one of many that will take place over several weeks within this commemoration, and festivities will honor history and the lives of the Japanese who were interned during World War II.

Go to www.CycleSiskiyou.com for more information! ♦



Contact Mike Ford for more info at 888-771-2021 or email at mford@rmeef.org. www.RMEF.org

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Gold Beach, Oregon	February 8, 2014	Contact Rose Gabrielson	(541) 661-5949
Grants Pass, Oregon	February 15, 2014	Contact Erica Coyle	(541) 690-6199
Redding, California	February 15, 2014	Contact Scott Borg	(530) 275-6529
Chico, California	February 22, 2014	Contact James or Andy Brinson	(530) 345-7624
Burns, Oregon	March 1, 2014	Contact Charlotte Hensley	(541) 573-3757

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KLANDER'S DELI IN YREKA, CALIFORNIA

By Michelle Fain

Get ready for a treat! I am taking you on a trip into one of the most delightful deli's in the region: Klander's Deli in Yreka, California. As soon as I reach up to open their old fashioned swinging door I feel the special atmosphere beckoning to me. I notice first the gorgeous olden days meat case with the glass front, the charming selection of record album covers from yester-year on the walls, the stereo playing my favorite rock and roll music and then it hits me: the anticipation of one of my new FAVORITE sandwiches E-V-E-R! "Tim's Sandwich" is amaaaazing!

I had my first bite of my new favorite sandwich only a few short months ago. Since then I have eaten three, and these sandwiches are best with my favorite chips: good ol' plain Lay's potato chips! My daughter and her husband showed me the way to Tim's Sandwich, but little did we know that this sandwich is actually named after one of ALL of our favorite people: Tim Grenvik! Tim is so cool, there is no wonder this sandwich is amazing! He fishes and rafts with my husband and works with our honored Veterans here in Siskiyou County.

Tim says he has been eating the very same ingredients on his sandwich for at least 30 years! He says he learned it from his mother, Jayne. Klander's Deli has names for dozens of their yummy sandwiches up on the wall and apparently Tim's name stuck! He told me he is most honored to have a sandwich named after him and in my opinion he truly deserves the honor!

The best thing about Tim's Sandwich is that the pastrami is hot, the cheese is all melty and the bread is toasted crispy. To be honest, my son in law Tyler altered the Tim's sandwich a few years ago as he has been eating at Klander's since he was a little kid! Tyler has them add sliced dill pickles and sliced tomatoes to Tim's Sandwich AFTER it has been heated up, just before it is sliced. "That's what I'm talkin' bout!"

Simplicity is often the best, and I am a true believer that with food - simple is almost always my favorite method.

The menu at Klanders is fun and straight forward and as their slogan says "Sandwiches are our Specialty."

Their sandwiches and ingredients are always fresh and delicious. You can even buy sliced deli meats and cheeses to take with you!

I have heard many people say that Yreka would not be the same without Klander's Deli and I firmly agree! I believe that the owners continue to make it very special.

Tim's
sandwich \$5.50
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Bill and Ondia Durovchic (in photo at right) bought Klander's Deli in 2002. The two of them met while in college at Central Washington University and they have been married for 30 years now!

They decided long ago that they would always honor the memory of Marge Klander who this wonderful deli is named for. Marge Klander (photo at left) was the model for the perfectly lovely Lady Waitress image on their logo!

While Ondia loves to play with BEADS in her free time, Bill is apparently a bit of a tinkerer. He builds some of the most incredible gadgets you ever saw! I checked out his website and was astounded! www.billdurovchic.com

Many of Bill's creations are on display at Klander's and some are even for sale. His style of art and his creations remind me of when I was young, when people seemed to spend more time wondering and exploring to find out how things worked... You know? I learned this from my very own son, that it is fun to tear things apart and see what make them tick!

Today it seems that I am yearning to get back to that simpler time in life when hand made quality and hand crafted creations were more honored somehow, back when quality was really expected in ANY products we bought. Ahh, I am drifting back in time, yet again.

Well, the homey feel of Klander's Deli LETS you drift back in time, every single time you go there for a nice lunch, a tasty espresso drink and just to sit and reminisce with dear old friends. There are piles of splendid hard bound books to flip through, puzzles, games, old fashioned comics, and you know, I will say Klander's is exactly the kind of place WE NEED in America! It is so important to have places to go to remember and enjoy simpler times of just food and conversation and music. Forever and Ever. Amen. ♦



The Happy & Wonderful Staff at Klander's Deli: Ondia, Stephanie, Yvonne and Bill



One of Bill's Creations - Another Story to Come

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

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UPCOMING EVENTS:

Sunday January 12, Annual FREE Kids Sled Rides Day. Check the website to make sure event has enough snow! SiskiyouSleddogRaces.com. See Page 34 for details.

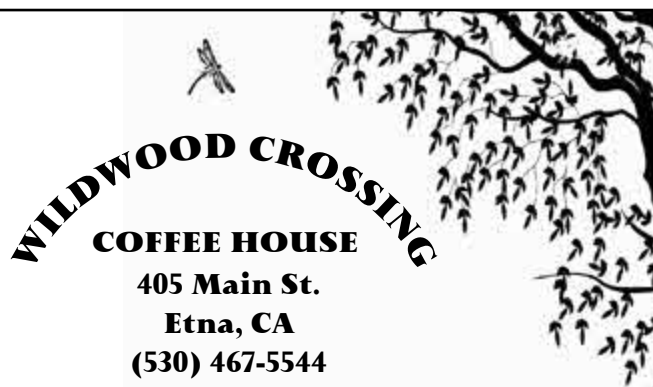
Saturday January 18, Dorris Lions Club Crab Feed. See AD on Page 26 for all the details.

February 8-9, 2014: Siskiyou Sled Dog Races. See story on Page 21 AND AD on Page 34 or go to their website: www.siskiyousleddograces.com.

March 15-16, 2014: Siskiyou Sportsmen's Expo at the Siskiyou Golden Fairgrounds in Yreka, California. See AD on Page 19 for all the details!

March 27-30, 2014 - American Veterans Traveling Tribute, The Traveling Wall. See full page AD and story on Page 15.

Take your family to the Siskiyou Ice Skating Rink in Mt. Shasta. Go to www.siskiyourink.org for all the details. Call Mt. Shasta Recreation & Parks District: (530) 926-2494.



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SISKIYOU SNOW DOG 2014 WINTER EVENTS

Free Kids Rides day will be held on January 12th, 2014. Bundle up the kids and grandkids for an educational opportunity and winter wonderland adventure they'll never forget. Kids ages 3 to 10 receive a free dogsled ride courtesy of Dogsled Express and the Siskiyou Snow Dog Sporting Association. Rides are first come first serve. A parent or guardian must sign a release form. This event is sponsored by Dogsled Express and the Kiwanis Club of Yreka.

Mark your Calendars to attend the Siskiyou Snow Dogs **Siskiyou Sled Dog Races** on February 8th and 9th, 2014. The races are held annually (snow conditions permitting), north of Weed off Hwy. 97 at the Deer Mountain Chuck Best Snowmobile Park. Musherers and their dog teams from around the continent compete in two days of exciting sprint, mid-distance, open class and skijor races. This free event also features musher demonstrations and kids activities. Hot food, beverages and snacks are available at the Lake Shastina / Weed Kiwanis Club food shack. Warming hut and free parking. Sponsorships available. For most current info and updates, visit www.siskiyouleddoggraces.com.

Siskiyou Sled Dog Races and Free Kids Rides Day are projects of the SSDSA, a federally recognized non-profit organization. The races are held under a Special Use Permit from the U.S. Forest Service on a non-discriminatory basis. ♦



Ashley Skeen running Dogsled Express Team sprints.
Photo by Mark Gibson.

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—Ronald Reagan



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"When you get into a tight place and everything goes against you, till it seems as though you could not hang on a minute longer, never give up then, for that is just the place and time that the tide will turn."

Harriet Beecher Stowe

DISCOVERING THE STATE OF JEFFERSON

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

THE SHASTA TRIBE

Excerpt from WESTERN SISKIYOU COUNTY:
 GOLD & DREAMS, by Gail L. Jenner
 and Monica J. Hall

The Shasta occupied most of what is now Siskiyou County, south into Shasta County and north into Southern Oregon, an area approximately 200 miles wide and 200 miles long with almost 20 million acres. Scott Valley, Salmon River, down to the Wooley Creek drainage, and the Klamath River, north of Scott Valley, denote the Western Siskiyou County – Shasta aboriginal lands that are covered in this text.

When the first Russian fur trappers arrived in the region during the 1820s, they not only found rivers and lakes filled with beaver, otter, and mink, but also the 14,500 foot mountain that towered over the broad valley (now known as Shasta Valley). They were so impressed that they named the mountain, the valley surrounding it, and the natives who inhabited it, 'Saste' (accent on the e). The names were eventually changed to Mount Shasta, Shasta Valley and the Shasta Tribe. The Russian translation for the word Saste is pure and white.

After the Russian fur trappers left their mark, the chief who lived near the mountain became known as Shastika. The name Shasta was more pronounceable than Kutekekanac, and within a span of a few generations only oral native family histories recalled the original name of the people.

The Shasta numbered in the thousands prior to European contact and their diseases. Tall and lean with lighter skin than most Northwest peoples, some Shasta even had red hair. Their refined features and distinctly different structure of tribal life set them apart from their neighboring tribes.

There is no migration story. It is said that "Waka (God) stepped down from the heavens onto the top of the mountain (Mount Shasta) and placed the people around the mountain. Here they flourished." Their government was orderly but strict. The tribe was physically divided by the towering mountains and various valleys in the region. There was one chief over all the Shasta when the fur trappers arrived. His name was Sky. His sons were the leaders of each of the eight bands of Shasta. There were several sub-chiefs and lesser chiefs who helped maintain a secure life by administering swift justice to those who violated the laws.

Of the eight bands of Shasta, four lived in the western Siskiyou area. The Scott Valley, The Konomehu (Salmon River area), The New River, further west and south of the Konomehu, and the Upper Klamath (along the Klamath River north of Scott Valley, between the Karuk to the west and the Klamath Indians further to the east).



A family member was allowed to marry into a family in a different band no closer than every eight generations. This kept the people from marrying close relatives and kept social and political ties strong.

The "Grand Conclave" was an annual gathering of chiefs and select tribal members from the western tribes attended. It was held further east every few years. It was similar to a harvest festival where foodstuffs, trade goods, and tribal information were exchanged.

At the Grand Conclave, the Shasta's marriage wheel was further used to build strong ties to tribes both far and near. Marriages were arranged throughout the western states. These ties between tribes made travel safe for all.

The people lived in permanent villages and traveled to gathering areas depending on the seasons and harvest. In the spring they gathered Icknish, also known as wild celery. Icknish was used for food and ceremonial purposes. Epohs were one of the mainstays of the Shasta diet and it took the whole tribe to dig up enough of the small pea-sized potato-like vegetable to last the people through the long winters. Other foods gathered during the spring, summer and fall were acorns, pine nuts, and berries. The foods would usually ripen earlier in the lower valleys and as spring turned to summer, then fall foods in the higher mountains would also become ready to harvest. Deer and elk were also taken and dried for winter use. Trout were caught in the creeks and mountain lakes.

Because there were no large man-made dams on the rivers, the Shasta made rock dams on the main channel of the rivers to help nature provide deeper pools of cool water for the small fish and other river wildlife.

In the fall, the salmon and steelhead left the safety of the Pacific Ocean and migrated upriver. At two to four feet long, they were much larger than the eight to sixteen inch trout. These larger migratory fish were caught in fish weirs. The dams they built in the rivers to help the small fish survive the hot summer now served another purpose. A trap woven of stick was leaned up against the rock dam. When the fish jumped the dam, they would hit the upright sticks and fall down into the "pockets" of the weir. The Shasta were able to take the fish they wanted and turn the rest loose to spawn or return to the ocean unharmed. Though California's Indians suffered under Mexican and Spanish rule earlier in the century, they suffered more terribly under American domination. The native population of the state rapidly declined; from 1848-1871, more than 50,000 Indians in California died, due to violence, disease, starvation, and later, displacement. The Shasta, Karuk, Yurok, and Hupa tribes tried to fight back against the invading hordes. But when they succeeded in even minor victories, the outcry from the citizenry to deal with the Indians reached a fever pitch.

As a result, California had to make peace with the native populations. In April 1851 treaty makers were sent throughout the new state to appease both the natives, who were being displaced, the gold-hungry miners, and land-hungry settlers. The treaties were to be made on behalf of the United States Government, but California was given only a small allowance. Incredibly, the treaty makers were given one year to complete the daunting task of traveling by foot and mule across California to make treaties with all known tribes.


For more on this history, check out Gail L. Jenner and Monica J. Hall's book, WESTERN SISKIYOU COUNTY: GOLD & DREAMS, published by Arcadia Publishing. ♦



The Shasta Rain Rock: a two-ton chunk of soapstone, four to five feet long, three feet across, two feet high, uncovered in 1947. Photo courtesy Fort Jones Museum.



Shasta Baskets: woven of willow, bear grass, pine root, and maidenhair fern, baskets were a vital part of Shasta and Karuk material culture. Photo courtesy Fort Jones Museum.



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HISTORICAL MARKERS OF SISKIYOU COUNTY

Humbug Mining District

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

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

My good friend Jim Ragsdale was Noble Grand Humbug of the Yreka Chapter of E Clampus Vitus in 1988. At that time, having lived on Humbug Creek for over 15 years, he was familiar with both its history and its remaining gold waiting to be found. This was Jim's plaque idea. He made it happen with help from neighbor and Chapter member Don Ferguson, Dan Weimers and others. Dorothy Hetteema, President of the Siskiyou County Historical Society, was also involved in the placement of this historical monument. Jim and Don pulled the rock out of Humbug Creek below the monument site; Ray Feleta from the Mt. Shasta cemetery had the plaque made and Dorothy and Jim lined up speakers for the dedication ceremony. A couple of old timers who were born on the creek, told stories they had heard long ago about what life was like along the creek in the 1880s and 1890s. They themselves had lived on the creek during the great depression, and shared those stories as well. It was quite an affair for the 25 or so people attending the dedication ceremony.

As early as May, 1851, gold was discovered in Humbug Creek, a tributary joining the Klamath River below the mouth of the Shasta River. A different group of disillusioned miners named the place "Humbug" when they failed to find any of the precious metal; the name stuck. However, the name didn't stop other prospectors from looking. A few years later when another group hit pay dirt, hundreds of miners flooded into what would be called the Humbug Mining District. Soon mining camps were formed along the banks of Humbug Creek, about ten miles northwest of Yreka.



Photo: Don Ferguson and Jim Ragsdale in 1988.

By 1853 a thousand men lived on the creek. This was followed by a great deal of mining excitement during the year of 1855, drawing even larger crowds to the district. The primary mining camp just above the confluence of Humbug Creek's south and middle fork became known as Humbug City. Often referred to as "the forks," one could find several stores, saloons, and shops, but few residences. The miners lived up and down the creek, maybe as many as six hundred at the forks.

Frenchtown, two miles below the forks, may have been the largest settlement at the time with a population of nearly one thousand residents. Obviously a number of Frenchmen had claims on this part of the creek; hence the original town name of Mowrey's Flat was changed.

Riderville was located on the north fork of Humbug Creek, about one and one quarter miles above the forks. By the 1852 summer it was abandoned. In 1859, another store and saloon were built here and the town grew. It was first called Plugtown, after old Dr. Nichols who wore a plug hat. Later it was named Riderville after W. G. Ride, a miner on Rider Gulch. At one time the town boasted sixty cabins and a town hall. By 1866, it was nearly deserted.

Near the top of Humbug divide in the 1850s, a stage station and saloon with Hurdy Gurdy girls was established. This locale provided miners with entertainment and a place to spend their gold dust.

Imagine what it might have been like to live there during this era. Much of the area along the creek was deforested by the miners who cut down the trees to build their cabins. It would have been a much more open forest than today. At that time, living in the camps of Humbug City and nearby Deadwood, famous poet and bard of the Mt. Shasta region, Joaquin Miller, immortalized the Howlin' Wilderness Saloon.



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In his book, *Life Amongst the Modocs*, Miller describes a day in the life of a miner and Humbug City which was crowded Saturday nights and Sundays with throngs of jovial frolicking miners, gamblers and roughs. He wrote the following.

“Now the smoke from the low chimneys of the log cabins began to rise and curl through the cool, clear air on every hand, and the miners to come out at the low doors; great hairy, bearded, six foot giants, hatless and half-dressed. They stretched themselves in the sweet, frosty air, shouted to each other in a sort of savage banter, washed their hands and faces in the gold-pan that stood by the door, and then entered their cabins again, to partake of the eternal beans and bacon and coffee, and coffee and bacon and beans.

There was a town, a sort of common centre, called The Forks; for here three little streams joined hands, and went down from there to the Klamat together. Our cabin stood down on the main stream, not far from the river.

The Forks had two butcher shops, and each of the rival houses sent up and down the streams two mules each day, laden with their meats. The principal saloon of The Forks was the “Howlin’ Wilderness,” an immense pine-log cabin, with higher walls than most cabins, earth floor, and an immense fire-place, where crackled and roared, day and night, a pine-log fire, that refreshes me even to this day to remember.

It is true the Howlin’ Wilderness was not high-toned, was not even first-class in this fierce little mining camp of The Forks; but it was a spacious place—always had more people in it and a bigger fire than other places, and so was a power and centre in the town. Besides, all the important fights took place at the Howlin’ Wilderness, and if you wanted to be well up in the news, or to see the Saturday evening entertainment, you had to have some regard for the Howlin’ Wilderness.

The proprietors, who stood behind the bar, had bags of sand laid up in a bullet-proof wall inside the counter, between them and the crowd, so that when the shooting set it, and men threw themselves on the floor, fled through the door, or barricaded their breasts with monte-tables, and wooden benches, they had only to drop down behind the bags of sand, and lie there, pistols in hand, till the ball was over.”

Humbug Creek has been mined off and on for over 150 years. After early placer mining tapered off, gold bearing quartz veins were found. Estimates range upwards of over 600,000 ounces of gold recovered from the mining district. Some locals believe a mother lode still waits to be discovered along the creek.

To find the plaque take Hawkinsville-Humbug Road just north of Yreka off Highway 263, and head west. Stay to the right and go up the hill. At the top bear left. You will go down to the bridge. Cross the creek and in seven tenths of a mile you will discover the rock monument on the left hand side of the road. It is about 6.6 miles from the 263 highway. ♦

HUMBUG MINING DISTRICT



**TYPICAL MINING OPERATION
1850's**

Dedication Handout Cover, ceremony attendees & plaque below.
Images and photos Courtesy E Clampus Vitus.



HUMBUG MINING DISTRICT

In commemoration of prospectors, miners & their settlements along Humbug Creek—Frenchtown (Mowry's Flat), Humbug, Humbug City, Riderville (Plugtown) & Freetown. The Howlin' Wilderness Saloon, immortalized by Joaquin Miller, was located here.

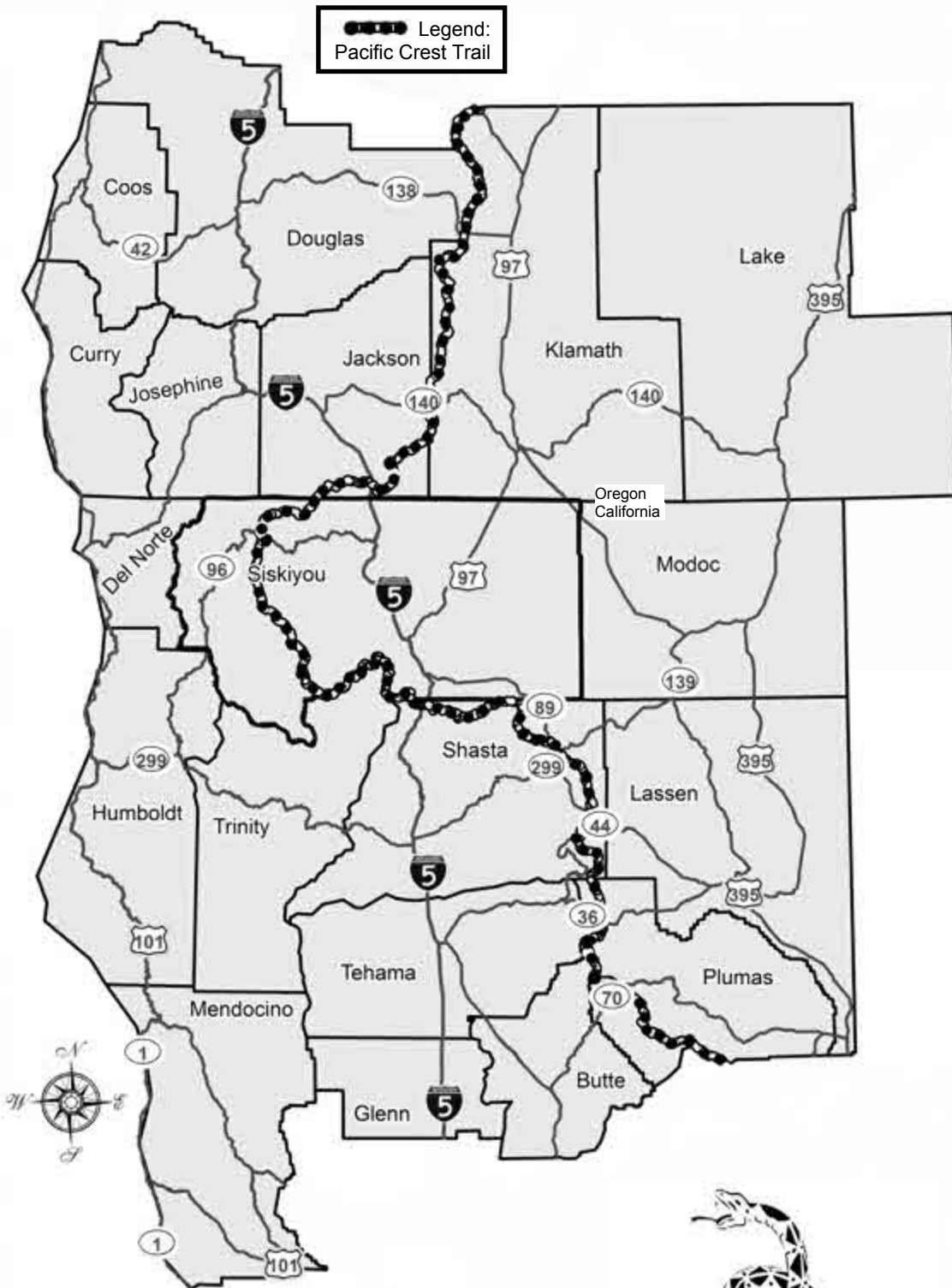
After discovery of gold in 1851, millions of dollars in gold were extracted along this creek and tributaries.

Principle mines were Eliza, Mono and McKinley.

First State Militia in Siskiyou Co. formed at Humbug City Dec. 6, 1855, was 75 men commanded by Capt. William Martin.

Dedicated August 27, 1988 by
Siskiyou Historical Society &
Humbug Chapter 73 E. Clampus Vitus

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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.

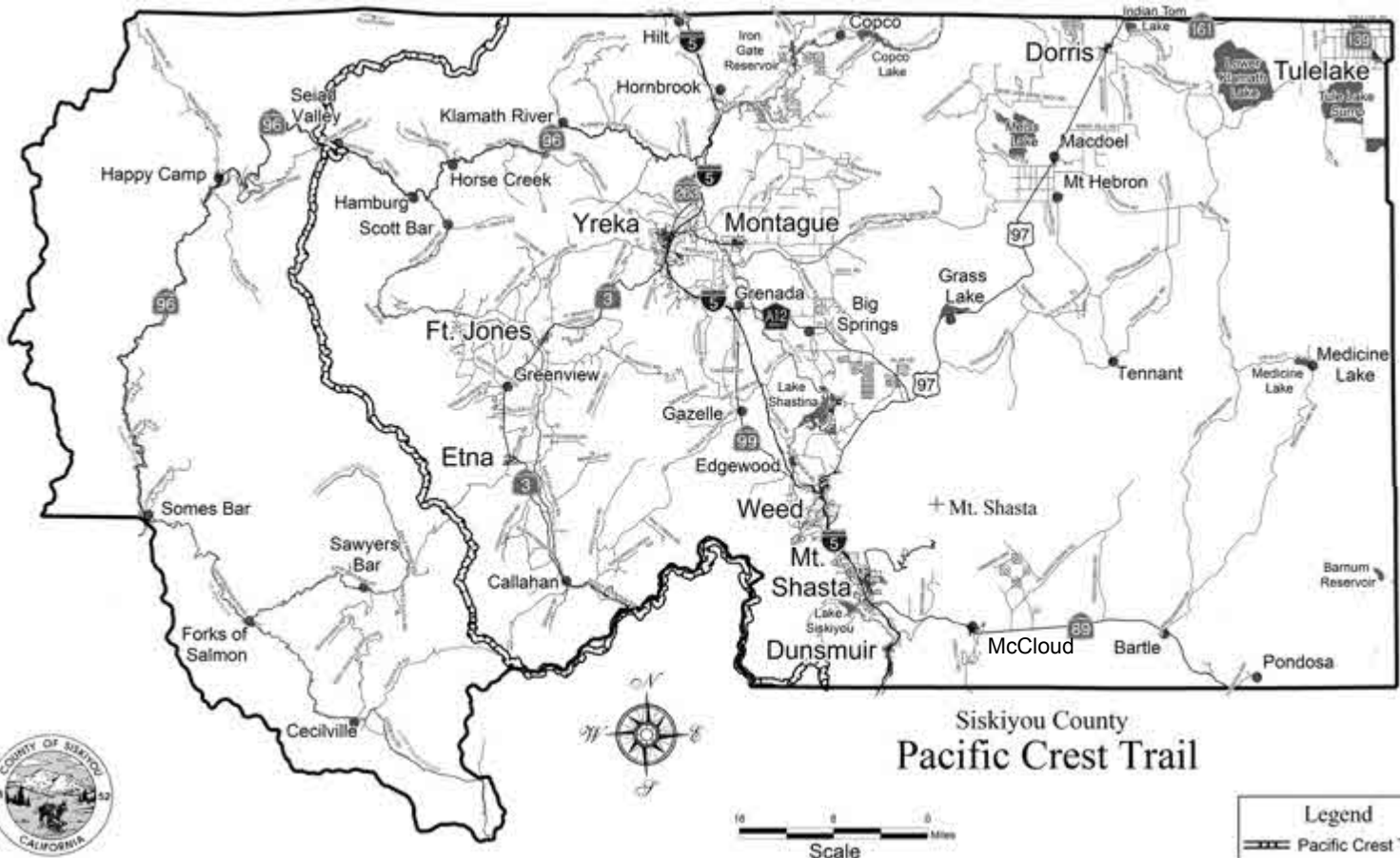
Because the people who have settled along the northern boundary of California and the southern boundary of Oregon have always been of an independent nature, it seems fitting that this region has attempted, on numerous occasions, to create a new state, not just in name or principle, but in reality as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

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





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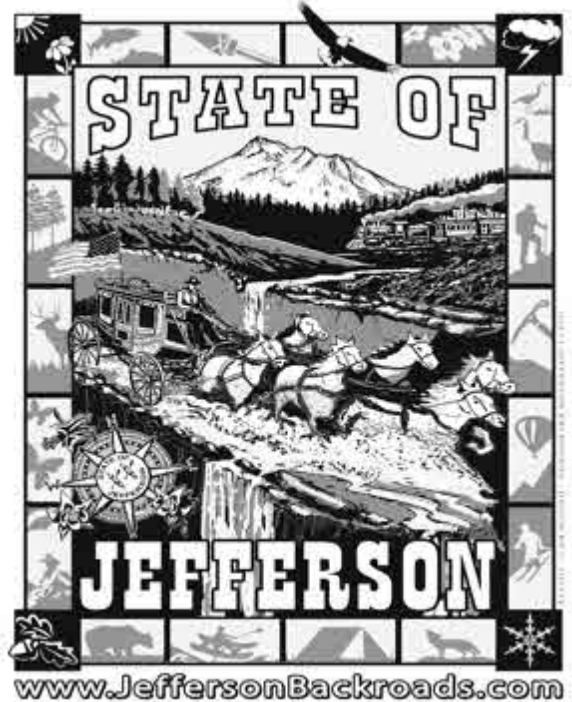
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