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Cover Photo: Creative Image of our two  
turkeys, taken by Ralph Fain



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Looking south on Main Street Dunsmuir. Photo by Bob Pasero

# “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](http://www.miap.us) for more info.

## ON THE ROAD TO DUNSMUIR PART 1


Whether one calls it “Poverty Flats,” “Pusher” or Dunsmuir, to paraphrase William Shakespeare, “A hometown by any other name is still a hometown”...and Dunsmuir is still my adopted hometown.

Twenty odd years ago an aspiring writer penned these words: *“In the shadow of the great Mt. Shasta, with rippling waters by; With air so clean you can taste it, and crystal clear blue skies.”* *“Where rainbow trout are a mile long and eagles soar on high; And the fluffy clouds of yesterday, go sweetly strolling by.”*

Those are the opening lines of a song that accompanied a video. The video was produced to commemorate Dunsmuir’s centennial. The history of this beautiful town is inextricably linked to the 19th century history of rail transportation. Over the next two columns we will take a broad look at Dunsmuir and the surrounding area, we will examine Dunsmuir as a destination rather than some place to drive by and we will look at places that allow you to relive the glory days of the rail industry. It is time to get On the Road to Dunsmuir.

It is difficult to explain my feelings about Dunsmuir and her citizens. I started my law enforcement career there in the mid ‘70s. I’m not a native son but Dunsmuir adopted me as hers. The city conveys a feeling of history surrounded by beauty. Outdoor activities abound and, to be honest, there is a quirkiness that I love about the city. Then - there are the people. They will passionately argue positions on every side of every topic yet...civility reigns. Aesthetically the city could be every Norman Rockwell painting depicting ‘Americana.’ Why do I love this city? Better to ask, how could I not love it?

Dunsmuir has had its share of tragedies. The business district along “Front” Street (Now Sacramento Avenue) was ravaged by fire in 1903 and again in 1924. The current business district was again threatened by a catastrophic conflagration in 1989. A devastating mudslide washed away a portion of the rail line and killed a track crew in the 1950s. And, finally, floods have repeatedly threatened Dunsmuir. The last major flood was in 1974.



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For an in depth look into Dunsmuir's history I suggest a visit with a long time friend, historian and author Ron McCloud. Ron owns the "Dunsmuir Hardware" store. His store is a sort of "unofficial" visitor's bureau and museum for Dunsmuir. Ron has authored a book detailing Dunsmuir's rich history and he is a contributing writer for this "Jefferson Backroads" magazine. A trip to Dunsmuir is not complete without a stop in Ron's store.

Dunsmuir has retained its early 20th Century charm. What was once Florence Avenue became State Highway 99 and as Highway 99 bisected the heart of the city it was known as Dunsmuir Avenue. The downtown area is now classified as an historic district offering visitors shopping, meals and wonderful photo opportunities.

Historically Dunsmuir's area has been inhabited for at least 5,000 years. The earliest inhabitants were the people of the Okwanuchu Nation. Their neighbors to the northwest were the Shastas. The Modoc were their neighbors to the north. The Atchomawi (Pit River) Nation was to the east and south and the Nor Rel Muk to west. All were tied to the Wintu Nation. By 1920 the Okwanuchu were gone, their customs and history lost forever, absorbed by neighboring nations. The book "A Bag of Bones" details the regional Wintu traditions and religion. It was 'written' by long time Dunsmuir resident Grant Towendally (originally spelled Tauhindali) and translated by Marcella Masson. Dunsmuir's Masson Avenue bears the name of the Masson family and the beautiful Tauhindali Park and River Trail is named for the Tauhindali family.

The 1852 gold discovery in Yreka prompted a second California gold rush to the northern mines. The region became a beehive of activity along the Siskiyou Trail through the Sacramento River Canyon. The Central Pacific Railroad began its push north from Redding. The Railroad town of Dunsmuir was originally called "Poverty Flats" then renamed "Pusher" for the small "pusher" engines stationed in the rail yards. According to legend, a Canadian industrialist, Alexander Dunsmuir, enamored by the town's beauty, donated a fountain to the city. In exchange the city was named in his honor. The original fountain can still be seen in Dunsmuir's City Park.

I left Dunsmuir 3 decades ago. One of the last things that Dunsmuir Police Chief John Rowland said to me was, "You will come back. Dunsmuir has a hold on you now." How does one "come back" when, in one's heart, he never really left?

To be honest the "On The Road" columns were born in Dunsmuir. It is safe to say that Dunsmuir IS "In the shadow of the great Mt. Shasta." There ARE "rippling waters going by." The air truly IS "so clean you can taste it." and it DOES rest under "crystal clear blue skies." The rainbow trout really are not a mile long, but eagles DO "soar on high" and the "fluffy clouds of yesterday" DO stroll sweetly by. That's my vision of Dunsmuir and it is why I wrote that song so many years ago. Next time we'll examine Dunsmuir's City Park when we get back On The Road to Dunsmuir. ♦



The rippling waters of The Upper Sacramento River.  
Photo by Bob Pasero.

"Patriotism is supporting your country all the time, and your government when it deserves it."  
Mark Twain

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# DUNSMUIR RAILROAD DEPOT NEWS

## FULL STEAM AHEAD AT THE DUNSMUIR DEPOT

Anthony [Tony] Skalko has been elected President of the Dunsmuir Railroad Depot Historical Society. 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. He assumes the position from Rita Green who has led the Depot Society since its beginning.

Rita Green's commitment to saving the Dunsmuir Depot in 2002 and her service to the Society and the Dunsmuir Museum have been invaluable in saving the Amtrak depot. Under her leadership, the Museum, Railroad Display Room, and the Shasta Division Archives were established, and membership in the Society has grown. The Society gratefully appreciates all the work she has done to restore the Depot to its current glory.

In addition to new leadership, the Dunsmuir Railroad Depot Historical Society has a new website. [Dunsmuirdepot.com](http://Dunsmuirdepot.com) which features the latest information about the Society and its events. The website gives additional information about the Dunsmuir Museum (which is housed within the Depot) and the Railroad Display Room, both open and free to the public. Website visitors can also see details and photos of the Society's main event, the Annual Pie Social. Hours and a map are also available to plan your next visit to see all the improvements made at this historical landmark.

For more information, visit [www.dunsmuirdepot.com](http://www.dunsmuirdepot.com).



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**“A government big enough to give you everything you want is big enough to take away everything you have.”  
Thomas Jefferson**



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[www.siskiyouhumane.org](http://www.siskiyouhumane.org)



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After walks, wipe away any snow or ice from your dog's feet, legs and belly.

Choose pet-friendly ice and snow melters, some products can irritate your pets paws and possibly lead to a visit to the vet.

If you have outside pets please make sure they have adequate shelter and check their water often. Freezing temperatures can cause your pets water to freeze quickly.

If you are out in the cold weather and snow frequently, protect your dog's paws with boots or wax products made especially for dogs.

If you plan on being away from home for several days, be sure to have someone check on your pets.

**We help hundreds of homeless cats & dogs every year. They thank you and we thank you for your support!**

"Focus on the positive - eliminate the negative."

November 2013 Page 9

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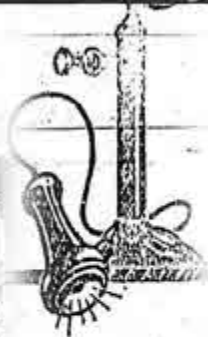
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*Grand Art Show & Wine-Tasting  
event at Sisson Museum in  
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at 4:00 pm. Winners will be  
announced at 6:00 pm.  
Call Siskiyou Arts Council at  
(530) 938-0130 for more info.*

**Art Auction to Benefit  
A Melo Place and Siskiyou Arts Council**

During the month of November there will be a silent auction of paintings, photos, glass-work and multimedia art to help sustain A Melo Place, a community-service craft studio, where people of all ages and abilities can engage in artistic opportunities such as painting, music, culinary arts and learning new crafts. It provides a unique service by providing space, materials and know-how to make a gift, complete a school project, prepare party decorations and much more. In the three years of operation we have seen many people benefit.

The Siskiyou Arts Council will join A Melo Place in holding a silent auction of small affordable art pieces. They will be shown in various locations around south Siskiyou County during the month of November, culminating in a grand show and wine-tasting event at Sisson Museum on Nov. 23rd at 4:00 pm. Winners will be announced at 6:00 pm.

To learn more, find dates and to place an early bid, see the Melo Place website at: [www.ameloplace.com](http://www.ameloplace.com) and click on "art auction" in the menu, or find "Art Auction by a Melo Place" on Facebook. ♦

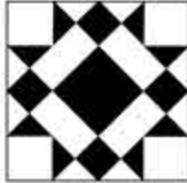


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Henry Ford



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The original Dunsmuir depot was built in 1887 and torn down in 1974. Today Amtrak travelers use a depot provided by hard working volunteers of the Dunsmuir Historic Depot Committee. Photo - Ron McCloud

# DUNSMUIR HISTORY

by Ron McCloud

Owner of Dunsmuir Hardware, Dunsmuir, California

## Dunsmuir's Railroads

Dunsmuir is known as "California's Historic Railroad Town" and is an attraction for railroad historians, fans, modelers and tourists with its colorful past. After more than 125 years, trains still pass through the Sacramento River Canyon and railroading still shapes the character of the town. Several major railroads have impacted Dunsmuir and their entangled stories have origins that go back to the days before the Civil War (1861-1865).

At that time, travel time between the eastern and western United States was measured in months. The choices were the difficult and risky overland route by wagon or the long sea journey to Panama, crossing the isthmus and risking tropical diseases. A transcontinental railroad could dramatically shorten travel time. Prior to the Civil War the southern states had lobbied for an overland route across the south while northern states held out for one through the central part of the country. While the Civil War distracted the southern states, efforts to construct the railroad through the central route began, connecting the west coast at San Francisco to the eastern railroad network at Council Bluffs, Iowa, on the Missouri River.

Authorized by congress in 1862, and with a massive capital investment from government guaranteed bonds, railroad company stocks and land grants, the 1,907 mile rail connection was completed in 1869. The Western Pacific Railroad Company completed 132 miles from Oakland to Sacramento, the Central Pacific Railroad completed 690 miles from Sacramento to Promontory, Utah, and the Union Pacific Railroad completed 1085 miles from Council Bluffs, Iowa westward to Promontory, Utah where the "golden spike" was driven on May 10, 1869.

After the Civil War and after completion of the transcontinental railroad, connecting lines were developed to create a network of western railroads. One of these lines was the one which would connect the San Francisco Bay area with the far Northwest, following the Sacramento River Canyon and crossing the Siskiyou through some of the most rugged and challenging terrain of any railroad – the famed Shasta Division. Construction of the rail line north from Redding reached the Dunsmuir area in late 1886 and while equipment and workers were from the Central Pacific Railroad, they were actually a part of the Southern Pacific Company.

The Central Pacific Railroad had been founded and financed in 1861 by the "Big Four," Sacramento businessmen Leland Stanford, Collis Huntington, Charles Crocker, and Mark Hopkins.



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#### THE SITUATION, IN MY FEEBLE OPINION, IS THIS:

1. You cannot legislate the poor into prosperity by legislating the wealthy out of prosperity.
2. What one person receives without working for, another person must work for without receiving.
3. The government cannot give to anybody anything that the government does not first take from somebody else.
4. You cannot multiply wealth by dividing it!
5. When half of the people get the idea that they do not have to work because the other half is going to take care of them, and when the other half gets the idea that it does no good to work because somebody else is going to take what they work for, that is the beginning of the end of any nation.

The Southern Pacific Railroad was started by a group of San Francisco businessmen in 1865 to build a rail connection between San Francisco and San Diego. Then, in 1868 the Southern Pacific was purchased by the "Big Four," so the two railroads were controlled by the same four investors. Operation of the two railroads began to be combined in 1879 and by 1885 the Southern Pacific Railroad and the Central Pacific Railroad were combined under a holding company named the Southern Pacific Company.

In 1901 the Union Pacific Railroad acquired control of the Southern Pacific but in 1913 the United States Supreme Court ordered the Union Pacific to sell all of its stock in the Southern Pacific. Southern Pacific was again an independent railroad and remained independent for the next 70 years. Then in 1984 the Southern Pacific Company and the Santa Fe Railway agreed to merge to form the Santa Fe Southern Pacific Corporation.

The Interstate Commerce Commission however refused permission for that merger and the Southern Pacific Railroad was put up for sale. In 1988 the Interstate Commerce Commission approved the purchase of the Southern Pacific Company by Rio Grande Industries which controlled the Denver and Rio Grande Western Railroad. Then in 1996 the Union Pacific Railroad purchased the Southern Pacific Railroad. Corporate structures of the two railroads were merged and the Southern Pacific Railroad became the Union Pacific Railroad and remains that today.

During all these years of mergers and acquisitions Dunsmuir has remained a railroad town. Construction of the depot, roundhouse and car shops in the 1880s made the Dunsmuir yards an important facility and it became the Shasta Division headquarters. The lower yard at one time had seventeen tracks on a one percent grade. By 1936 there were over 700 employees in the car shops, offices, machine shops and train crews. The scenic beauty of the area brought vacationers by rail. With the conversion from steam to diesel electric locomotives in the 1950s however, the glory days of railroading in Dunsmuir began to fade. The roundhouse and depot were removed and the lower yard was closed.

Today the Dunsmuir rail yard is still an active facility. Freight traffic still passes through and Amtrak passenger service is provided every day. There are no signs of the Central Pacific Railway, the Santa Fe Railway, or the Denver and Rio Grande Western Railroad. The Southern Pacific however, is still remembered for its 110 years in Dunsmuir and its logo is still to be seen on the fuel tanks in the Dunsmuir rail yard, on steam engine number 1727 at the entrance to the Dunsmuir city park, on the caboose near the central freeway exit, and on the commemorative mural on Pine Street. The rumbling locomotives on the main line proudly display the Union Pacific logo.

*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 has a history going back to 1894. ♦*

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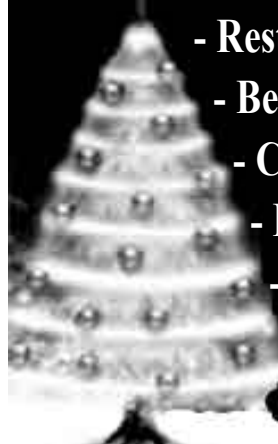
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# HISTORY OF YREKA

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>.

## “GREENHORN”

The term “greenhorn” when used as a noun is defined by the dictionary as an untrained or inexperienced person, a naïve or gullible person, someone easily tricked or swindled, and also as a newly arrived immigrant or newcomer. So, where does that fall in the category of Yreka History? Locals know of our delightful Greenhorn Park and Greenhorn Creek, situated just south and to the west of the most heavily populated part of town. There is quite a bit of local lore written about “Greenhorn,” but most of the stories are similar in nature.

One of the early records of Greenhorn is from Well's History of Siskiyou where he explains that the creek was called Race Creek in the early days because as soon as gold was discovered at Thompson's Dry Diggings (Yreka) people started looking frantically everywhere along nearby creeks. The one we know today was called Race Creek in the early days because folks “raced” to get there to search for gold.

So, how did Greenhorn come to bear its name? As the story goes, little, if anything, was found along Race Creek and was soon abandoned by the miners. One day a new arrival, perhaps an Englishman, came to town and asked where he could find a good place to mine for gold as he was ready to find his fortune. The miners, thought they would put “one over” on this “greenhorn” and sent him up Race Creek to dig, fully believing he wouldn't find anything. As he began to work the area along the creek the local miners continued to enjoy their joke on this newcomer. To perpetuate the joke, they began to call it Greenhorn Creek. The joke, however, turned out to be on the miners, as he mined over \$7,000 in gold in only a few days! As soon as the word was out, the Greenhorn rush was on; miners quickly wanted to make their own claims along the five mile stretch of the creek. During the years the area was mined, over \$11 million in gold was mined. Greenhorn was one of the best producers of gold in the county from 1850 on. The area was even dredged in later years until high bedrock was hit and the dredge could no longer be floated.

While the creek was producing gold, however, like many other places throughout the county, a small little town came into being and was even given a voting precinct of its own. At one time (circa 1870 – 1881) it had a little general store, a tannery, a glove factory, a small furniture factory, and sawmill.



Sawmill at Greenhorn, circa 1870. Photo courtesy of The Siskiyou County Museum

"My reason for fixing them in office for a term of years, rather than for life, was that they might have an idea that they were at a certain period to return into the mass of the people and become the governed instead of the governors which might still keep alive that regard to the public good that otherwise they might perhaps be induced by their independence to forget."

-Thomas Jefferson



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There was also a small schoolhouse established in 1859. Today all vestiges of the former town are gone except the Greenhorn Schoolhouse located near the south entrance to Greenhorn Park. The original school building is long gone and the little red schoolhouse we see today was built sometime before 1935

to replace the original building. The location of the schoolhouse is not in the original position. It was reported to have been moved between 1947 and 1957; it was originally located near the confluence of Greenhorn and Yreka Creek. This may have been somewhere near where the interstate crosses today.

There is a lot of history in this small area near Yreka. There was even an event called the Greenhorn War that initiated over water rights for mining. Today, Greenhorn Creek looks very different. Instead of miners and a sawmill we have a beautiful park, lovely trails, and a lake that is home to many birds and animals. ♦



Greenhorn Sawmill. Historic circa 1870 photo courtesy Siskiyou County Museum.




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Niiiiice little(?) free-range turkey . . . Photo by Ralph Fain

# Backroads Adventures

by Ralph Fain



## “Turkeys in the Barnyard - Turkeys in the Oven”

*“Thanksgiving dinners take 18 hours to prepare.  
They are consumed in 12 minutes.  
Half-times take 12 minutes.  
This is not coincidence.” Erma Bombeck*

The theory is, birds evolved from dinosaurs. We own a flock of dinosaurs. Admittedly, most are the small duck and chicken variety. But, we have two T. Rex Dinosaurs who rule the barnyard, the pasture, the front yard and anywhere they swagger. I’m talking turkeys - two large Toms who run the place and everything within running distance of them.

One of these fellas’ is the bad boy. He carries the attitude of T. Rex. He owns the place. He tolerates you just long enough to be fed then wants to chase you from the area. Oh, he doesn’t chase you when you are looking. He waits until your back is turned.

At first it was a fun game. It reminded me of our childhood playing red light, green light. I look at the turkey and he is calm, serene, still. I turn to walk away and T. Rex charges. I quickly turn to face the dinosaur and there is only the calm, serene, motionless turkey. I turn away and the dinosaur rushes at my back. Red light, green light, fun!

This isn’t quite as fun as it was when we first purchased the turkeys in the spring. We got them from our good friend Kim. The turkeys were only half grown and were destined to participate in our annual deep pit barbeque as guests of honor. Kim warned me not to let my wife or myself to get attached, or the turkeys would not be attending the barbeque. They failed to make it into the pit.

Well, it is now November and the birds are full grown. We are trying to decide if they are to be the guests of honor for Thanksgiving or if they will continue to rule the farm. We like the turkeys. Me less so than my wife, but I feed them most of the time. You know, red light, green light. (My wife claims T. Rex only comes after me.)

But they really are beautiful birds. And if you have never had the opportunity to listen to them, you would be amazed at the variety of interesting sounds they make. Calm sounds, peaceful sounds, deceiving sounds. When T. Rex rushes your back, you never hear a thing; you are only aware of the oncoming attack from past experience and the hair standing on the back of your neck. I carry a big stick around this guy so I don’t always have to look over my shoulder. T. Rex knows exactly what the stick is for and pretends to be a turkey. My dad thinks that’s funny. Dad doesn’t understand the difference between a turkey and a dinosaur.



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I sometimes wonder if T. Rex is a coward at heart or just one smart dinosaur. One of the only times he will try to attack me face forward is when I lock them up in their pen for the night. Once safely in the pen, T. Rex tries to chase after me through the fence as I walk around the outside of the pen.

He struts and attacks the chicken wire viciously until I have been purged from his presence. I believe this is his favorite game and he waits patiently all day long for his attack.

So now the immediate question is, "Do we leave the turkeys in the barnyard or put the turkeys in the oven?" Wonderful, organic, free range, tasty turkeys as the guests of honor for Thanksgiving, or dinosaur yard ornaments who scare the dickens out of our visitors? None of our visitors see any humor in being chased by these Jurassic pets. Ah, hell, I just called 'em "pets."

To anyone coming over for Thanksgiving: "who will play red light, green light with me?" ♦

*"May your stuffing be tasty may your turkey be plump,  
May your potatoes and gravy have nary a lump,  
May your yams be delicious and your pies take the prize,  
And may your Thanksgiving dinner stay off of your thighs!"*  
—Author Unknown



T-Rex, head down, a comin' to GITT Ya! Photo by Ralph Fain



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Lovely 3 bedroom 2 bath home on 7 acres with irrigation and house well. Home has many upgrades and big country kitchen with lots of character. Room for horses with arena, covered shelters, about two acres of irrigated pasture, wheel line and irrigation gun - a truly must see. \$339,500. MLS#103618. **MikeMatherly.com BRE #01739851.**

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# "God Made Christmas"

<p><b>Bingo!</b> 6:00 Dorris City Hall Thursday, November 14</p>	 <p>"God made Christmas happen; friends make Christmas beautiful, music makes Christmas festive; giving makes Christmas joyous, love makes Christmas complete." ~William Arthur Ward</p>	<p><b>ROBERTA CRISS MEMORIAL BULLDOG CLASSIC</b> Butte Valley High School Thursday-Saturday, December 5-7,</p>
<p><b>TREE LIGHTING &amp; CAROLING</b> Dorris City Hall Sunday, December 8 6:00</p>		<p><b>COMMUNITY FOOD DRIVE</b> Tuesday, December 10 4:00-6:00</p>
<p><b>CHRISTMAS FAMILY CRAFT NITE</b> Family Resource Center Wednesday, December 11 6:00</p>	<p><b>VETERANS CANDLELIGHT VIGIL</b> Dorris City Hall Thursday, December 11 6:00</p>	<p><b>OUTDOOR DECORATING JUDGING</b> Saturday, December 14 5:00</p>
<p><b>ROYAL COURT CORONATION</b> Butte Valley Community Center Saturday, December 14 6:00</p>	<p>Information: 397-3511 <b>ENTRY FORMS:</b> Dorris City Hall, Merrill Lumber co., Butte Valley Family Resource Center</p>	<p><b>CHRISTMAS PARADE</b> Followed by Pictures with Santa, Parade Award announcements, &amp; Refreshments at Dorris City Hall Sunday, December 15 5:00</p>

*Butte Valley Christmas Festival committee invites everyone to join in the festivities!*



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# 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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## SCOTT VALLEY THEATRE CO.

### UPCOMING EVENTS:

**Saturday November 9:** 2nd Annual: The Three Larrys! A Blues Harp Revue! 7-9pm, call 530-468-5118 for info.

**Saturday November 16:** John Doan will perform with his Harp Guitar! Tickets available at Scott Valley Bank in Etna, Fort Jones, Yreka and at Wildwood Crossing in Etna. See AD on Page 25 for details.

**Saturday December 7:** Annual Holiday Piano Concert to raise funds for the Etna Fire Department.

**Monday December 16:** Siskiyou Big Band Christmas Concert from 7-9pm. Get your tickets SOON!

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### UPCOMING EVENTS:

Butte Valley Holiday Events: See ad on top of Page 19 for a detailed list of upcoming Butte Valley Holiday events.

Saturday November 9 at 7pm - Annual Siskiyou Arts Museum Gala in Dunsmuir. Call 859-5554 for info.

Saturday Nov. 23 - Art Show & Wine Tasting at Sisson Museum in Mt. Shasta. See top of Page 10 for more info.

Sunday November 24 Global Thanksgiving Dinner at 3pm at the Dunsmuir Community building. Sponsored by Dunsmuir Rotary.

Mt. Shasta's Winter Magic - Friday November 29 from 1-9 pm. Call for info - Mt. Shasta Chamber of Commerce.

Saturday November 30, 2013 - Holiday Parade - Miner & Broadway, Yreka. Call Yreka Chamber for info.

Saturday November 30, 2013 - McCloud Dog and Pony Show Parade. Please call McCloud Chamber for info.

Friday December 6, 2013 - Night of Lights - Miner & Broadway, Yreka. Call Yreka Chamber for info.

Friday December 6, Candles in the Canyon Parade and Christmas Tree Lighting in Dunsmuir. Call Dunsmuir Chamber for info.

Friday December 6 - McCloud's Olde Fashioned Christmas. Call (530) 964-3113 for all the info.

Friday December 6 - Weed Old Fashioned Christmas. Call the Weed Chamber for more info.

Saturday December 7th, Breakfast with Santa in Dunsmuir, put on by Dunsmuir Rotary. 7-11am at Dunsmuir Community Building.

Saturday December 7 at 6pm, Etna Christmas Tree Lighting and Celebration. Santa, yummy local food, craft booths and country fun. Call (530) 467-5256 for more info.

Saturday December 14 - Annual Fort Jones Volunteer Fire Department Pancake Breakfast, Parade and Crafters Fair.

Saturday December 14, 2013 - Yreka Chamber Holiday Dinner Dance at Miner's Inn, Yreka. Call Yreka Chamber for info.

Monday December 16, 2013 - Siskiyou Big Band Christmas Concert at the Avery Theatre in Etna. See ad at left. Get your tickets asap.

Thursday December 19, 7-9pm - Siskiyou Big Band Christmas Concert at Yreka Community Theater.

## SISKIYOU RUN FOR FOOD EVENT

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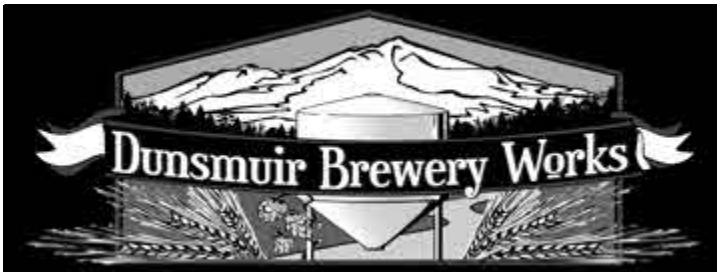
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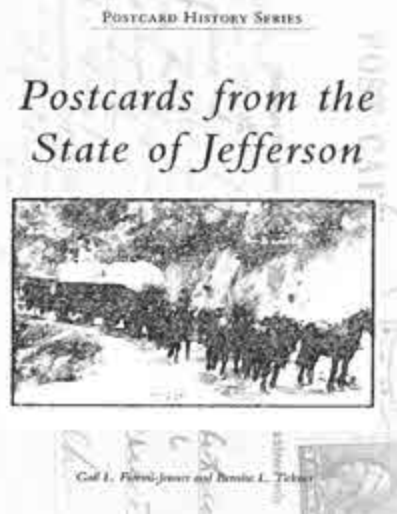
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# DISCOVERING THE STATE OF JEFFERSON

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



City of Old Shasta, including the Empire Hotel and the Court House. Photo courtesy Gail Jenner Collection.

## Gold Mining: Part I

As with the rest of California, it was the great Gold Rush of 1849 that opened the doors to Siskiyou County. Harry L. Wells, in HISTORY OF SISKIYOU COUNTY,

CALIFORNIA, credits the first mining in this region to Lindsay Applegate who traveled south from Jacksonville, Oregon, in 1849 to mine along Beaver Creek, the Klamath, and the Scott River. In June of 1850, however, prospectors from the Trinity River crossed the Salmon-Trinity Alps and found enough gold to whet their appetites. John W. Scott, from whom the valley and river later derived their names, discovered gold at “Scott’s Bar.”

The discovery of gold near Shasta, six miles from present-day Redding, brought miners from the Mother Lode and Sierras up the Siskiyou Trail in search of riches. They came to Shasta (now called “Old Shasta” located near Redding), and continued to use it as base of operations for years.

Through the summer of 1849, Argonauts from Oregon and the Mother Lode poured into Shasta. It was a tent city of more than 500 persons by October 1849... But an old mule train built by the Hudson’s Bay Company was all that connected it with Sacramento, 188 miles to the south.

Shasta, aka the “Queen City,” became an important link to the rich mines in the back country (Trinity region into Salmon River country and eventually Scott Valley, etc....) as well as a stage stop. History says a hundred mule trains and teams were known to stop at Shasta on a single night. The railroad signaled the demise of Shasta, which occurred around 1888. Old Shasta was once “THE” city in northern California.

Within a year, the “northern mines” were drawing prospectors from every part of the world – perhaps as many as 20,000 – who, “like coveys of scared quail, scuttled hither and thither.” Without roads, the only manner of travel was by foot or by mule train. Few stayed in one place long, though settlements throughout the region boasted booming populations at various times.





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8am-5pm

The first gold-seekers to Western Siskiyou County followed the waterways, in particular the Klamath River and its tributaries. A land of rugged mountain ranges and steep gorges, the only semblance of an earlier trail led to Oregon, a remnant of the Hudson Bay trapping era. That trail meandered up the Sacramento River, through Shasta Valley, across the Klamath River, and over the Siskiyou Mountains into Oregon. Others traveled up the California coast, or down from Oregon.

A very early group of miners to permeate the region was led by John W. Scott (whose name was then given to a valley, a river, and a mountain pass). He and his men discovered gold at Scott Bar in July or August 1850. And later, as reported in the SACRAMENTO UNION, June 23, 1851: "The largest lump of pure gold ever found in California was taken out by Messrs. Brown, Beach and Forest at Scott Bar on Scott River within the last few weeks and weighed \$3,140.00." It was reportedly free of "spot or blemish."

Scott Bar became a lively mining town with more than 50 residences, as well as stores, boarding houses, saloons, a butcher shop and blacksmith, a hotel, even a drug store. The cemetery dates back to 1857.

Prospectors from Trinity River likewise mined the Salmon River region as early as June of 1850. There they established a small post or settlement – the first – called Bestville, in honor of Captain Best, a sea captain, miner and trader in the party who discovered gold with the help of Squirrel Jim, a Shasta Indian who became a 'friend' to many whites. When Squirrel Jim died in 1919, he was buried on the Sallie Burcell allotment in Etna. He died from "the infirmities of old age" and was "about 100 years old".


The richest and most extensive discovery north of the Trinity range of mountains was found near Yreka, but this site was ignored for several months until a party from Oregon camped at "Yreka Flats," a popular camping ground between the Shasta and Scott Rivers. Most miners passing through were so intent on getting to the streambeds, they never dreamed that gold lay just below the surface of the ground – literally beneath their feet.

But one day in March 1851, Abraham Thompson, did do a little 'scratching'. "After washing three pans of dirt beside a small ravine, later called Black Gulch, a good prospect of coarse gold was found...He took it to his companions and finding 'little scales of gold clinging to the roots of the long grass,' convinced them 'of the richness of their find.'"

It didn't take long for Thompson's Dry Diggings to mushroom into a tent city, first known as Shasta Butte City, then renamed Yreka. Within six months there were 5,009 men vying for thirty foot claims as well as the water that became more valuable than gold. ♦



Early scene of Yreka. Note the building's sign: "Weekly Journal"  
Photo Courtesy Gail Jenner Collection



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"The reward of a work is to have produced it;  
the reward of effort is to have grown by it." –Antonin Sertillanges

# LEGEND OF BIGFOOT

I'd like to introduce myself to you...but I'm not gonna. My real name isn't important and any name mentioned here won't be either. This is just sort of letting you know what I am about and what you can expect from me. I've been called a curmudgeon and I guess I am. I think I've earned the title. I sit in my recliner in the comfort of my home in the heart of Jefferson. I was born the year before that big falderal in 1941 to create Jefferson. During the snowy winter months I read a lot and watch the science programs on the satellite. I listen to "scientists" with fancy degrees and letters after their names tell me what can and can't exist.

Then I read about the coelacanth - a fish that was supposed to have been extinct for 65 million years. That is until one was caught in South Africa back in the '30s. A long time ago I read about the Mountain Gorilla in National Geographic. The mountain gorilla was supposed to be a myth until some British "naturalist" shot and killed one in 1902.

If you read scientific magazines at all you'll see where every once in a while some scientist somewhere has discovered a "new" life form, animal or plant. Sometimes, like with the coelacanth, it is not a new life at all; it is a prehistoric plant or animal that was supposed to be extinct. Or, as with the Mountain Gorilla and Giant Squid, they were thought to be just some mythical creature made up by superstitious natives or seafarers back in the olden days.



Heaven forbid you should mention Bigfoot to "real" scientists. They immediately call your sanity and credibility into question. "Real" scientists say they've never seen a Bigfoot so Bigfoot can't possibly exist. Well I am not a scientist, I'm not one of those "crypto zoologist" folks either. I am not a naturalist. I am just a guy. I have spent my 73 years camping, hunting and fishing in the mountains every chance I get. In all my time in the woods I had never seen a mountain lion until just two years ago. I knew they were there but I had never seen one. I know Bigfoot exists too but...difference is...I have seen one - on more than one occasion.

I was telling a friend over coffee about my first run in with a Bigfoot. The lady in the booth behind me asked me to write my stories and send them to her. She said she owned a magazine and wanted to put my Bigfoot stories in her magazine. I was a little leery and I came up with all sorts of excuses: 'nobody could read my chicken scratch handwriting,' 'I only went to the 9th grade in school,' 'I don't write good' and 'I don't own a computer and don't know how to type.' She poo pood every excuse and told me to record the story, just talk into the recorder and send it to her. She said she would get it all typed up nice and proper. I said I'd think about it.

Well...I thought about it. I'm not getting any younger and somebody needs to know what I know. I bought me a little recorder and just told my stories into it and sent it to that lady. Yes I have seen Bigfoot more than once. I am not asking you to believe what I tell you. That's your call to make. And because I don't want to be labeled a nut, I won't tell you my real name neither. I'm just gonna lay out my stories and let the chips fall where they may. Truth be told...I liked that lady and the fella with her too. He was sorta shy on hair like me. My kids tell me that the good Lord only made so many perfect heads and hid the rest with hair.

I don't know where these stories will go, and I don't know if anybody will read 'em or believe 'em and I don't much care. None of that is my business but I will do as that lady asked. I will record 'em and send 'em to her and she can use 'em or not. At least I did my part and maybe somebody will know that there really is a Bigfoot out there in the mountains and we should just leave them the hell alone. ★

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This performance is the third of a series of four 2013 Scott Valley Bank at the Avery benefit performances to raise funds and awareness for deserving local non-profits. This performance will benefit the Scott Valley Family Resource Center.



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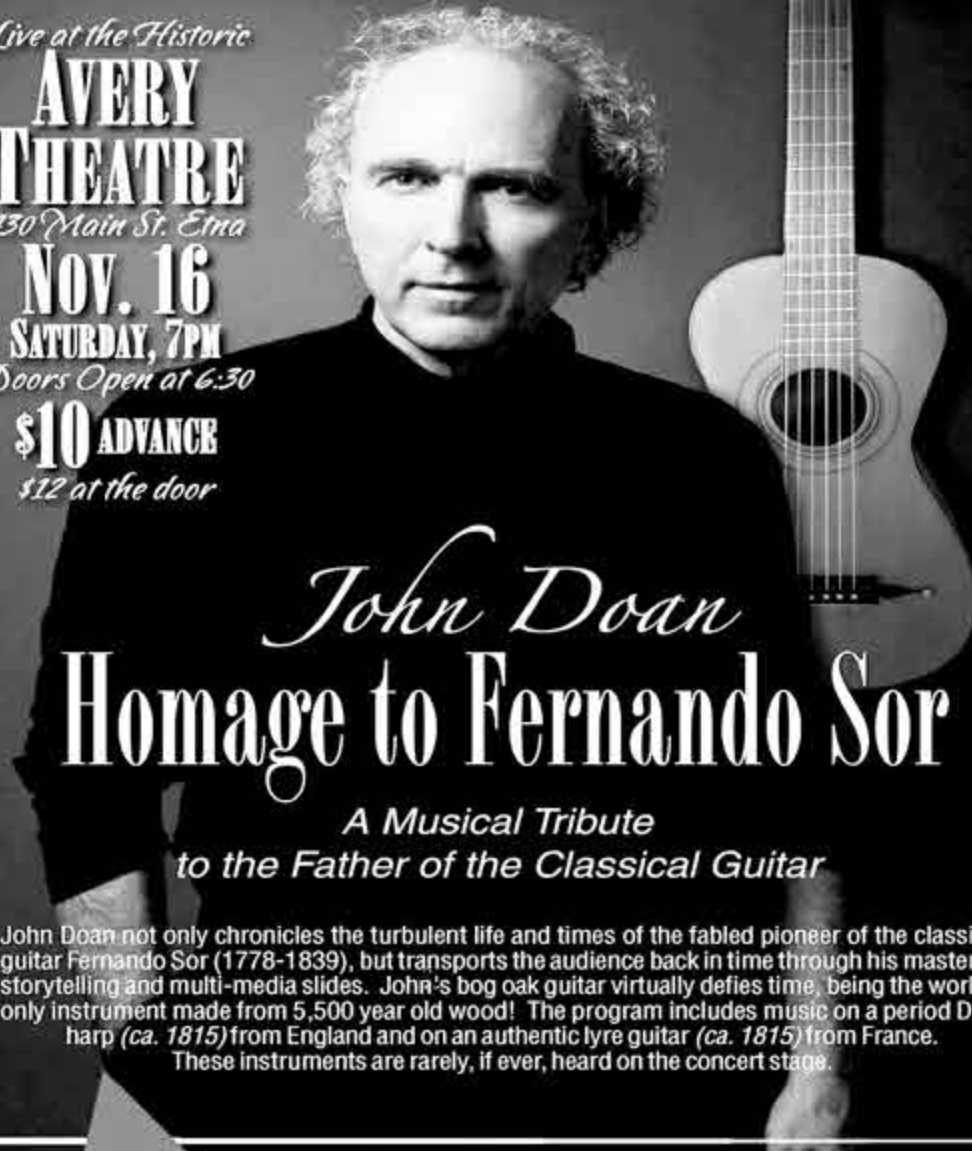
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# HISTORICAL MARKERS OF SISKIYOU COUNTY

## California-Oregon Stage Road

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

The eighteenth in a continuing series of  
articles prepared by Bill Wensrich  
“If you ain’t plaque’n, then you ain’t Clampin’”

Often E Clampus Vitus Chapters partner in the cost and erection of historical monuments. Yreka’s Humbug Chapter and its sponsoring Chapter, Trinitarianus from Weaverville, placed this plaque. At the time, Gerry Ellenger, presiding Humbug of the ECV Humbug Chapter, Herk Shriner and others from Weaverville did the work to get this plaque erected. Located on California Highway 3 at Scott Mountain summit, the plaque commemorates important events of a time gone by. It was Gerry’s plaque. He thought this story needed to be told and remembered.

To gather the history he went to the Trinity Center Museum where he interviewed Edwin H. Scott. In his 90s at the time, Edwin told Gerry the story of a big barn built to house over 100 oxen. Those beasts of burden were used to break trail over Scott Mountain and haul goods to and from Oregon. Edwin’s grandfather, John W. Scott discovered gold at Scott Bar in 1850, and is the namesake of the mountain, valley and river.

Following the plaque dedication about 70 Clampers from both Chapters and some of their Widders (wives and sweethearts) camped at the summit. Jim Ragsdale remembers about 15 new initiates were “taken in,” or perhaps “taken by” the Ancient and Honorable Order that weekend. The Doin’s party held that night was described by Gerry as “wild.” Tales too tall to tell were told to me, one of which was about a “fire dance” by one of the Widders.

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Harry L. Wells tells us that prior to 1854 the only means of transportation for travelers coming from below or above western Siskiyou County was either upon the backs of animals or by using their own two feet. That year Hugh Slicer brought two Concord coaches to Yreka by way of Oregon over the Siskiyou Mountains. By the next year the Greathouse brothers started an express, bank, and passenger business in connection with Messr. Slicer. Using Hugh’s Concord coaches they ran a line of stages to Callahan’s Ranch at the north foot of Scott Mountain. Serving as an important transportation hub and stage station, Callahan became the terminus of Greathouse and Slicer’s stage line from Yreka. To get beyond that point into the Trinity River valley and on to Weaverville area gold camps, Greathouse Company sent their freight and passengers over the mountains on mules.

Meanwhile, the old California Stage Company was organized in 1854. Found in every corner of California; they became the great medium of transportation just as UPS and FedEx are known today for package delivery to everywhere.

By the middle of the decade the first stage coaches and mail carriers began to cross Siskiyou Summit, a natural barrier between Oregon and California. By 1858 only ten miles over Trinity Mountain and fourteen miles over Scott Mountain still required mule travel.

Trinity and Scott Valley citizens organized the Shasta and Yreka Turnpike Company in February 1858. Within 12 months a good road was completed over Trinity Mountain. With this good news, Siskiyou County was authorized by the State Legislature to appropriate the State’s portion of their county poll tax to improve roads. Applying those monies toward building a road from Callahan Ranch to the summit of Scott Mountain resulted in the intersection of their road with the recently constructed Shasta and Yreka Turnpike Company road.

The old oxen and mule trails over Trinity and Scott Mountains became “paved under,” replaced by what was then considered new and modern wagon roads. Stages could now cross Scott Mountain in two hours during summertime, validating the excellent roadbed conditions. These events coupled with connection of both the Oregon and California Stage Company lines over the Siskiyou Mountains completed a through route linking both states. 1860 is remembered as the watershed year for stage travel in both Oregon and California; it was the beginning of an era.

By 1864 the California Stage Company is reported to have enjoyed excellent patronage. The Shasta Courier contained an article stating the Trinity and Scott Mountain route “was traveled the past season to a much greater extent than any previous season, for the very palpable reason this was the best road.”

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As with all California stage stops and stage roads, completion and arrival of the railroads in 1887 marked a rapid decline and beginning of the end for a unique stage coach era, begun more than a quarter century earlier.

Recollections written in 1921 illustrate the thrill and spectacular sight of seeing a Concord coach hurtling around a bend, entering town driven with an imposing whip. In the following excerpt, Alice Applegate Sargent of Applegate Trail family fame, recalls childhood memories describing the era.

*"Looking back at that time, I realize that it was a wonderful experience for a child. Every day the road was thronged, there were immense freight wagons drawn by six and eight yoke of oxen, towering Marietta wagons drawn by six span of horses: these were called "bell teams." The leading span had, fastened to the collars, bows of iron which were hung with little bells. These bells were worn to warn other teams, as there were only occasional places on the narrow mountain grade where these teams could pass one another. When the driver of a team came to one of these places he would stop and listen. If he heard the faintest sound of bells there was nothing to do but wait until another team passed. Then there were the long trains of fifty, sixty, and eighty pack mules all following the bell mare in single file. Twice daily the great red and yellow stage coaches went swinging by, drawn by six splendid horses. Unless a horse weighed so many hundred pounds and was so many hands high, the Oregon and California Stage Company would not so much as look at him. They were all matched horses and I recall especially the sorrels and the grays. There were long trains of travel stained immigrants with their weary ox teams. Think what the feelings of these people must have been when they crossed the Siskiyou Mountains and beheld far below them the Promised Land." ♦*



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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

# The Museums of Siskiyou County



<p><b>Butte Valley Museum</b> Main Street Dorris, CA 96023 (530) 397-5831 <a href="http://www.buttevalleychamber.com">www.buttevalleychamber.com</a></p>	<p><b>Ley Station &amp; Museum</b> SW Corner Oregon &amp; West Miner St. Yreka, CA 96097 (530) 842-1649</p>
<p><b>Dunsmuir Railroad Depot Museum</b> Pine Street and Sacramento Avenue AMTRAK Station Dunsmuir, CA 96025 (530) 235-0929 <a href="http://dunsmuir.com/visitor/railroad.php">dunsmuir.com/visitor/railroad.php</a></p>	<p><b>Montague Depot Museum</b> 230 South 11th Street Montague, CA 96064 (530) 459-3385</p>
<p><b>Etna Museum</b> 520 Main Street Etna, CA 96027 (530) 467-5366 <a href="http://www.etnamuseum.org">www.etnamuseum.org</a></p>	<p><b>The People's Center The Karuk Tribe</b> 64236 Second Avenue Happy Camp, CA 96039 (530) 493-1600 <a href="http://www.karuk.us">www.karuk.us</a></p>
<p><b>Fort Jones Museum</b> 11913 Main Street Fort Jones, CA 96032 (530) 468-5568 <a href="http://www.fortjonesmuseum.com">www.fortjonesmuseum.com</a></p>	<p><b>Siskiyou County Museum</b> 910 Main Street Yreka, CA 96097 (530) 842-3836 <a href="http://siskiyoucountyhistoricalsociety.org">siskiyoucountyhistoricalsociety.org</a></p>
<p><b>Genealogy Society of Siskiyou Co.</b> Research Library 912 S. Main Street - Yreka, CA 96097 (530) 842-0277 <a href="http://www.siskiyougenealogy.org">www.siskiyougenealogy.org</a></p>	<p><b>Sisson - Mt. Shasta Museum</b> 1 North Old Stage Road Mt. Shasta, CA 96067 (530) 926-5508 <a href="http://www.mountshastasissonmuseum.org">www.mountshastasissonmuseum.org</a></p>
<p><b>Heritage Junction Museum</b> 320 Main Street McCloud, CA 96057 (530) 964-2604 <a href="http://www.mccloudchamber.com">www.mccloudchamber.com</a></p>	<p><b>Tulelake Museum</b> 800 South Main Street Tulelake, CA 96134 (530) 667-5312 <a href="http://www.tulelake.org">www.tulelake.org</a></p>
<p><b>Klamath Basin NWR Visitor Center</b> 4009 Hill Road Tulelake, CA 96134 (530) 667-2231 <a href="http://www.fws.gov/klamathbasinrefuges">www.fws.gov/klamathbasinrefuges</a></p>	<p><b>Weed Historic Lumber Town Museum</b> 303 Gilman Avenue Weed, CA 96094 (530) 938-0550 <a href="http://www.siskiyou.edu/museum">www.siskiyou.edu/museum</a></p>
<p><b>Lava Beds National Monument</b> 1 Indian Well Headquarters Tulelake, CA 96134 (530) 667-8100 <a href="http://www.nps.gov/labe">www.nps.gov/labe</a></p>	<p><b>WWII Valor in the Pacific National Monument</b> 800 South Main Street Tulelake, CA 96134 (530) 260-0537 <a href="http://www.nps.gov/tule">www.nps.gov/tule</a></p>

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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.

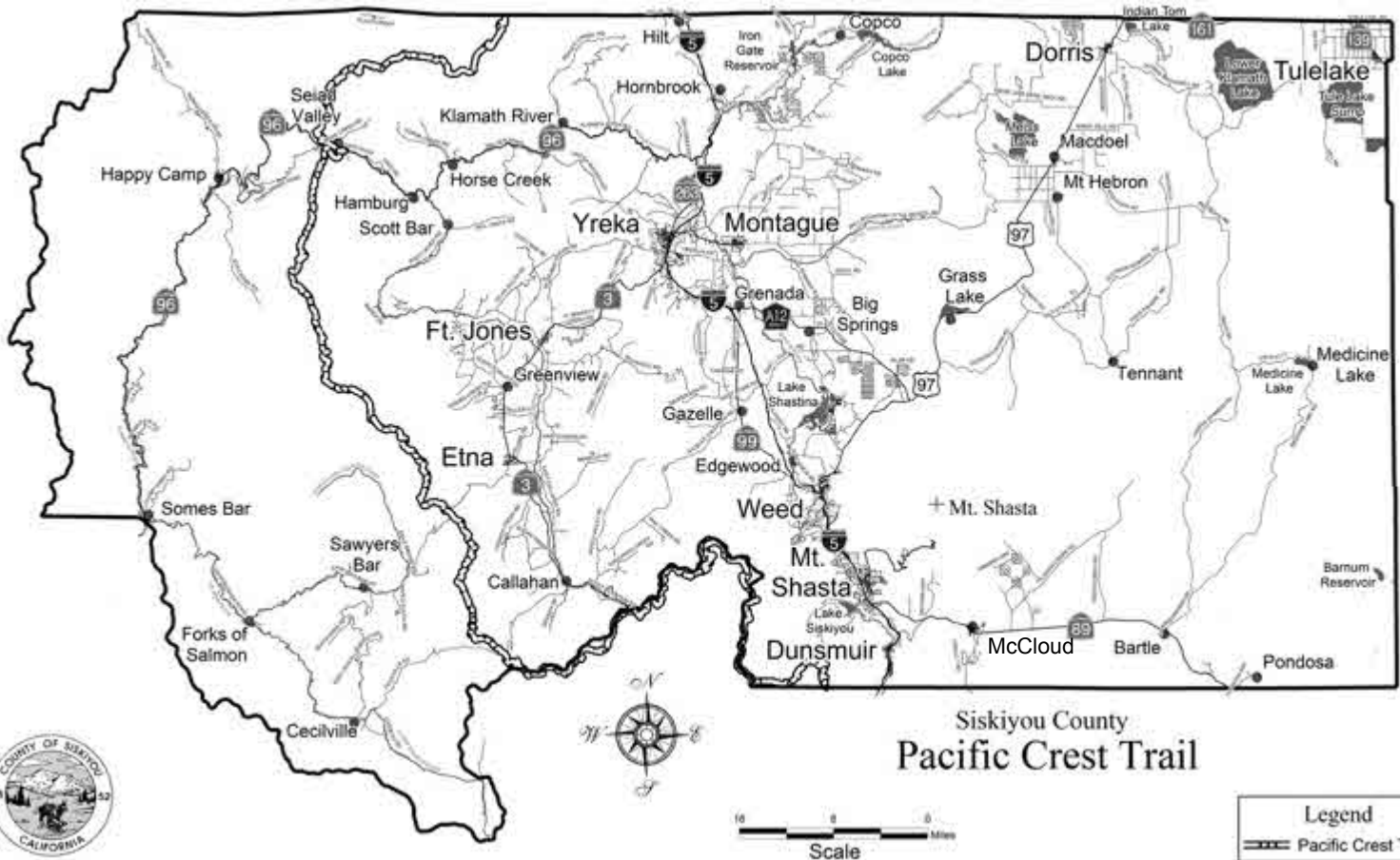
The name Jefferson was selected after Yreka's local paper, The Siskiyou Daily News, ran a contest. J. E. Mundell of Eureka, California, submitted the winning name. A seal was created: a gold mining pan etched with two Xs to signify the double-cross by Salem and Sacramento politicians. Today the seal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

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



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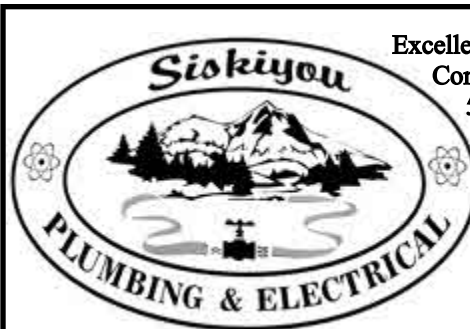
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- 2. KEEP AN INVENTORY OF ALL JEWELRY:** Jewelry is the number one item that is stolen from homes occupied by elders. Not only should your jewelry be kept in a locked drawer, you should have photographs of rare, valuable or sentimental items in a separate location. In the event of theft, such photographic evidence will be useful in tracking down the missing jewelry at a pawn shop.
- 3. EVERY HOME SHOULD HAVE A SHREDDER:** Every piece of mail containing your name, address and any other identifying information should be shredded before being discarded. The most effective type of shredder is the criss-cross cut shredder. Even envelopes with our name and address should be shredded. Never throw away old checkbooks from closed accounts or bank credit card application forms. There is no danger in over shredding!
- 4. PROTECT YOUR INCOMING AND OUTGOING MAIL:** Never allow incoming mail to sit in an unsecured mailbox where the public has access. Mailbox theft is rampant. Never leave outgoing mail in an unsecured mailbox with the red flag raised as this is an easy alert to the thief cruising the street. Consider purchasing a locked mailbox or post office box.
- 5. EVERY TELEPHONE SHOULD HAVE CALLER I.D.** All modern telephones are equipped with Caller I.D. capability and the minimal cost of this extra service is well worth it. By seeing if the incoming call is classified as “private” or “unknown” this will allow you to be immediately on guard. Crooks love the telephone. It is now their weapon of choice.
- 6. YOU WILL NEVER WIN THE CANADIAN LOTTERY:** If a smooth-talking 25-year-old man tells you on the phone you are the proud winner of the Canadian lottery, he is a liar. If you get an email from Nigeria or a letter from Madrid indicating you could receive a substantial amount of money, such calls are always fraudulent. Don’t be fooled!
- 7. OBTAIN A CREDIT SEARCH ON YOURSELF AT LEAST TWO OR THREE TIMES A YEAR:** Identity theft is rampant. The only way to have peace of mind is to periodically obtain a credit search on yourself from one of the three major credit bureaus—Experian, Equifax and Trans Union. This will enable you to discover whether someone has applied for or obtained a credit card in your name.
- 8. ALLOW YOUR BANK TO SEND A COPY OF YOUR MONTHLY STATEMENT TO A TRUSTED FAMILY MEMBER OR ADVISOR:** Sadly, most financial elder abuse cases are only reported or discovered six to nine months after the initial losses have occurred. Elders whose sight is failing are at greater risk since they may rely upon the very person who is stealing from them to insure that financial transactions are in order. An independent pair of eyes that is able to look over bank statements every 30 days will be able to catch suspicious activities in the early stages.
- 9. DON’T ASSUME THAT FRIENDLY HANDYMAN IS LICENSED OR QUALIFIED:** Before committing to any work on your home, always obtain at least three estimates in writing and check on the name of the contractor with both the Better Business Bureau and the Contractors State License Board. Just because someone gives you an impressive business card with a contractors license number on it, this does not mean that the person is qualified. The license number may have been stolen. Additionally, never pay more than 10% of the contract price up front.
- 10. ALWAYS HAVE A SECOND LINE OF DEFENSE AT YOUR FRONT DOOR:** You should either have a locked screen door or a security chain guard at your front door. Crooks will attempt to gain entry to your home by using excuses such as a fake emergency or false uniforms and badges. By having a second line of defense, you will be able to communicate with the stranger on the doorstep without exposing yourself to the possibility of a forced entry. **Never allow any stranger into your home even if the emergency seems real. Instead, tell the stranger that you will call 911.**

To report suspected elder abuse call:

**SISKIYOU COUNTY  
ADULT PROTECTIVE SERVICES:  
(530) 841-4200  
24 hour hotline: (530) 842-7009**



# SENIOR & VETERAN SERVICES

Veterans Day Parade & Services - See Page 30



**12511 S Hwy 3  
Callahan CA 96014  
530-467-3395**



**Veterans Services & Benefits Include:**

Compensation/Disability	Pension/Aid & Attendance
Medical/Healthcare	Vocational Rehabilitation
Educational benefits	Burial/Death benefits
Home Loan Eligibility	Obtain Military Records/Medals

Contact: Tim Grenvik, CVSO (County Veterans Service Officer)  
Siskiyou County Veterans Service Office  
105 E Oberlin Road - Yreka, CA 96097  
Phone: (530) 842-8010 Fax: 841-4314  
timothy.grenvik@siskiyousheriff.org



## SENIOR SERVICES

Greenhorn Grange  
Yreka, CA (530) 842-0622

Happy Camp Family Resource Center  
Happy Camp, CA (530) 493-5117

Happy Camp Senior Center  
Happy Camp, CA (530) 493-2508

Madrone Hospice  
Yreka, CA (530) 842-3907

Meals on Wheels and Veteran's Services  
Dorris, CA (530) 397-2273

Mt. Shasta Senior Nutrition  
Mt. Shasta, CA (530) 926-4611

Scott Valley Community Lunch Program  
Valley Oaks Senior Center: 468-2120  
Etna United Methodist Church: 467-3612  
Scott Valley Family Resources: 468-2450  
Scott Valley Berean Church: 467-3715

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# MISSING IN AMERICA PROJECT WWW.MIAP.US VETERAN RECOVERY PROGRAM

# STATE OF JEFFERSON ADVENTURE STUFF

## T-SHIRTS



**T-SHIRTS MADE IN  
THE USA**

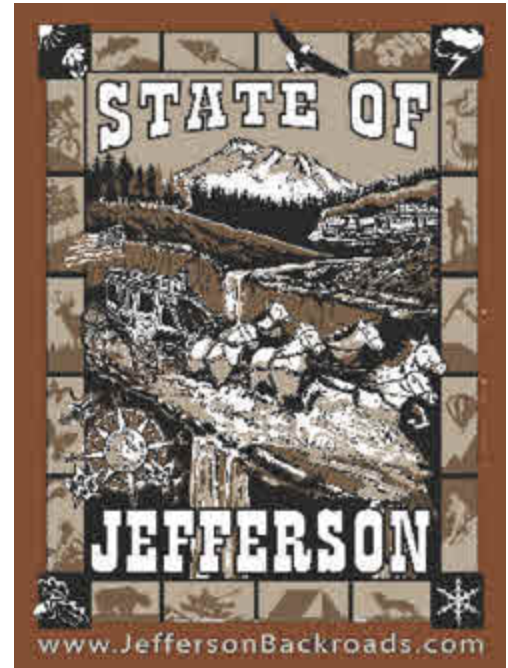
**STATE  
OF  
JEFFERSON**  
Hit the Backroads!

Design on front of T-shirt

Our Tshirts are MADE TO LAST, heavy weight 100 % cotton, pre-shrunk. Locally designed and screen printed.

Short Sleeve Mens  
T-shirt Colors: Chocolate  
Black  
Ash Gray

Mens Sizes: Large  
X-Large  
2-XL  
\* Special Order  
Smaller or Larger Sizes



T-shirt Design on Back is approx. 8 x 11 inches

## TOTE BAGS



**TOTES MADE IN THE USA**

MADE TO LAST  
Heavy Duty  
100% Cotton  
Canvas.  
Size: approx  
14" h x 20" w  
Black tote  
with locally  
designed  
colorful  
screen  
printed  
design &  
strong  
handles.

## STRETCH FIT BALL CAPS



Compass Design Close-up

Caps locally designed & embroidered. Caps are black.

3 Sizes: Small/Med  
Med/Large  
Large/XL



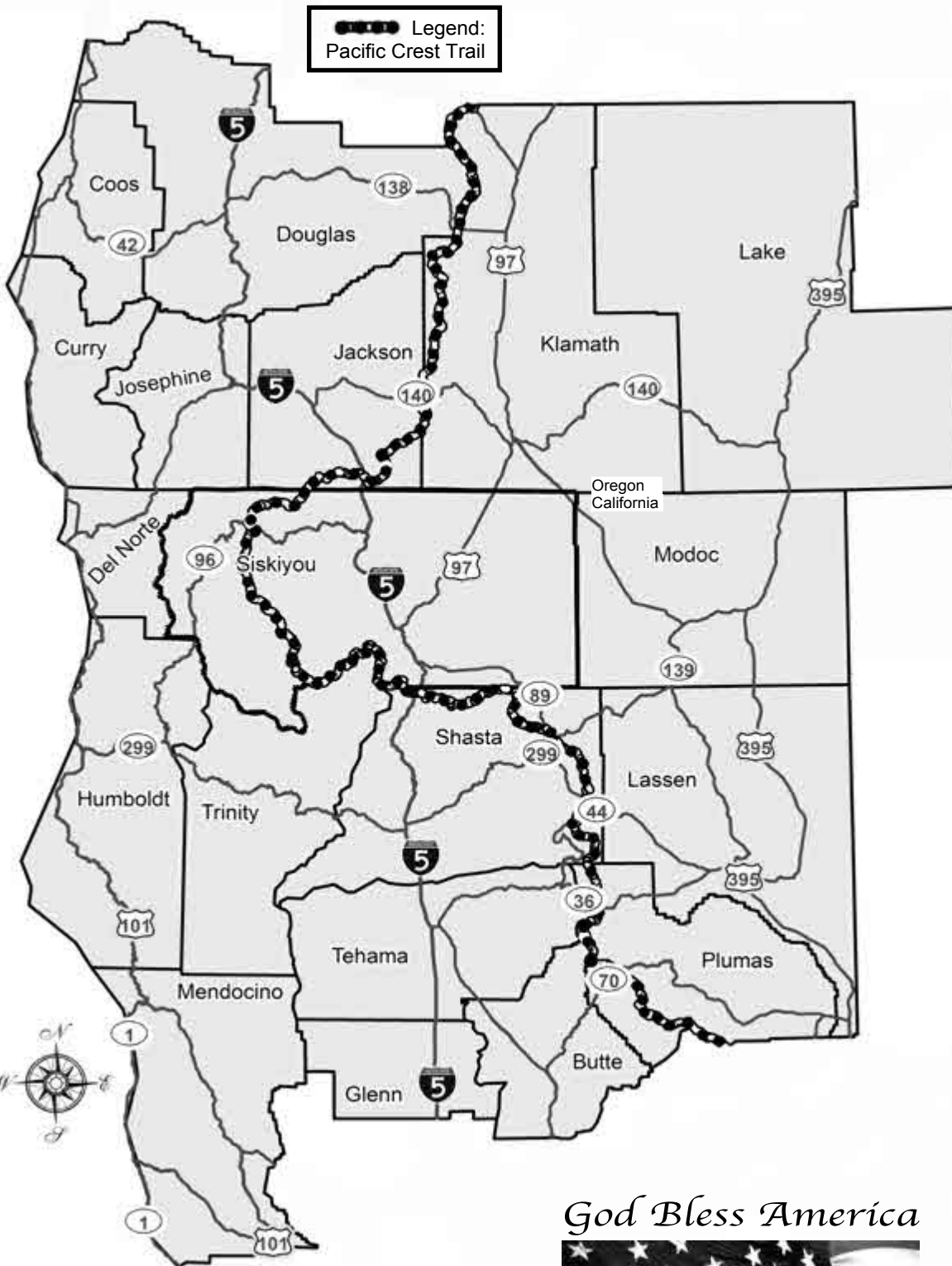
\* Caps are imported

## YOU CAN GET YOUR STATE OF JEFFERSON ADVENTURE STUFF LOCALLY AT:

- BLACK BEAR DINER IN YREKA
- DUNSMUIR HARDWARE IN DUNSMUIR
- NAPA AUTO PARTS IN YREKA, WEED & MT. SHASTA CITY

If you live in the Continental U.S.A., you can also order your merchandise on our website through the U.S. Mail. Send check or money order for \$25 for each item, which includes California Sales Tax (PLUS add \$5.00 for each item to cover shipping and handling) to Jefferson Backroads, PO Box 344, Grenada, CA 96038. Include our order form from the Merchandise Tab on our website: [www.jeffersonbackroads.com](http://www.jeffersonbackroads.com). Call if you have questions: (530) 640-0100. Thank You!

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



Here are **9**  
State of Jefferson  
Locations !!

- GRANTS PASS, OR
- MEDFORD, OR
- KLAMATH FALLS, OR
- WILLOWS, CA
- GRIDLEY, CA
- PARADISE, CA
- REDDING, CA
- YREKA, CA
- MT. SHASTA, CA



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*God Bless America*



# JEFFERSON BACKROADS

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 www.JeffersonBackroads.com

Ralph Fain  
 Side Kick



# We Vote.

We Honor Our Veterans.  
 We Support Our Troops.  
 Let's Bring 'Em HOME...



## Jefferson Backroads Loves to Show off Your Products, Services & Events!

The Jefferson Backroads Publication is very successful at bringing new customers into our many quality local businesses. Please feel free to call or email us to jump into our next issue. We love to be of service!

Jefferson Backroads is available to read anytime, ONLINE, as well as in our paper publications which are distributed throughout our region each month.

We take pride in being the happiest area publication in which to advertise. Our goal is to provide positive & quality service to each of our many advertisers, readers, writers, and subscribers.

We invite you to join us . . .

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Our papers are distributed in the first week of each month throughout Siskiyou County and surrounding counties.

Deadline for ads, articles or events: 10th of the month.

Subscriptions available by mail within USA for only \$48 per year which covers postage and handling. Please mail check payable to Jefferson Backroads: P.O. Box 344, Grenada, CA 96038. Include your full name, mailing address, and a phone number. Thank You!

Editor: Michelle Fain  
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 Bill Wensrich James Ordway  
 Printed by: Cascade Printing, Klamath Falls, Oregon

Jefferson Backroads started up in April 2010. Anyone can read our publications each month FREE via our website.

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LIFE  
 IS  
 MUSIC  
 MUSIC  
 IS  
 LIFE