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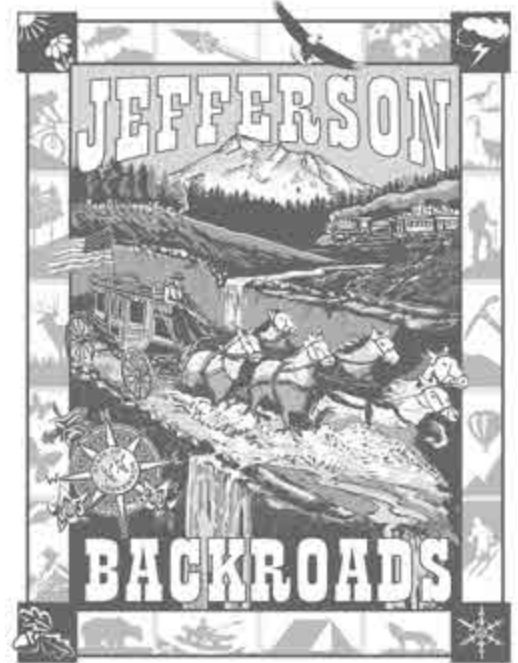
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Cover Photo: Lovely Train Trestle on the Sacramento River north of Dunsmuir by M. Fain.



"When everything seem to be going against you, remember that the airplane takes off against the wind, not with it"
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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 Shangri-La - Part III (final)

Those who know me will tell you that I've never met a museum I didn't like. Yet, there are some museums that rise to a "higher level." Today we will take one final look at James Helton's Shangri-La, or, Weaverville if you prefer, and we will visit one such museum. Come along as we get On The Road to Shangri-La...one last time.

Weaverville was a very early gold rush city in the "northern mines" district. Gold was discovered here in 1849. Initially Weaverville was little more than a tent city but the surrounding creeks, rivers and hillsides continued to give up gold in significant amounts and the city grew. By 1852 the city had transitioned to wooden structures and suffered the nemesis of all gold rush communities – fire. The city would eventually rebuild with 'fire proof' brick buildings equipped with "fire-safe" steel doors. A number of the historic gold rush era brick buildings remain in the historic district.

Weaverville's 19th Century citizenry ranged from the wealthy, landed gentry of Europe (Baron and Baroness Le Grange) to miners from around the world. You can meet many of Weaverville's early residents on the walking tour of Weaverville's historic cemetery. There you will meet successful businessmen, miners and even Weaverville's famous 'Soiled Dove,' "Madame Marie" Legogneur. As informative as the walking tours are, as beautiful and historically significant as the Chinese Joss House is, and as entertaining and enthusiastic as her citizens are, there is one place in Weaverville that is a must see on any trip to this community. I am referring to the "J.J. 'Jake' Jackson Memorial Museum and History Center." The J.J. Jackson museum is one of those rare, "higher level" museums mentioned earlier.

When I am "working" (as I laughingly call my field research) I don't call ahead or make special "arrangements." I don't want special treatment. Rather, I want the same experiences as a casual visitor would have. That way I can report honestly on the experience. I realized a long time ago that I was no **Stanton Deleplane** and that honesty, not exaggeration, was most important in my columns. (**Stanton Deleplane** was a Pulitzer Prize winning travel writer for the San Francisco Chronicle for over 53 years. He turned in his last column then passed away on April 18, 1988.)

On a recent trip to Weaverville I intentionally saved time for a long anticipated return to the J.J. "Jake" Jackson Museum, a jewel in the crown of the Trinity County Historical Society. This is no ordinary small town museum. It truly is a magnificent facility with cultural diversity, historical significance and one of the most complete libraries of didactic material to be found in any gold rush community museum.



Irish ancestors from my maternal Grandmother's side settled in Trinity County during the 1850s. One day I plan a much longer visit specifically to research my genealogy.



The museum takes its name from early Weaverville resident J.J. "Jake" Jackson who, along with his brother, donated a substantial collection of early firearms dating to the pre gold rush era to start the museum. Originally, as with many small community museums, the exhibits were housed in the local Courthouse. However, the collection of historic documents, textiles, and other exhibits eventually outgrew the available space and a new facility was needed. The historical society set about assessing the needs of the exhibits, upgrading the textile storage facility, and expanding and rotating the exhibits. A "purpose built" structure was needed and in 1971 that goal was achieved. Today the J.J. "Jake" Jackson Memorial Museum and History Center stands as a model of what is possible through dogged determination, hard work, and a dedicated group of volunteers.

The Museum is a history center in every sense of the word. Casual visitors, those researching their ancestry, and historical scholars all will find their need for information fulfilled. The textile exhibit alone houses over 1,300 different exhibits ranging from garments and rugs to household linens, quilts, flags and banners representing various fraternal orders. Other exhibits housed in the museum include displays of Trinity County's early mining, farming, ranching, transportation, Native American and Chinese history.

Adjacent to the museum is a fully functional blacksmith and tin shop. But my favorite area of the museum is outside of the museum building proper. Walking the museum's grounds is like stepping back in time. A ditch tender's cabin from the 1890s sits on the grounds. The ditch tenders were charged with maintaining the ditch that channeled water for what was, at the time, the largest hydraulic mining operation in the world: the LeGrange Mine. Every timber and board in the cabin was painstakingly numbered. It was then dismantled from its resting place on a hill overlooking Weaverville, transported to and reassembled on the grounds of the museum. The cabin is an open history book of the hydraulic mining period of the area.

Marvel at the Exquisite Autumn Season.

Charles Bowles, better known as "Black Bart" attempted to rob the Weaverville to Redding Stage in 1880. His robbery was foiled when he discovered that the strong box had been bolted to the floor of the stage. That stagecoach, *photo at left*, one of two that ran the Weaverville to Redding route, has been painstakingly restored and is on display at the museum. The stagecoach can often be seen leading local parades and at other community functions in Weaverville.

Additionally, the only fully functioning stamp mill on the west coast, the "Paymaster" stamp mill, is housed on the grounds of the museum as is a functioning monitor (a large nozzle) used during the hydraulic gold mining era. A turn of the century portable saw mill was located, moved to the grounds and has been completely restored. It is fully functional and lumber cut with the saw mill is often used in ongoing restoration projects at the museum.

For a weekend getaway, Weaverville is the place to go. The folks in Weaverville will make you feel welcome and the city is a joy to experience. Perhaps I will see you in the history center as we get on the road to the J. J. "Jake" Jackson Museum and History Center in Shangri-La. ♦



Photos courtesy Bob Pasero.

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The Dunsmuir Railroad Depot Historical Society's RAILROAD DISPLAY ROOM and the work-in-progress Dunsmuir Museum will be open October 19th from 10-2 pm and also for the Dunsmuir Art Walk event from 1-6 pm at the Amtrak Depot. The Depot's waiting room will feature a local artist.

We had a great response to our request for RAILROAD DAYS buttons. And Vic Petrovic's polo shirt with many buttons was located in the Museum archives. However, we need buttons for '61, '66-'71, '73-75, '94, '96-2000, and '13. Please call Rita Green for more information at 530-235-0929.

The RAILROAD DISPLAY ROOM and the Museum will be closed for the winter months November through March 2014. ♦



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-  Report all cases of possible animal abuse to the Siskiyou County Sheriffs Dept. at 841-2900 or 841-4028

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TULELAKE-BUTTE VALLEY FAIR: STARTING A TRADITION

Story by Miss Emily P. Taylor of the Butte Valley Historical Society

Something interesting about our sleepy little town is that we have a deep seeded rivalry with the neighboring town of Tulelake. Ask anyone from either side and they'll be happy to tell you why their town is better. The rivalry started with the athletic competition between our two high schools and has carried over into, well, everything. Now this isn't just casual rivalry, we take it very seriously.

It is important to understand this, so you will realize how impressive it is that once a year, our two towns come together to put on the Tulelake - Butte Valley Fair.

Before the fair was established, anyone wishing to show livestock had to transport their animals south to Yreka for the Siskiyou Golden Fair, which as you can imagine was quite a hassle. There had also been the Rotary Junior Livestock Show that had been sponsored by the Tulelake Rotary Club, but it only ran from 1949 to 1951 and did not gather the attention that a full blown fair would.

To solve this problem, Chet Main, Dan Crawford, Ivan Rose, Charlie Weiss and Otto Schultz decided to start the Tulelake - Butte Valley Fair. The problem however, was that the State had decreed that no more fairs were to be established in California. Odd thing to put a ban on, isn't phit? Well, with our area's classic stubbornness, the committee refused to take 'no' for an answer.

With the help of Senator Collier and despite the opposition from the Western Fairs Association, a bill was passed allowing the Tulelake Butte Valley Fair to be established. In 1952, the first fair had to be held

outside the high school in Tulelake, as there were niether fair grounds nor the funds to rent another town's fair grounds.

With the help of Congressman Clair Engel, the board was able to get the title for a 35 acre alfalfa field in Tulelake that was owned by the Bureau of Reclamation and it is still home to the Tulelake - Butte Valley Fair to this day.

The fair has changed with the communities and has been enjoyed by people from both towns since 1952. The event is now just short of being an official holiday. (The Butte Valley High School takes an entire week off to prepare for and participate in the fair.)

Usually held in the first week of September, there are activities such as the livestock showings, a gallery of local artists, shopping booths, a carnival, and sideshow performers. This celebration is all reigned over by two Fair Queens: one fom Butte Valley and one from Tulelake. Sound fun? Come check us out next year! *Image below courtesy Tulelake-Butte Valley Fair board.* ♦



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TAKE A KID MOUNTAIN BIKING DAY CELEBRATION

On Saturday, October 5th the Jefferson Mountain Bike Association will host young riders, ages 6 to 16, for a youth mountain biking event. The ride is part of a nationwide celebration known as Take a Kid Mountain Biking Day, supported by the International Mountain Bicycling Association (IMBA). Families welcome! JMBA welcomes all local riders who want to have a fun day on their bikes. Here's everything you need to know:

- Event will be held at Upper Greenhorn Park from 2 pm – 5 pm
- Helmets are mandatory
- Be sure to bring a water bottle
- Parents are encouraged to ride too!
- Waiver forms will be required



Club members will lead rides for all ability levels. Helmet checks will be provided by Scott Valley Bikes. A bike care clinic will be conducted by Badger Mountain Bikes. Hot dogs will be provided for the kids thanks to a donation from Siskiyou Distributing.

Jefferson Mountain Bike Association formed in the spring of 2012 when a local group of mountain bikers decided to join together to improve the mountain biking experience in the Yreka area. We have riders of all ages and abilities and encourage anyone who is interested in the sport to join us. www.imba.com/join.

If you are interested in joining the club for a meeting to learn more, please contact Club President Brenda Nystrom brenda@jeffersonmountainbike.com or visit our website at www.jeffersonmountainbike.com.

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DUNSMUIR HISTORY

by Ron McCloud

Owner of Dunsmuir Hardware, Dunsmuir, California

“A Brief History of Dunsmuir’s Historic District”

It was springtime, 1976 – the year of America’s bicentennial – and life was good. Dunsmuir’s tranquil business district was a slice of small-town Americana in the mountain morning fresh air – like a Norman Rockwell painting. Bud Bauer would be at his desk in the insurance office next door to the dress shop where Betty Crowe fussed with a window display. Barnett’s furniture store was just opening as Daryl and Dorothy prepared for the day’s activities. The EDD office wasn’t open yet but Beverly Minuth was already there – early as usual. Ron, the new guy in the hardware store which he’d just bought from Nick Melo and Jim Lockhart, was out in front sweeping the walkway. Howard Jones and Chris Stromsness, the town’s lawyers weren’t in yet – maybe a court day – but the door to the Canyon Bakery was open and Bob Parker was letting those delicious aromas drift out onto the street and in through the open door of the pharmacy where Vic and Maggie Petrovicks were already busy.

Not quite 10:00am yet so the Bank of America and Mister G’s clothing store weren’t open yet, but John – Bud – Ekwall at the bank and Guido – Bill – Mei at the clothing store would be there soon. Orm and Gertie Clark were already busy in the Dunsmuir Auto Parts. Grace Renoud hadn’t opened the Garden Court flower shop yet - but was already there dealing with an early delivery of fresh flowers. Bob Sisting was just unlocking the door to “The Big Lick” – the Big Liquor and Sporting Goods store and there was already activity at the Dunsmuir Leatherworks as Bill Morgan coordinated the day’s work schedule. Patty Koschnick’s beauty salon and Carl Churchill’s jewelry store in the Travelers Hotel mall weren’t open yet although Jack and Evelyn Stevens had the open sign in the Siskiyou Appliance store window and were ready for business. Fred Felix was also ready for business in Fred and Shirl’s bar – and was already pouring coffee for early morning patrons. Sue Kermode hadn’t opened her Stars and Stripes children’s store yet – must be running a little late, and



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"Many of the buildings in this circa 1928 photo are still standing and the Dunsmuir Historic District looks much the same - thanks to historic preservation efforts. Power poles are now gone though, and automobiles are a bit more sleek. Photo, Ron McCloud"



Jack Smith's shoe store wouldn't open until close to noon. Curly Luttrell and Chet Carlson were already doing haircuts and Donna and Patty's restaurant was in the midst of breakfasts. Bill Hatfield's print shop – next to the Dunsmuir News office had been busy for some time – filling early print orders.

But wait! What was going on in front of that new real estate business? A large sign was being erected – a very large sign with garish red and black letters that projected out over the walkway. It was so large in fact that it blocked the view of smaller signs in front of neighboring businesses.

By that afternoon word of the new sign had spread to other business owners – concerned that visibility of their own signs might be jeopardized. An inquiry at the Dunsmuir city hall revealed that nothing could be done. There was no ordinance limiting the size, design or placement of signs or how they might impact others. Any business could display a sign that blocked its neighbors and could be any size, color, shape or design even though it might present a shabby appearance that made the whole business district look cluttered and unattractive. A delegation of business owners attended the next city council meeting and urged that some controls be placed on signage. That business group was given a challenge from the mayor – the business owners should draft an ordinance and bring it back to the council for action.

That challenge was the beginning of Dunsmuir's Historic Business District. A committee of business owners was formed and over the next few months they contacted state and federal agencies for legal definitions and guidelines. They communicated with other towns in Northern California and Southern Oregon to see how they had dealt with the problem. It became apparent that signage was only one problem. There was a larger need for a theme which would define the signage and overall appearance which best fit the community. Publication of the committee's efforts in the local newspapers raised public awareness and interest. Suggestions boxes were placed at city hall and the library so that citizens could give their thoughts regarding a theme for the town. "Historic Railroad Town" was the overwhelming favorite.

The legally established historic districts in Yreka, California and in Jacksonville, Oregon inspired the committee to begin thinking about a Dunsmuir Historic District. And in a stroke of good fortune, contact was made with a graduate student at Oregon State University who was interested in helping with the formation of Dunsmuir's historic district as an academic project. That student spent many hours in studying the town's history, economy and structure and was the guiding spirit in the intricate project. Boundaries for the district were defined. Meetings were held with business and property owners to solicit

their support. Multiple state and federal forms were completed to comply with requirements for establishment of the district. The historic district ordinance was developed and a series of public hearings were held. The ordinance was adopted into the city code and the Historic District Management Commission was appointed as an advisory group to the Planning Commission and to oversee the district.

Dunsmuir's historic business district is now 35 years old and has evolved from an attempt to deal with a relatively minor signage problem to what is today a vital part of the town's personality. The efforts of the Historic District Management Commission are obvious.

Attractive signage, undergrounded utilities, compatible color schemes, and pride in storefront appearance give the business district its character. There is a growing interest and appreciation for heritage, history and antiquity in our country and as older towns such as Dunsmuir age, the importance of preservation increases. Defining the important historic elements of a community and taking steps to preserve them isn't an easy task and Dunsmuir is fortunate to have survived the challenges of doing so. ♦

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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HISTORY OF YREKA

by Claudia A. East

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

“The Big Ditch”

It was 1851 when the first gold was discovered on Yreka “Flats” and within a very short time the area was crawling with miners hungry to find the promise of gold! Placer mining was the technique for the area and worked well as long as water was available. By late fall, however, water became in short supply. According to Richard Silva in his extensive research and his publication, “The Big Ditch” (published by the Siskiyou County Historical Society and Museum in 2002) he states that water, or “liquid gold” was “so limited that some miners made more money selling it [water] than panning for gold.”



Photo submitted by Claudia East. View of Shasta Valley from Big Ditch.

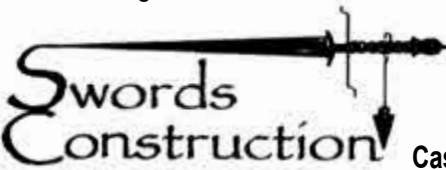
The need for water during the dry months became more evident and as early as 1853 the Yreka Ditch Company was formed with the purpose of creating some sort of flume from the Shasta River to the mines both north and south of Yreka. Eventually a decision was made to create a channel rather than use a flume the entire distance. In due course the ditch was created and dug entirely by hand with crude tools of the era. It was completed within two years - an amazing feat considering its length. The ditch is approximately 95 miles long and begins on the Shasta River just northwest of present day Weed. Although only about 30 miles “as the crow flies” the ditch winds around the foothills of the Shasta Valley on the western slope and in some areas travels west considerable distance. The ditch ran the entire west side of the valley and ended at Canal Gulch in Hawkinsville north of Yreka.

According to Silva it was March of 1856 when water was turned into the ditch at the Shasta River, but because of a variety of problems such as squirrel holes, seepage and unsettled soil and leakage in flumes that crossed small ravines it took the water five months to reach Yreka. Once up and running, however, it delivered 21,000 gallons of water per minute and was sold to the miners for their use in placer mining at 50 cents per “miner’s inch.”

Much of the “big ditch” can still be viewed today as one travels between Yreka and Weed area along the hillside to the west. Parts of the ditch are gone and the land no longer bears any resemblance to it ever being there, but sections of it are actually still in use today, other sections are visible but have filled in with soil due to erosion and appear quite shallow!



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Several names have been used in reference to this engineering marvel of its day, according to the information in Richard Silva's book, among the more well known names were: The Edson-Foulke Company Ditch, The Big Ditch, and the China Ditch as well as the Yreka Ditch. Silva goes on to point out that Chinese laborers did not construct the ditch; it was completed by miners, farmers, and other individuals. Apparently, the Chinese were quite involved with continuing the maintenance of the ditch once it was completed.

A copy of this great read, *The Big Ditch*, by Richard Silva can be purchased at the Siskiyou County Museum Gift Shop. ♦



Photo submitted by Claudia East. Big Ditch running along hillside from Gazelle Callahan Road.

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Backroads Adventures

by Ralph Fain



“Fall, Family and Old Ways!”

My family loves fall! We love autumn in many of the “old ways.” I am proud of my family. I make no apologies. We hunt, fish and gather, preparing for winter. What we do, what we believe, how we want to live and love life, is so politically incorrect with much of the country today, those folks who have been tamed into submission. I am proud to live in the State of Jefferson where the “old ways” are still our way of life for much of the population.

The “old ways.” Jeez, I must be getting old when our country has devolved to the point where the things I was taught as a youngster are forgotten, shunned or downright demonized. Fewer and fewer people possess the skills necessary to track, shoot, field dress and butcher their own meat whether venison, bear or small birds or game. How many folks know how to catch big catfish? Where do you go? When? What type of bait, hooks and rods do you use? Do you know how to cut the white, thick, sweet fillets from the fish once taken?

I am proud to rub elbows with the farmers and ranchers in our area. Many are going back to organic, grass fed beef. No unnecessary hormones or antibiotics in their chickens, pigs, sheep and livestock. And you can dang sure bet that they know how to humanely and efficiently process their meat!

“Modern Man” wants his meat presented to him/her in a nice clean package. They don’t care and most still don’t even know how their meat was raised or how the animal came to be in that nice clean little package. You have a much closer connection and respect for your food when you raise (or hunt) an animal and take it’s life, process and clean the meat, then feed your family. You learn and respect the meaning of life in a way, the “old way” that you never will from that little package at the store.



Photo of Ian, Trish, Ralph, Jeremy and Laura with Ian’s NICE MULEY BUCK taken in August 2013 on The State of Jefferson high desert.



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I am proud of my family! The women folk are learning to hunt, fish, shoot bows and process their own game. And are these ladies successful! We all are learning the art of canning our bounty from our gardens. We all know how to garden but canning is another "old way" art form. How many folks know the difference between a hot pack and a cold pack? How do you can meat, jams, jellies and vegetables? What can go in the dehydrator and how does this process work? How many folks know how to smoke meat?

The State of Jefferson supplies all the resources you need to live the "old ways." You simply have to "Hit the Backroads" and partake. Salmon season is here and the Klamath River is full of the fall run of Chinook Salmon as you read this. Mmm... smoked salmon! Go catch ya one! If you don't know how, hire a guide, we know a couple of outstanding guides who will put you into the fish. Just contact us! ♦



Photos: at left Nicole and Stacy with their first ever State of Jefferson bucks, and above Jeremy and Ralph with their State of Jefferson MOMBO catfish caught on Shasta Lake.



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Enjoy the good life on this 10 acre organic farm only 2 miles from Yreka. 2 bed, 1 bath main home has restored original hardwood floors, high ceilings, open concept kitchen and living area, sun porch, woodstove and Franco Belge oil stove. Double pane vinyl windows, separate laundry room, french doors off the bedroom to back deck with Mt. Shasta view. Guest cottage has 2 bedrooms and full bath with claw foot tub, sunroom and back deck. Spring fed, bass stocked pond has sauna cabin. \$349,000. MLS#103739. **Tonya Jester BRE #01495854**



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MOUNTAIN CREST GARDENS

Fort Jones, California - Story by M. Fain and Photos by Ralph Fain

This summer, Ralph was doing some research on private and commercial nurseries operating in our Great Siskiyou County when he stumbled upon a gold mine of a nursery doing business right here in Fort Jones. Mountain Crest Gardens is an incredible place that raises and sells hundreds of varieties of beautiful succulent plants. The nursery was started up in 1995 and locally produces and sells lovely individual plants, stunning potted decorative gift items, gorgeous locally built bird houses and more! Orders are taken and placed year-round from all over the country through their website and are shipped out each week throughout all 50 states!

Although most of their sales are done thru their website, they certainly welcome local shoppers. It is highly recommended to call ahead before you go visit, just in case they are swamped with orders. They also sell to Springhill Nursery in Mt. Shasta and the Grange Co-ops in Medford and Central Point, so our local readers can also find these delightful plants and gift items right in town.

When we wandered through with Nora, who answered our request for a tour when we emailed the nursery, she happily chatted with us for an entire hour, reflecting great pride and affection for this amazing little local company. While gazing over the rows and rows of seemingly endless quantities, colors, shapes and sizes of perfect little plants, I was asking so many questions and had so many ideas flooding my brain, I was sort of intoxicated with giddy-ness. You betcha - it's a normal occurrence for this crazy publisher person...

Nora told us that our local schools and other local gardening clubs enjoy tours of the facilities throughout the warmer seasons. I highly recommend any of you who would like to witness something extraordinary to give them a call and go see their bulging greenhouses.

One of the most fascinating things I learned is that they create their own stone-like pots to house and display these succulent plants. A clever mixture of cement and peat moss is blended and formed to create perfect little homes for the plants which can be grown indoors in bright indirect light or outdoors in the milder seasons. A splendid idea that Nora shared with us is that many brides-to-be are using these beautiful and colorful succulent plants as uniquely stunning wedding bouquets or as party favors.

While we all proudly make the decision to SHOP LOCAL, I highly recommend Mountain Crest Gardens for their great selection of high quality and beautifully unique gift items. Check out the amazing and extensive collection of plants and gifts on their website: www.mountaincrestgardens.com or give them a call at (530) 468-2210. It will be one of the most interesting and lovely places you will visit in our Rugged and Beautiful Siskiyou County. I am so proud to know we have stellar businesses such as this flourishing right here in The State of Jefferson. *See AD at top left corner of this page.* ♦



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October 5 - Take a Kid Mountain Biking - Story on Page 11.

October 5-6, 2013 - Rollin Weed Car Show. Call the Weed Chamber at (530) 938-4624.

October 11-13, 2013 - Dear Mad'm Day Celebration in Happy Camp. Call the Happy Camp Chamber for info: (530) 493-2900

October 12, 2013 - Scott Valley Marathon in Etna, California. Put on by the Rotary Club and Scott Valley Unified School District. Call the Scott Valley Chamber for more info.

October 12, 2013 - BikeToberfest in McCloud. Call the McCloud Chamber for more info at (530) 964-3113.

October 12, 2013 - Annual Fall Plant Sale at Shasta College in Redding. Call (530) 221-0906 and see AD on Page 11 for info.

November 16, 2013 - Santa's Paws & Shop Event at Mt. Shasta City Park lower lodge, put on by Siskiyou Humane Society. Holiday entertainment & food. Do some Local Holiday Shopping Here! See Page 9 for details.

October 10 to 13 at the Sisson Museum in Mt. Shasta. Come to the Joaquin Miller Conference. See details at lower left. Call 926-5508 for info.

Saturday Nov. 9th - 3 Larrys Concert at the Avery Theatre in Etna. See ad at left for all the details.

Saturday November 16 - John Doan will be performing again at the Avery Theatre. See ad below for details.

Nov. 30-Dec. 1 - COS HOLIDAY CRAFT BAZAAR IN WEED. Seeking vendors! Call 938-5373 for more information.

The Three Larrys! A Blues Harp Revue!

What: The 3 Larrys, A Blues Harp Revue, 2nd Annual

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

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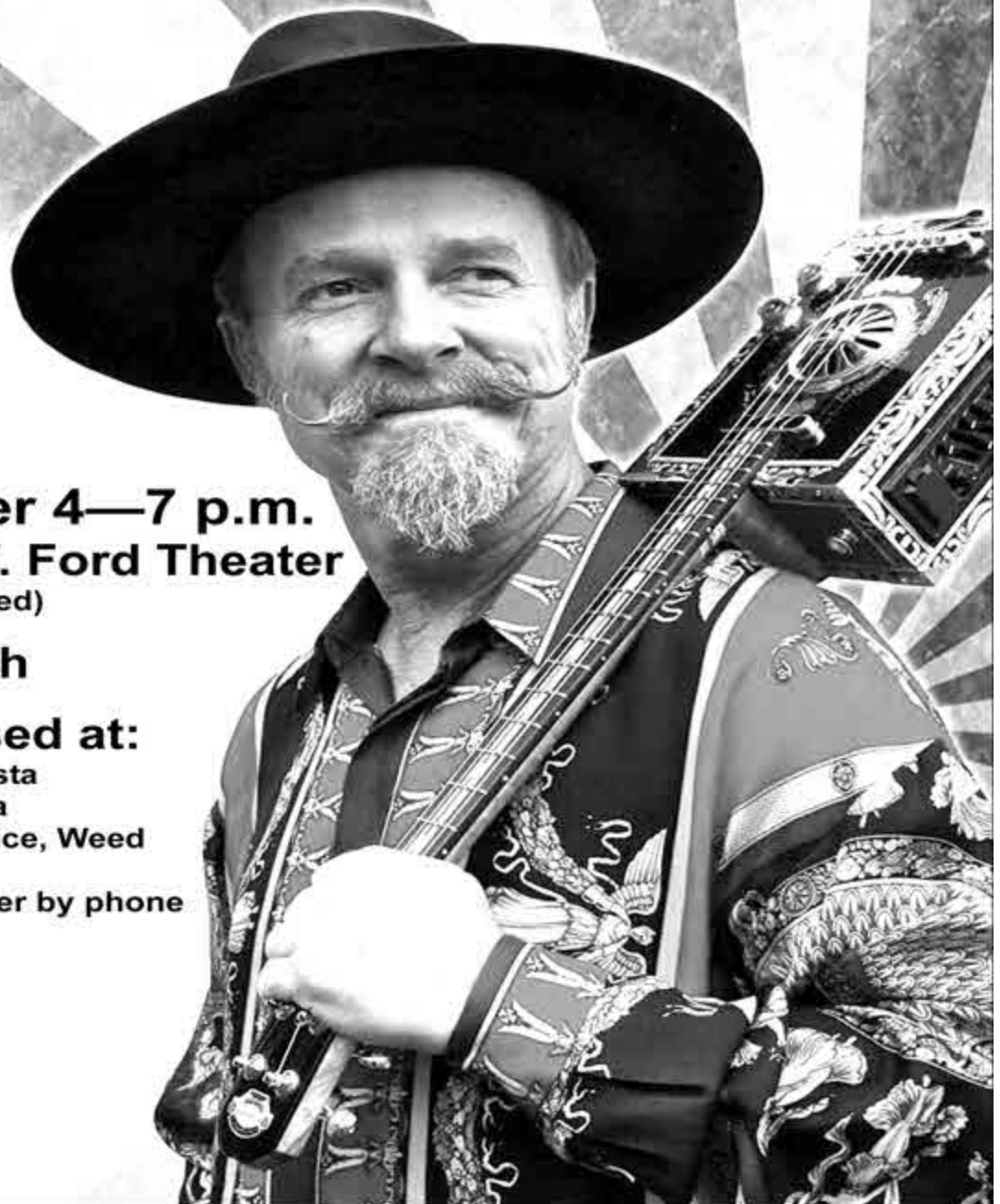
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A rare (and rough) photo of Greenview and Hayes Hotel at the end of "Main Street." Courtesy Betty Jane Young Collection.

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.

“Greenview, California”

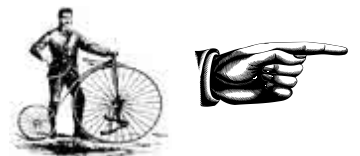
Greenview, California – located in the middle of Scott Valley – was first known as Hayes Corner. A large and stately hotel, the Hayes Hotel, was built “up on the hill” in the late 1850s or early 1860s (original date unknown), and it was a popular dance hall and gathering place; later the Ford Motor Company of Yreka bought the location and tore the hotel down.

The Green family, an early pioneering family, established its residence here, and story has it that from “Green’s view” the new name evolved. Other businesses established around Greenview included Hughes’s Blacksmith, a Denny-Bar store (now the remodeled Senior Nutrition site), the Siskiyou Creamery, a butcher shop, a theater, and Judge Baldwin’s Store and house (later known as the Palmer house). Judge Baldwin was a local circuit judge. Another store, run by Charlie Harris, also served as the post office.

Private Perry LaForest Harris, the son of Charles Harris of Greenview, died in France during World War I. In his honor, the local American Legion adopted his name as its individual chapter name. His grandfather was John Cash Dyer, a miner in Oro Fino. The local American Legion is still the Perry Harris Post #260 and is well known throughout Scott Valley.

W.A. Egli served as Greenview’s Postmaster for many of its early years. In an interesting tidbit, the Feb. 1918 Siskiyou Standard reported: “Our friend W. A. Egli of Greenview, while returning from Yreka with a load of passengers last Monday evening, ran his auto off the McAdam’s Creek bridge near the Mello place. Fortunately nobody was hurt, nor was the machine injured. Evidently Mr. Egli will have to readjust the sights of his machine.” (See historic photo of Mr. And Mrs. Egli on Page 23.)

During its heyday, Greenview was a popular place for dances and concerts, as announced in its Feb. 15th issue, 1918: “The date set for the big Red Cross ball to be given in Greenview by the Etna Brass Band, is March 29th. Every effort will be made to make the affair a perfect success in every particular, as the band boys wish to see a neat sum netted for a worthy cause. Tickets will be sold at \$1.00 and it is anticipated that a representative attendance will be present from all portions of the Valley.”



POSTCARD HISTORY SERIES

Postcards from the State of Jefferson

Local Author
Gail Jenner
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Another dance was also announced: "A masquerade dance is to be given here Friday night, Feb. 15th, for the benefit of the Greenview School."

Traditionally, Greenview also hosted the annual Scott Valley Thanksgiving Ball. Each town within the valley usually had a traditional holiday dance, and people traveled from all over to attend the huge celebrations. Dances were held in The Maplesden Hall in Etna, the Western Hotel and the Dance Hall in Fort Jones, and in Callahan as well.

But Christmas in Greenview was an especially happy time, with dances and a giant Christmas tree. According to Marry Harris Hammer, in an interview with Bernita Tickner, "Mother made gifts for everyone, and for Earle Egli, a pot of beans."

Electricity first came to Greenview in the early 1900s. Again, according to Mary, "I can recall the first radio in Atwater Kent's... the radio was a big one and everyone turned out to put up a big antenna behind the hall."



From a 1932 clipping (from an old scrapbook): Mr. and Mrs. Charles Egli and their 50th Anniversary. Photo shows them in their wedding photo from 1882. Courtesy Gail Jenner Collection.

She added, "Bert Palmer drove a jitney stage (a Model-T Ford) which later became the school bus that took us kids to Etna High School...it had isinglass curtains and wooden seats."

Another fun tidbit involving Greenview, from a story retold by a traveling salesman in the 1880s: "A funny mistake was made at Greenview in Scott Valley when the shipping department sent a merchant a dozen toilet brooms instead of toy brooms for children, at the same price. He did not know what they were, as there was not a patent toilet in the whole valley, at that time. So I replaced them and sold them to the hotel to clean their spittoons."

One final fun story about Greenview was written up in THE WESTERN SENTINEL, Friday, November 25, 1949: "Turkeys were to be delivered in a Flying Turkey Drop (called a 'Derby') to Thanksgiving hopefuls in Fort Jones by the Scott Valley Airmen. Piloted by Duane Sleep of Oro Fino, as luck would have it, the LIVE turkeys took flight once they were released! They landed in a variety of unexpected locations, including Greenview, where Mrs. Mabel Whipple - who was awaiting the delivery of a very special parcel at the post office 'got the bird!' ♦



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MONTAGUE-YREKA AIRPORT ROHRER FIELD HISTORY

Story Submitted By Tamara Steelman of Steelman Aviation,
Montague, California

History of Montague-Yreka Airport Rohrer Field

The municipal airport at Montague was created at its present location in 1928. Brice Rohrer, after whom the airport was renamed in 1978, was one of those who graded the strip out of Montague's rough adobe. The maintenance hangar and a small weather observatory building were built in 1928. Civilian Conservation Corps funds helped to bring in large quantities of gravel to stabilize the landing area in the early '30s. What is now the pilots' lounge was built as a lunchroom in 1931.

Photos show the airport being used by William Randolph Hearst to bring notables to visit his McCloud Reservoir castle. Others show a United Airlines Ford trimotor being refueled here.

Leo Purington established the first postwar fixed base operation (FBO) here in 1945 and ran it for 17 years. Leo considered one of his most important contributions to be his recommendation that the City of Montague join with Yreka to share in the costs of operating this airport that obviously serves the county seat.

In 1974 Montague entered into a joint powers agreement with Yreka that established the Montague-Yreka Airport Advisory Commission. Full responsibility for the airport remained with Montague, but Yreka contributed one-half of the \$5,000 per year matching funds to go with the annual state contribution. (Montague traditionally provided its \$2,500 share in in-kind services.) In 2002 the agreement was amended to increase each city's share to \$5,000.

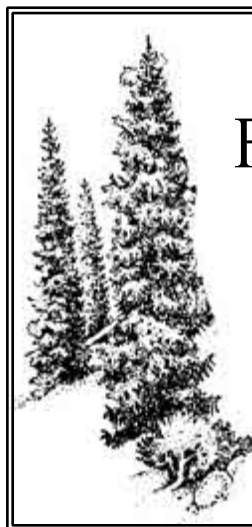
Subsequent FBO's were operated by Bud Davis, Lloyd Thompson, Fred Arnberg, and a number of partnerships. About 1976 the late Bill Maginnis bought out his partners and ran Montague Aviation, Inc, until January 1, 1979 when Terry and Jean Weathers purchased some of the assets and established a "Ma and Pa" FBO with two employees, dba Montague Aviation. At the request of the Airport Advisory Commission, the Weathers agreed to lease and operate the entire developed southeast quarter of the airport, instead of the small portion of office, hangar and fuel island previously leased to Montague Aviation, Inc.

Originally the airport was only a north-south dirt strip. A crosswind runway was added in the '30s. A small amount of paving was added to the south end of the original strip in the '50s to accommodate drag racing by automobiles, not aircraft. The north-south strip eventually received a paving job of sorts, but the excellent fifty-foot wide runway full parallel taxiways was not installed until 1978. This major improvement was funded ninety-percent by the California Department of Transportation Aeronautics Division.

The last major improvement consisted of lengthening the runway by six hundred feet to its present 3360 feet in 1982. This was part of a statewide program to bring airports up to what was then called "Basic Utility One" status.



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Parking appeared to be the biggest upcoming problem. The ramp was enlarged and an additional future expansion area was prepared. A hangar plan was prepared in the early '80s and several individuals built hangars on land subleased from Montague Aviation. These parties shared the expense of providing taxiways to their hangars.

It is interesting to note that January 1979 is generally regarded to be the start of the decline in general aviation in the United States. Montague Aviation's gross income increased variably from \$179,000 in 1979 to \$299,000 in 1987, and has decreased since. Montague Aviation became the only airplane charter service or flight school operating in Siskiyou County. Rohrer Field offered the only full service maintenance operations in the county, with both Montague Aviation and Northwest Aircraft Repair in business on the field. With the timber industry on the decline, there was no good reason to expect significant growth in areas other than tourism (scenic flights and glider rides).



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Steelman Aviation, an aircraft repair company, started up shortly after the closure of Northwest around 2002 and continues in business today. Larry and Sharon Graves, dba as Montague Aeropark, have leased the airport land west of the runway since 1996. Dba North Valley Aviation, the Graves also served as the FBO for a number of years, until July 2002 when Dave and Kristine Weld took over. Shasta Valley Aviation operated by the Welds was the FBO at the airport until recently.

The Montague Soaring Center took over operation of the airport as the FBO in early 2012. For details, please click on www.montaguesoaring.com. The cities of Montague and Yreka have jointly repaired the runway paving and restriped the runway and taxiways. Future improvements to airport lighting are planned.

For information: City Hall Hours - Monday - Friday 7:30 A.M. to 3:00 P.M. - Phone: (530) 459-3030
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Photo courtesy Montague-Yreka Airport - Rohrer Field.

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HISTORICAL MARKERS OF SISKIYOU COUNTY

Tennant

The Plaques of E Clampus Vitus

Humbug Chapter No. 73

The seventeenth in a continuing series of articles

prepared by Bill Wensrich

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

Under the temporal guidance of Tim Murphy, presiding Humbug of the E Clampus Vitus Humbug Chapter, the town of Tennant was commemorated with a historical monument in 1985 by ECV. Following the plaque dedication the Chapter held its Doin’s party on the Creek just outside the Tennant town site near Bray-Tennant Road. The town of Tennant was a logging camp established by the Long Bell Lumber Company of Weed, California. Long Bell Lumber Company was first established 1897 as the Weed Lumber Company by Abner Weed, town namesake.

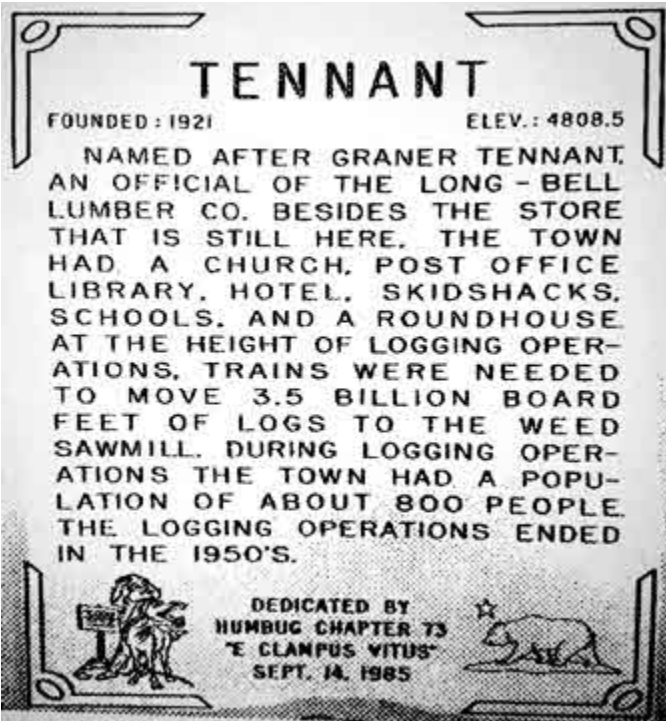
In need of more and more raw logs, the search widened further away from Weed. To meet demand, Tenant was established in the 1920s. Named after Garver Tennant, a Long Bell Lumber Company manager, the town served Long Bell Lumber Company needs as a support base for far flung logging operations. Like most company owned towns, the houses and streets seemed to be identical and laid out in mostly symmetrical patterns. All the buildings and stores in the town were owned by the lumber company. The company provided the employment, housing, mercantile goods and social services. Most people lived in the homes the company built on company land. It was often said that “if you didn’t shop at the company store, they would fire you.”

The Weed area lumber industry peaked in the 1940s. By the 1950s logging operations and the town of Tennant’s prosperity came to an end.

In 1991 the plaque was revised and rededicated to correct errors in the wording. The plaque photo above still poses a spelling conflict with the town’s namesake. Garver Tennant is the correct spelling. ♦



Tennant School House, circa 1940. Photo from the Siskiyou County Office of Education website.



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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 reverence 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. ♦

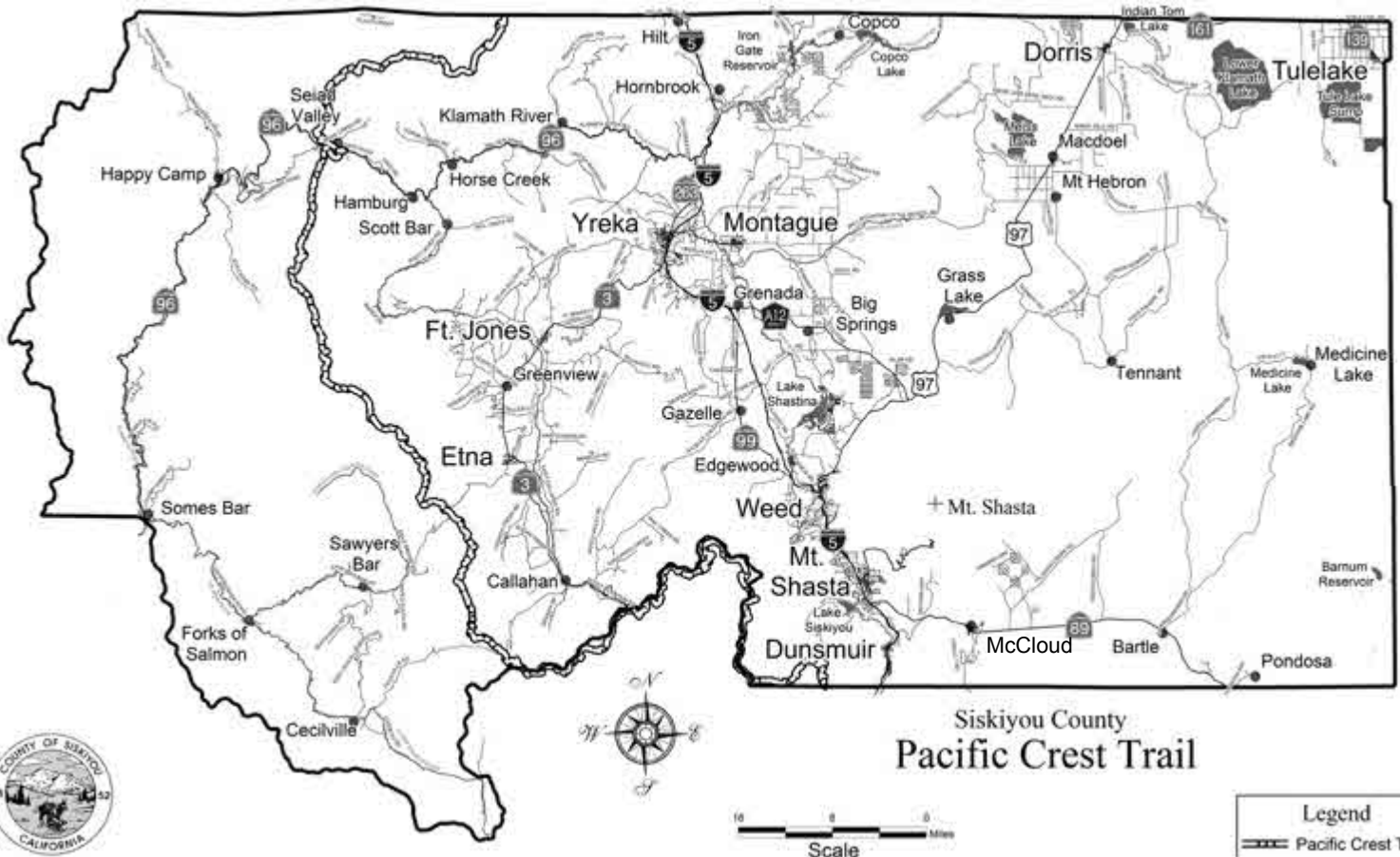
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Map of Siskiyou County - The Heart of The Great State of Jefferson



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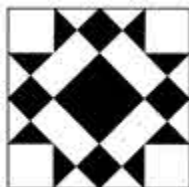
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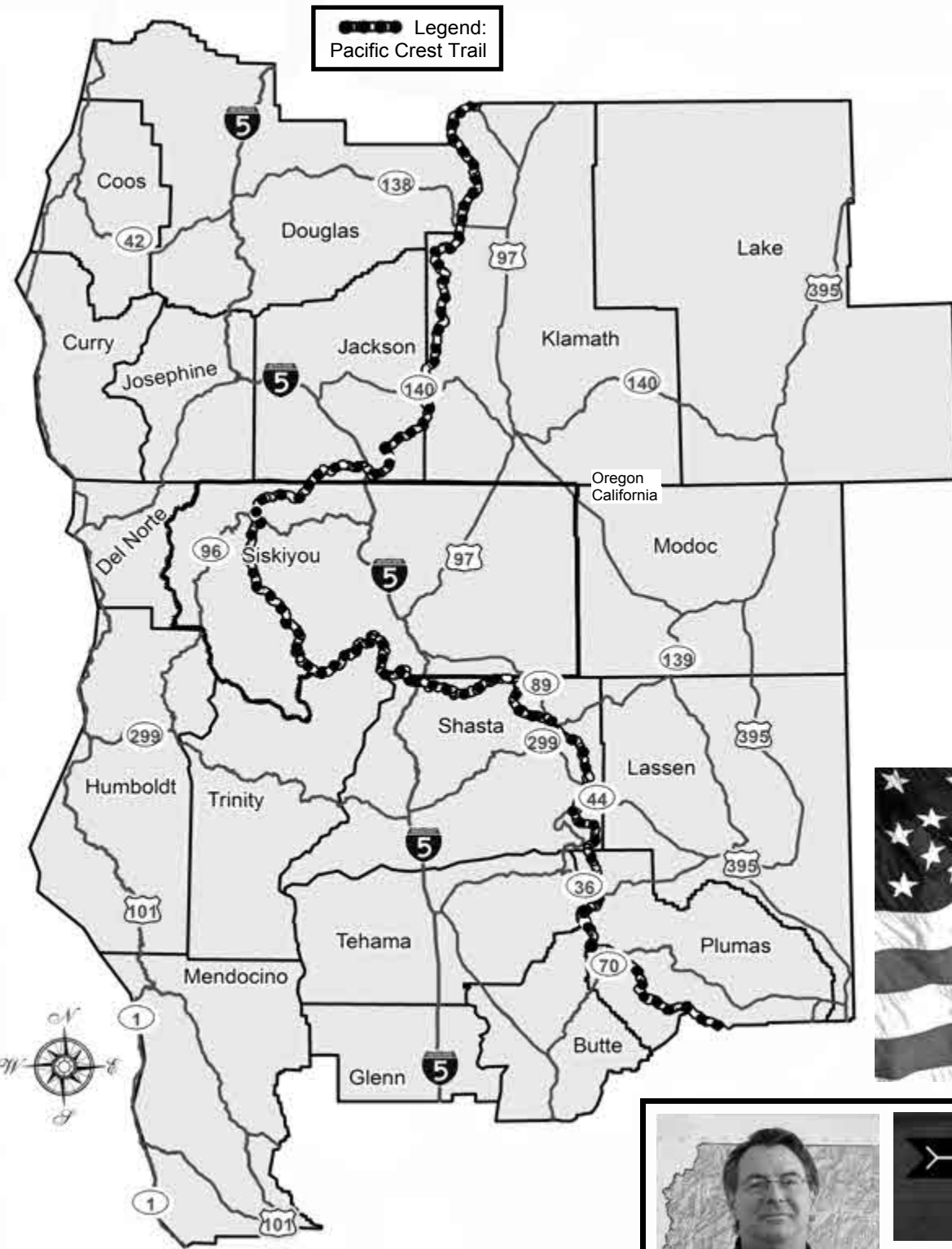
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