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JEFFERSON BACKROADS



A HAPPY LITTLE PUBLICATION SEPTEMBER 2013

Current Events - History - Business & Adventure from The Heart of The State of Jefferson !



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What IS The State of Jefferson? By Gail Jenner

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represented the "second half" or "northern mines" of the famous gold rush of 1849-50, but it never received the kind of historical reference that the Sierra Mother Lode did, even though it contributed as much, if not more, to the coffers of the two states.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

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

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

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

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

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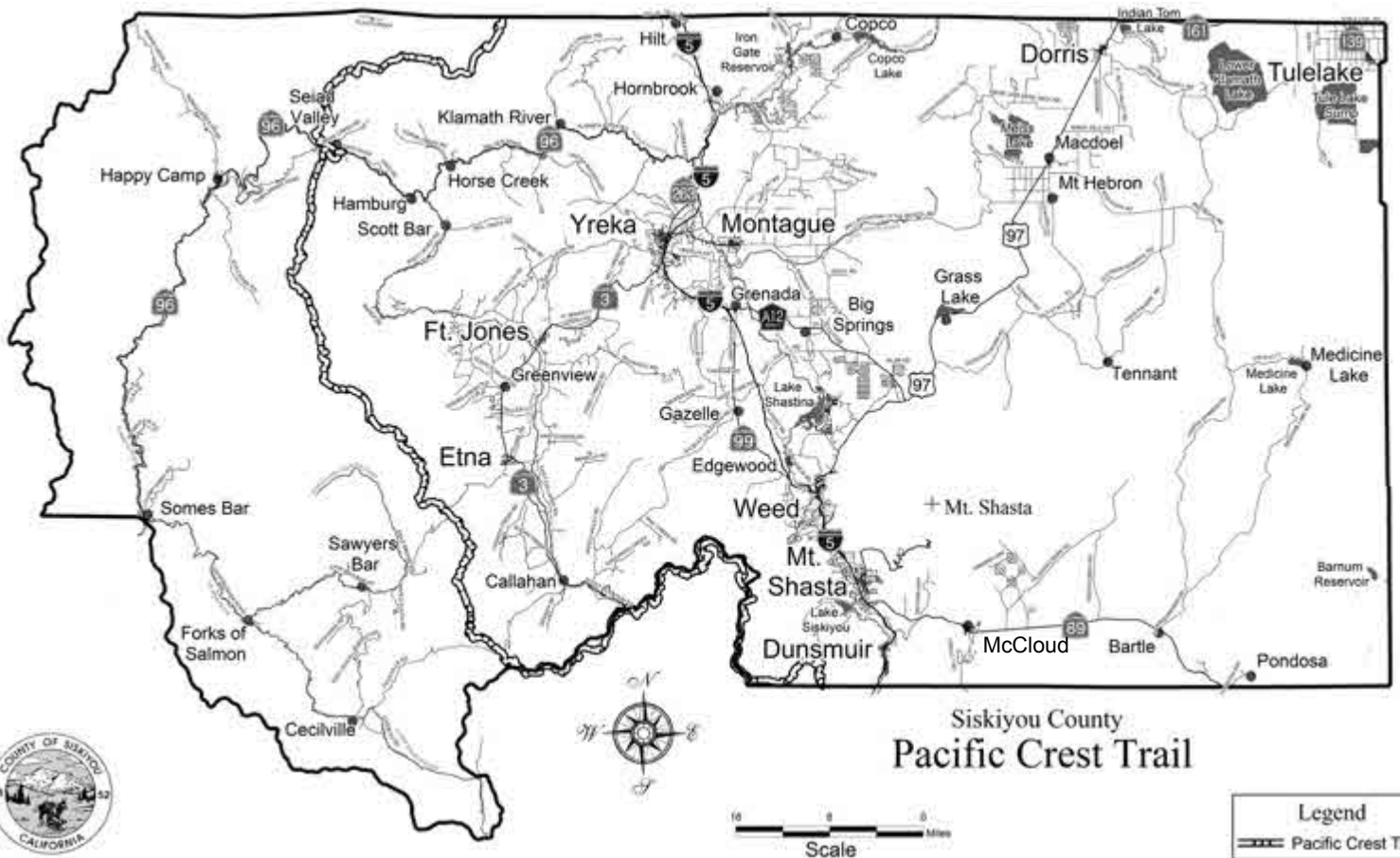
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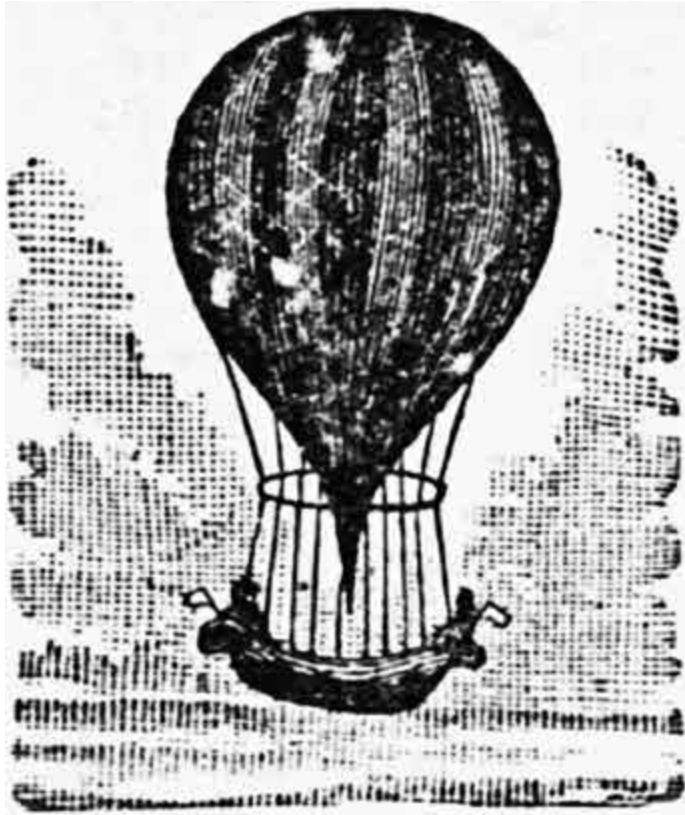
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It's once again time for the Annual Montague Balloon Fair held in Montague, California on Sept. 20, 21, & 22. This 3 day family friendly event is filled with food, fun & entertainment for all ages. All 3 mornings offer coffee and donuts from 5:30 a.m. to 7:30 a.m. and the Yreka Elks offer a full breakfast starting at 7 a.m.

Don't book your Friday and Saturday nights because Friday night Scott Valley Rotary hosts the chicken dinner and melodrama. Saturday night the Rotary Club of Shasta Valley hosts the steak bbq at the launch site beginning at 5 pm, ending the evening with a "Night Burn" (weather permitting).

But the weekend is not done yet! There's one more day of ballooning. So come on out for 1 day or all three days and support the Rotary Clubs of Shasta and Scott Valley.

For more information and a full schedule of events please check out our website at TheMontagueBalloonFair.com. See Full Page AD Page 19.

For info, call (530) 643-1305 or 905-4692. ♦



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Image on front cover of Hot Air Balloons in Shasta Valley from 2006 by M. Fain.



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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 II

In “Part I” we looked at the history of Weaverville, author James Hilton’s “Shangri-La.” Today we will look at the various cultures that coexisted here during the gold rush and why it is unique in gold rush history. We will also examine factors that led to the monumental influx of “foreigners” to California. So, let’s get On the Road to Shangri-La Part II.

James Marshall’s 1848 gold discovery led to the largest migration in American history. Gold was the catalyst but not the only motivating factor fueling the migration. Other factors were at work in the mid 19th Century that led to California’s population explosion.

California’s 1848 estimated population was 157,000; 150,000 Native Americans, 6,500 of Spanish or Mexican descent (‘Californios’) and fewer than 800 non-native Americans. By 1860 that number would double; but why California and why 1849? Georgia had experienced

a gold rush in 1828 and gold was discovered near the Pueblo de Los Angeles in 1842. So, the question remains; why California and why 1849? Historically, there are times ripe for mass migrations. That was the case in the middle of the 19th Century and that global convergence of time and circumstance is quite interesting.

1850 saw 60,000 new immigrants in California seeking gold; only 500 were Chinese. By the end of 1852, 20,000 Chinese had immigrated to California. The catalyst that caused the trickle to become a torrent was the T’aip’ing Rebellion (1850-1864). Southeastern China was devastated by poverty, starvation and ruin caused by the Rebellion. Twenty million people died during the Rebellion. By 1852 thousands of Chinese escaped that land of war, starvation, and unemployment. They came to California, comparatively, a land of milk and honey, rich with work, food, and peace.

Meanwhile, primarily in Bavaria and Prussia, but also reaching the British Empire, France and other areas, bloody class wars inspired by Karl Marx swept Europe. Coincident to the Marxist wars and the T’aip’ing Rebellion, the Irish Potato Famine was in full swing. A million people starved to death and another million fled Ireland. Many of them came to America. The mid 19th Century proved to be a “perfect storm” for immigration drawing people from around the world to California’s gold fields.



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Photo of Interior of the Joss House in Weaverville by Bob Pasero.

“Above all, be the heroine of your
Life, not the victim.”

Nora Ephron

Weaverville had at least 5 "Towns" within the city. There were French, English, Irish, German and Chinese "Towns" in this small geographic area. Unique to Weaverville was the acceptance of the Chinese immigrants. Possibly because both the European and the Chinese immigrants had experienced war, and fueled by the area's isolation, they developed a symbiotic relationship. The Chinese in Weaverville did not experience the same level of prejudice that the Chinese did in other communities. Their history and culture coexisted with those of the Europeans. Approximately 2,000 to 2,500 Chinese lived in Weaverville during the gold rush. This is not to say that conflict didn't exist in Weaverville. In 1854 four factions in the Chinese community chose sides and went to war in the "Trinity County Tong War." The war claimed 26* lives with many more wounded.

In every mining community from the Mother Lode to the Northern mining district there were Chinese miners by the thousands. Wherever the Chinese went they built houses of worship called "Joss Houses." The word "Joss" comes from the Portuguese "Deus" meaning God. The phrase "Joss House" simply means "God's House." Most of the Joss Houses were destroyed and the Chinese residents were killed or driven out during 19th and early 20th Century purges. Only 4 gold rush era Joss Houses remain in northern California; Marysville, Oroville and Weaverville each has a Joss House and one stands in the bay area community of Hayward. None are as ornate or in as originally pristine condition as the one in Weaverville.

Weaverville's first Joss House was built in 1853; it was destroyed by fire in 1861. It was rebuilt but was again destroyed by fire in 1873. The current, "Temple of the Forest beneath the clouds," was constructed in 1874. Following the earlier catastrophic fires the roof of the new temple was adorned with 2 Chow Win Dragon Fish. The Dragon Fish offered protection against fire. The Dragon Fish were effective. The new Temple has remained safe from fire and has remained unchanged for 140 years.

To understand the layout and construction of the temple you need to know that traditionally, evil spirits don't like water or bridges. You must cross a creek on a foot bridge to get to the temple. Evil Spirits can only travel in a straight line, hence the curved walk that leads to the Temple. On opening the Temple gates you step over a threshold; evil spirits cannot do so. Walking through the gates the first 'doors' you see are 'spirit curtains.' They are painted 'doors' that don't open designed to confuse any evil spirit that had braved the creek, crossed the bridge, navigated the curved walkway and managed to get over the first threshold. To enter the temple you step over a second threshold and turn to the right or left at the 'spirit curtains.' Having entered the temple you will be rewarded with a magnificent display of original 19th Century Chinese silks, religious statuary, depictions of gods, and other 19th Century Chinese artifacts.

The priceless tapestries, statues, cymbals, drums, and other artifacts in the temple were lovingly cared for and maintained by trustee Moon Lim Lee from 1938 until his



The Joss House in Weaverville - Photo by Bob Pasero

dream of the Temple becoming a state historic landmark was realized in 1956 when the Joss House was made a California Historic State Park.

The State Park Service now maintains the Temple and the grounds and provides expert, fun and informative tours of the Joss House for just \$4.00 per person. The Park Service provides a well appointed interpretative center on site as well. The Joss House is a must see when you get On The Road to Shangri-La.

**Various sources put the number killed between 8 and 26 during the Tong War (today this would be called a gang war) of 1854. I chose to include the number shown on the historic marker placed at the site of the "war" by the Mt. Bally Parlor No. 87 of the Native Sons of the Golden West and by Eltaphone Parlor No. 55 of the Native Daughters of the Golden West. ♦*

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Buttons, buttons, who has the buttons?

The Dunsmuir Railroad Depot Historical Society is working to re-establish the Dunsmuir Museum at the Amtrak Depot. One of the display cases will feature RAILROAD DAYS buttons and programs. The Museum archives has RAILROAD DAYS buttons for '51, '53, '55, '57, '76, '78-'83, '85-'86, '88-'93, '95, '04-'07, and '11.

Buttons, buttons, who has the buttons? We are hoping the public will donate the missing buttons and programs. We would like to display the RAILROAD DAYS buttons and programs through the years. Folks are asked to contact Depot President Rita Green at 530-235-0929.

The Railroad Display Room and the work-in-progress Dunsmuir Museum will be open October 19 from 10 a.m. to 2 p.m. Depot members are requested to volunteer as docents by calling Rita. Share your Dunsmuir stories with visitors and listen to their Dunsmuir stories too. ♦

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Open from 10am-2pm on the third Saturday each month and for town events. Folks will also be able to see the work-in-progress Dunsmuir Museum.



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The sun has been working double duty this year at Oak Hill Gardens and Pumpkin Patch in beautiful Scott Valley, California. In addition to supplying energy to various fruits and vegetables, the sun has also been working to provide electricity to Joy and Bradley Isbell's home and farm. In fact, the couple has completely offset their growing and household power needs with a 60-panel system. They've taken "sustainably grown" to a whole new level by relying 100% on solar energy to power their farm and home. (See photo at lower left.)

Started in 2005 as a hobby, Oak Hill Gardens and Pumpkin Patch is a side-business for the Isbell family. "Garbage man and teacher by trade, growers by heart." This couple, along with their two young sons, works hard to supply local farmer's markets, grocery stores, restaurants, and a large CSA with sustainably grown fruits and vegetables. Everything is started by seed in the greenhouse, and then organically grown and harvested on the family's acreage right in the heart of Scott Valley.

During the month of October the "U-Pick" Pumpkin Patch is open every Saturday and Sunday 10 am to 4pm. The patch is also open during other hours for various organizations and school groups by appointment. Located right in the heart of Scott Valley, visitors can find the patch two miles south of Fort Jones and right off of Highway 3. Oak Hill Gardens and Pumpkin Patch features over 20 varieties of pumpkins, with everything from a standard Connecticut Field to a stunning Fairy Tale. This is the patch's second year selling the now famous "Pink Pumpkins." These pumpkins are truly pink and the Isbells donate a portion of the profit to fund breast cancer research. For more information please visit our website at www.isbellgardens.com, or email us at isbellgardens@gmail.com. The couple can also be reached at (530) 598-1188 or (530) 925-0035. Please see AD above left. ♦



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DUNSMUIR HISTORY

by Ron McCloud

Owner of Dunsmuir Hardware, Dunsmuir, California

“Dunsmuir and the Wobblies”

In the early years of the 20th century the mood in the growing mountain railroad town was probably typical of the entire country. The industrial revolution had brought lifestyle changes that made life easier for all. Immigrants from many countries were finding a better life in America. World War I, the roaring twenties, and the great depression were years in the future. Then in February of 1911, a social upheaval brought Dunsmuir into the national news spotlight – for a few days.

It began when members of the Industrial Workers of the World (known as the IWW and commonly called “Wobblies”) attempted to preach their radical doctrines on the city streets in Fresno. The Wobblies had a strong association with the hobo culture and promoted a “One Big Union” of all workers. Labor unions were at their most powerful level as workers sought safer working conditions, fair wages and political representation. Unfortunately, their efforts attracted unwelcome political ideologies. Unions were often suspected of being infiltrated by Socialists, Communists, and Bolsheviks. Relatively insignificant union activities seemed to take on sinister undertones.

Fresno city officials attempted to block their efforts and were accused of violating the Wobblies’ free speech rights. In a contentious confrontation arrests were made and speakers were jailed. The IWW responded by sending more speakers to overcrowd city jails and jam local courts. In Portland, Oregon the Socialist Party met with the local IWW chapter and after a solidarity parade through downtown Portland, the decision was made to send a delegation of union sympathizers to Fresno.

In all, 112 men headed south – mostly young timber workers. Even though railroad officials preferred to not be involved, brakemen, engineers and other railroad workers were union men as well and they freely provided space in empty boxcars. But the citizens in railroad towns along the way were not so supportive. In Albany curious residents were cold toward the Wobblies. In Junction City the men of the town were armed and suspicious although there were no problems. While Eugene and Roseburg were tense but peaceful, problems arose in Ashland. Railroad police threw the Wobblies off trains and blocked them from boarding others. Ten Wobblies turned back but the rest decided to hike ten miles to the next station at Steinman where railroad workers were supportive but no trains would stop for them. There was concern for the welfare of the group in the winter weather but they decided to continue hiking toward the south.



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The Wobblies preached a radical message. With their association with hobo culture and suspicions of being influenced by socialists and Bolsheviks they were not a popular movement, but were welcomed in Dunsmuir. A Wobblies poster from the early 20th century.

There was snow in the mountains, and the railroad section boss at Steinman lent the protesters shovels and axes to clear snow and build fires while his wife distributed apples and crackers. Southbound trains sped past without stopping so the protesters trudged four miles uphill to the Siskiyou Tunnel. Railroad police there again barred them from southbound trains but offered them a train ride back to Portland. The Wobblies voted to refuse the offer and continued walking toward Fresno.

As they approached the California border, railroad officials notified California's governor, Hiram Johnson, of the approaching band. Governor Johnson - upset with the failure of Oregon officials to stop the Wobblies - ordered Maj. Gen. W.H. White to alert the National Guard companies in Redding and Chico. But at the same time, the Siskiyou County sheriff, Charles Bryan Howard, told them, "As long as you behave, nobody is going to bother you." There were rumors that during a strike in McCloud a year before, the governor had sent the National Guard in without checking with the sheriff first. Sheriff Howard got his revenge.

When the cold and hungry marchers reached Yreka, one was suffering from frostbite and he and three others dropped out, but the remaining 98 hoofed their way south through the mountains, in spite of their cold and hunger. Montague residents provided the Wobblies with firewood to keep warm and let them stay at the baseball park during the extremely cold winter nights.

Newspapers nationwide had by this time picked up the story and while big city newspaper sentiments continued to be against the Wobblies, smaller newspapers and the public began to lean in their favor. One reporter spent a night with the group and reported that they were "astonishingly disciplined." The group's leaders told him, "We are not boisterous, and in order to guard against rowdyism have our own police force in the party and at no time have tolerated the bringing into our camps any spirits." They had no weapons despite police claims to the contrary, and, "So far they have not made a single hostile demonstration."

While no southbound trains would yet permit them to ride, in a stroke of good fortune, the Wobblies were given a 12 mile ride from Mt. Shasta to Dunsmuir in the private rail car of May Roberts, an actress and theatrical company leader. When they reached Dunsmuir, which was a strong railroad union town, they were welcomed with open arms. Tavern owners opened their doors to them and the Knights of Pythias - a fraternal organization - permitted them to stay for the night in their hall. The Knights of Pythias Hall was directly across from the railroad tracks on Sacramento Avenue, just north of the Rostel "Iron Front" building. It burned to the ground in the great fire of 1924.

Trudging on south into warmer climate, the Wobblies were welcomed in the town of Kennett - which is now under Shasta Lake. The Eagles Lodge there hosted them and they even took time out to play a baseball game with the Kennett team - and lost 2-1. In Redding the Temple Hotel offered them free beds and hot meals. When they reached Red Bluff however, word came that the confrontation in Fresno had ended - putting an end to their cause - and the contingent disbanded and headed back home to Oregon - presumably hopping freight trains.

Other than the lucky twelve mile ride between Mt Shasta and Dunsmuir, the Wobblies had walked nearly 150 miles from Ashland to Red Bluff. They never got to join their brethren in Fresno but perhaps their efforts helped the cause of free speech.

Ron McCloud is the co-author with Deborah Harton of a history of Dunsmuir. He is the owner of Dunsmuir Hardware which dates to 1894.



An advertisement for Jimi's Treasures presented as a scroll. The scroll is unrolled, showing the text and graphics. At the top, the name "Jimi's Treasures" is written in a large, decorative, gothic-style font. Below the name, there is a decorative flourish. The text continues: "Mouth-Watering Jams, Jellies, Jalapeno Jams, BBQ Sauces & Syrups cooked in small batches!". Another decorative flourish follows. Below that, the phone number "(530) 436-2301" is printed. Underneath the phone number is a QR code. At the bottom of the scroll, there is a black box with the text "Find us on facebook" and the website "jimistreasures.com" written in white.

An advertisement for Siskiyou Plumbing & Electrical. On the left is a circular logo featuring a landscape with mountains, trees, and a river, with the word "Siskiyou" at the top and "PLUMBING & ELECTRICAL" at the bottom. To the right of the logo, the text reads: "Excellent Residential & Commercial Contractor", "501 N. Phillippe Lane", "Yreka, CA 96097", "(530) 842-4585", and "Lic. 431882". At the bottom of the advertisement, a black box contains the text "For all your plumbing, electrical, well & pump services" in white.

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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>.

“Auto Parks in Yreka”

Between the advent of the popularity and affordability of the automobile with the improvements made in roadways and "highways," especially the Pacific Highway which opened in 1913 (later rebuilt in newer sections and dubbed Highway 99), travel by car became a very popular past time for individuals and families. Yreka, the County Seat of Siskiyou, was happily situated on the main route since the road traveled right through the center of town.

Most of the main roads or routes went from town to town as travelers would have a better opportunity to meet up with needed services. Many towns including Yreka had "welcome arches" proclaiming the name of the city often in electric lights so travelers would know they had arrived! (See photo below of Yreka's present-day sign.) Taking along camping gear was also a "convenience" issue as folks knew breaking down was a possibility away from towns. It was very convenient as well as an adventure! Many travelers thought themselves as pioneers and were able to camp on the outskirts of towns or anywhere along the road; it was inexpensive and many vacation destinations offered little in the way of accommodations.

In 1916 an editorial type article was written in *The Siskiyou News* stressing the need for an Auto Park in Yreka. The beginning of the article stated: "Yreka is acquiring a reputation among tourists for its lack of hospitality!" The article went on to argue that most towns along the state highway had a small piece of land for this purpose. The town businesses profited from sales of groceries, gas, auto repair and other needs of the traveler.



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Within a short time Yreka did have an auto camp, and eventually more than one that met the needs of the camping enthusiast. An interesting recount of staying in Yreka in 1922 by a family that wrote in their local paper (from Estherville, Iowa) said of their experience:

"We camped for the night at Yreka, a pretty little place in the foothills of the Shasta Mountains, where we were provided with free camp grounds with free water, electric lights, shower baths, comfort station and brick ovens for cooking."

Later on these free Auto Camps turned into places offering small cabins for the traveler and more comforts and convenience. There are a few of these later enhanced auto parks that have remnants of earlier days still visible here in Yreka, but they are quickly fading. ♦



Historic Photo of Yreka Auto Park courtesy Claudia East Collection.



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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 !!

St. Mark's Preservation Square Upcoming Events & Workshops

★ UPCOMING EVENTS: ★

September 7, 2013 - Dixie Land Band Concert! Dinner, Music and Dance! \$20 per person. 6:30 to 9:00 outside in the Patio at St. Mark's Preservation Square, 300 Lane Street, Yreka, CA 96097. Advance Tickets at Yreka Chamber, Shoppe Serendipity, Nature's Kitchen, Village Books in Mt. Shasta, Scott Valley Florist in Ft. Jones.

September 14, 2013 - Live Music by the Mountain North County Performance at St. Mark's Preservation Square, 300 Lane Street, Yreka, CA 96097.

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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 !!

September 5-8, 2013 - Tulelake Butte Valley Fair in Tulelake, California. Call (530) 667-5312 for more info.

September 7-8, 2013 - Artisan Market and Craft Fair in Medford. Artists and crafts, food, live music, etc. See large AD on Page 25.

Saturday September 7, 2013 - Fort Jones Fall Festival, Horseshoe Tournament & Classic Car Show. Call for Info: (530) 598-7611 or (530) 468-2029.

September 7 - Bath Tub Gin - Dixieland Band Performance at St. Marks Preservation Square. See ad at left on Page 21.

September 14, 2013 - Sizzling September Car and Motorcycle Show and Shine in Yreka. Call Yreka Chamber at 842-1649.

Sept 13, 2013 - 5-8pm - Art Walk - Downtown Yreka. Call Yreka Chamber for more info: (530) 842-1649

September 15, 2013 - Bluegrass in the Park at McCloud's HooHoo Park. Live Music, Food and Fun. Call McCloud Chamber for more info at (530) 964-3113.

Saturday September 21, 2013 - FAIR AID with Merle Haggard and Slapshoe Fly at the Siskiyou Golden Fairgrounds. HUGE EVENT! Go to www.sisqfair.com or call (530) 842-2767. See Page 11.

September 20-22, 2013 - Montague Balloon Fair, Montague. See Color AD on Page 19 and Story on Page 4.

September 21, 2013 - Melodramatic Performance of "Bulldog Saves The Day or... I was the Teacher's Pitt" by Pat Cook. Weekend of the Balloon Fair at Montague Community Center. Call (530) 598-9157 for more info.

September 20-22, 2013 - 4th Annual Frontier Days in Dorris, put on by the Dorris Lions Club. Info: call (530) 398-4271 or 313-8927.

September 21, 2013 - "Swing into Autumn" - Ballroom Dancing, delicious local food creations, and magical live music by: Clarence Barger and The Siskiyou Big Band. Come to the Historic McCloud Dance Hall. Call (530) 643-7809 for more info.

September 21, 2013 - Sip & Dip Summer Music Series at Stewart Mineral Springs. See AD at left on Page 20.

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: (530)

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 17 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! Call Mt. Shasta Chamber for info: (530) 926-4685.

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UPCOMING EVENTS:

The Scott Valley Theatre Company Melodrama is Back! Boo, hiss and cheer for the actors in "Bulldog Saves The Day or... I was the Teacher's Pitt" by Pat Cook. Performances: at the Balloon Faire @ Montague Community Center, Fri. Sept. 20th @ 7pm and at the Avery Theatre, Fri/Sat, Sept. 27 & 28 at 7pm. For information call, 530-598-9157. Go to www.scottvalleytheatrecompany.org and check out our calendar listings!

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**SEE PAGES 28-29 FOR ALL
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“Early Industries - From 1928”

From the January 3, 1928 issue of THE SISKIYOU TIMES, an article entitled OUTLOOK FOR SISKIYOU IN 1928 EXCEEDINGLY BRIGHT IN ALL THE DIFFERENT INDUSTRIES.....caught my attention.

One of the most important projects listed for the upcoming year was the completion of the Montague Conservation District. Under its umbrella, thousands of acres were scheduled to be reclaimed and movements were “on foot to colonize the area embraced within the district...it is expected that many of the larger farms will be subdivided for the purpose of taking care of the added population. This project has entailed the expenditure of more than a million dollars.”

Another project scheduled for completion in 1928 included the Big Springs Irrigation District. It likewise proposed to take care of many acres of arid land and to increase the water supply to acres previously not supplied.

A third industry, the dairy industry, was growing substantially all around the county and the outlook was that “it is only a matter of time until Siskiyou will be the leading county of the state in this industry. Many new herds are being added to the different dairies in the county and the inferior stock is gradually being replaced with thoroughbred stock. Shasta Valley and Scott Valley are both particularly adapted to this industry.” So, it seems, that HAPPY cows in Siskiyou County during the 1920s and 30s were some of the earliest and happiest cows in California.



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In support of the dairy industry, Kraft Cheese Company planned to make improvements to their plant in Grenada; in 1927, it had already spent \$125,000 on new equipment. The proposed changes would make this plant "one of the best appointed that the company has in the West." I wonder WHEN this plant was moved or taken down? Anyone have some more information or photos of said plant?

Of course, the timber industry was enormous during this growing period. According to the TIMES, The Southern Oregon Lumber Company expected to cut 15,000,000 feet in 1928; the McCloud River Lumber Company, "one of the largest in the West," expected to increase its output significantly. The Weed Lumber Company had already made improvements at its plant and expected 1928 to be a banner year. In Butte Valley, six smaller mills were making plans for increased cutting and output in the new year.

Even mining felt a kick during this time period. As reported in the article, mines like the Golden Eagle mine on Indian Creek and the Shroeder mine on McAdams Creek, which had both "been idle for a number of years," were showing excellent results. The old Black Bear Mine in the Salmon River country, "formerly operated by Lieutenant Governor Daggett, is to be opened up again. This was one of the best paying mines in Siskiyou in earlier days."

Other mines in the region to be reopened in 1928 included the Nefroni group of mines and the Highland mines. Also, the Roxbury and Commodore mines on the Klamath River were expected to open and continue "with renewed energy." In conclusion, the article stated that "the mining industry never looked more favorable in Siskiyou county than...at the present time."

Other anticipated projects for 1928 included new roads. One, the "most important before the public," was the Weed-Klamath Falls highway from Weed to the Oregon line. Also, a road from Grenada "south of Yreka to connect with the Pacific highway at Hornbrook, a distance of twenty-six miles," was being mapped out.

The last area discussed in the article included a wrap up of building projects completed during 1927. Some of those named were: the Masonic Hall in Yreka, "one of the best appointed structures of its kind in the state," a new grammar school and new bank in Dunsmuir, as well as \$300,000 in pavement projects; a \$80,000 new high school in Mt. Shasta; and a restored and rebuilt Montague Hotel, now deemed "a most commodious hotel with excellent service." ♦



Photo: Weed Lumber Company, Courtesy Gail Jenner Collection.



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MONTAGUE AIRPORT HISTORY

Story By Tamara Steelman of Steelman Aviation,
Montague, California



Historic Bach tri-motor plane. Photo from www.earlyaviators.com

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After the invention of the first airplane in Ohio by Orville and Wilbur Wright in 1903, the desire for flying caught on quickly. The first aircraft landing in Montague, California near the present baseball field and rodeo arena was on Aug. 3, 1919 piloted by Clyde Pangborn and Lt. Reed. While the town of Montague was popular for its train service, the desire for flight was entertained by some of its residents, for the runway continued to be used.

When The West Coast Air Transport Company was formed in 1927, they arranged for air transport of passengers between Portland, Oregon and San Francisco, choosing Montague, California as a midway fuel stop and for its fair weather. The early plane was a Bach tri-motor aircraft. In those days there were no radios in the planes. It could carry only 8 passengers plus the two pilots. The Transport Company operated one round trip per day except on Sundays.

The first runway proved to be dangerous especially in wet weather. In 1928 several business men in the area resolved the problem by arranging for the purchase of land for a new airport. The new runway was 50 feet wide and about 2,000 feet long, graveled and ready by late 1928. The south-bound plane was scheduled to land at lunch time.

Upon arrival at Montague the pilots would circle the Montague Hotel and rev the engines, blasting out the number of passengers aboard so the hotel would know how many box lunches to prepare. After landing, the mayor of Montague, Charles Schock, greeted passengers when they deplaned. This procedure was followed from December 1928 to March 1929, until Montague became the one stop which eliminated other stops.

For the pilots to prepare the aircraft for boarding after lunch and refueling, they had to start the outboard engines. "The Siskiyou Pioneer In Folklore, Fact and Fiction" explained how the procedure worked:

"An unusual and short-lived technique was used in starting the outboard motors. West Coast Air Transport Company's Bach tri-motor transports used a Pratt & Whitney engine in the nose, and smaller Radial air cool, 125 to 150 HP engines outboard. The Pratt & Whitney with Eclipse Hand Inertia starters were never a problem to start, but the outboards with Heywood Air starters were almost impossible. Many times after up to an hour of cranking and wearing out everyone available, they would give up. They would then start the nose motor, and the two pilots and one local "airport bum" in the rear moat seat (for center of gravity correction) would take off single engine, climb out and dive to air start the outboard engines. They would then land, load passengers and continue the flight. This was done many times, until a Department of Commerce Inspector became aware of the practice and grounded one flight crew for thirty days. That meant no more free rides for the back seat 'ballast' passengers."



In 1929 the Department of Commerce, Airways closed on a ten year lease for the Montague airfield that agreed to provide lighting for the runway allowing for night landings. Montague Hotel advertised sales of tickets from this destination to either Portland or San Francisco at \$27.50 each. A building was completed on the airfield March, 29, 1929 for the convenience of air travelers. May of 1930, a lunch room was also completed for travelers. Montague Airfield runway was lengthened to 3400 feet in 1934 making it safer and easier for larger aircraft to land.

Some famous people that have landed at Montague include William Randolph Hearst with his family, servants and guests, Admiral Richard E. Byrd, Lt. Commander Geo. Noville who gained recognition from his association with Admiral Byrd's expedition to the North Pole. Miss Ruth Elder from across the Atlantic piloted her plane into Montague along with her mechanic. In October of 1929 the Standard Oil Ford Plane landed and transported 128 passengers in 16 flights for a tour of the area. It was one of the largest to land on the Montague airfield.

West Coast Air Transport Company sold its operation to Pacific Air Transport in 1931. Shortly after, it discontinued its regular flights through Montague in favor of using Medford, Oregon for a fuel stop. However, they continued to use the field when Medford, Oregon airport was fogged in or had bad weather.

The cities of Montague and Yreka entered into a partnership agreement in 1974 contributing equally and with some funding from the state to keep the airport active, and in 1978 it was named Rohrer Field in honor of Brice Rohrer. Today it is not the largest airport in Siskiyou County, but it is still usually the busiest airport in Siskiyou County.

Information gathered from Montague Issue of THE SISKIYOU PIONEER IN FOLKLORE, FACT AND FICTION, YEARBOOK, THE SISKIYOU COUNTY HISTORICAL SOCIETY Vol. 5, Number 3, 1980. ♦



Leo Purington operated Roher Field in Montague from 1945 to about 1962. He is the man pictured, at lower right. This historic plane was used for charter in 1945.

Take a deep breath....

breath in... breath out...

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**The Plaques of E Clampus Vitus--
 Humbug Chapter No. 73**
 The sixteenth in a continuing series of
 articles prepared by Bill Wensrich
 "If you ain't plaque'n, then you ain't
 Clampin'"

By the early eighties Humbug Chapter core membership had changed hands from members living near the Fort Jones area to Yreka. By the time this plaque was erected Yreka members had taken the helm and began placing more plaques in and around towns located where they lived. The Tailholt plaque was erected at the Snowden and Hovey Gulch Road intersection east of Montague. Follow Ball Mountain/Little Shasta Roads to reach the historical monument as Chapter President Bill Wilson did in 1984 when he orchestrated the plaque erection and plaque dedication.

The Pioneer Press out of Fort Jones, California and later the Siskiyou History web site project best described Tailholt history. A summary of their Tailholt article is included in the following history.

Tailholt was not a gold town. Located in the Shasta Valley and established in 1888 at the end of the line, Tailholt was a rail town support and supply center for nearby lumber mills and logging. A string of sawmills, at least eleven, maybe as many as fifteen, were located along what is now Ball Mountain Road. One of those saw mills may well have later become the Deter or Schmitt Brothers Mill. Services and residences for hardworking loggers and millers sustained Tailholt for more than thirty years. It was a little town, but provided all the amenities timber men needed, such as saloons, a racetrack, baseball field, grist mill and post office. ♦



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DEDICATED SEPT. 15, 1984
 BY E CLAMPUS VITUS
 HUMBUG CHAPTER #73



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Butte Valley Firebelles - Upcoming events at the Macdoel Fire Hall: September 9 @ 6:30PM Regular Meeting, September 12 @ 6:00 PM Bingo, September 21 Soup & Salad 1-3PM-- ALL you can eat!! Just \$5.00.
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Inviting Bicycle Tourism to Siskiyou County

by George Jennings - (530) 598-8887

Hello fellow residents of the State of Jefferson, fellow EGGers and Cycling enthusiasts. I am writing this in late August just after meeting 2 great couples bicycle touring on Hwy 263 just north of Yreka. They are cycling from Seattle, Wa. to Tecate, Ca. Is that the home of Tecate Beer? They are having the trip of a lifetime. Check out my interview with them at www.facebook.com/CycleSiskiyou. You can follow their great trip by connecting with their blog which is on the written story. Oh yeah, if you haven't "liked" us on Facebook, please do.

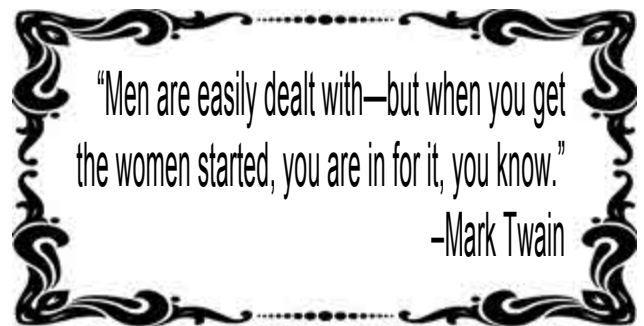
We have three great main cycling events left in the season. The first is the Siskiyou Century September 7th starting in Yreka. Race director Linda and all the volunteers put on such a great event, you will not be disappointed. The Siskiyou Century is the Grand Daddy of all the cycling events in Siskiyou County and has always been a first class cycling event. We encourage all the locals to come out enjoy all the views we live around every day and for those of you visiting....just enjoy what we locals get to see everyday.

Mt. Shasta Ski Park's lift access mountain biking will be closing for the season Saturday August 31st. Mt. Shasta Ski Park hosts the Fall CycloCross Races on Saturday October 5th. Go to www.SkiPark.com.

Registration starts at 8:30 am, "C" Race 10:00 am (30 min) "B" Race 10:45 am (45 min) "A" Race 12:00 pm (60 min). FREE Kids Race ages 12 and under (1 lap). Awards immediately after the "A" race. Medals to top 3 in each "A" "B" and "C" race category. Entry fee \$35 includes event T-Shirt.

The last major cycling event is the McCloud Biketoberfest held on October 12th. Kicking off with events starting at 8am, it promises to be bigger and better than their first event last year. A great variety of cycling rides and runs/walks for everyone and some great cyclocross racing. Did I mention great booths and food too? Come out and enjoy the great fall weather in McCloud.

The Mt. Shasta Trails association is working with the International Mountain Biking Association on a master Mountain Biking plan for the Mt. Shasta area and is seeking input on the plan. Contact John Skyler at the Mt. Shasta Trails association website for a copy and please give your input on a plan. If funded and implemented it could earn Mt. Shasta a prestigious IMBA Ride Center designation, which is very exciting stuff. See chart of local bicycle events at top of page 29. ♦



Weeds are just Wild Flowers.

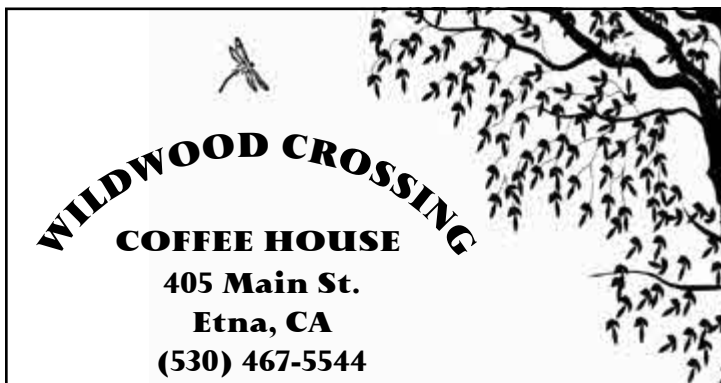
UPCOMING BICYCLE EVENTS

Siskiyou Century	Siskiyou Golden Fairgrounds, Yreka, CA	Sept. 7, 2013	www.siskiyoucentury.com/index.html
Ride the Rogue	Rogue River, Oregon	Sept. 21, 2013	www.ridetherogue.org/
CycloCross Races	Mt. Shasta Ski Park, Mt. Shasta, CA	Oct. 5, 2013	www.skipark.com
BikeToberfest	McCloud, CA	Oct. 12, 2013	www.mccloudchamber.com
Mt. Shasta Pedali Bi-Weekly Rides	Weekly rides from Fifth Season in Mt. Shasta	Summer 2013	www.mountshastapedali.com/weekly-club-rides.html
JMBA - Jefferson Mountain Bike Association	Tues: Upper Greenhorn Park, Yreka Wed: Siskiyou Golden Fairgrounds, Yreka	Every Tuesday & Wednesday	http://jeffersonmountainbike.com/4.html



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Butte Valley Wildlife Area

by Miss Emily P. Taylor

Out here in Butte Valley, we have a lot of three things and they are cows, crops, and open space. In 1980, we were relieved of about 7,920 acres of that open space when the Wildlife Conservation Board, the California Waterfowl Association and the State Fish and Game Department jointly purchased the land to use as a wildlife and waterfowl refuge.

The three organizations spent about \$2.8 million dollars on 5,840 acres of Meiss Ranch property and 2,080 acres of Meiss Lake property. The properties are here in northern Siskiyou County, about 14 miles away from Dorris, the largest town here in Butte Valley.

At the time of the purchase, the Meiss Lake/Ranch property was hosting around 90,000 waterfowl during winter migrations and serving as a 'critical nesting area.' An average of 300 pairs of ducks and 1,800 Canadian Geese were known to nest here for breeding, and many peregrine falcons and bald eagles were also known to winter in the area. The property along with Goose Lake was considered important to reserve as they were California's most heavily used areas for nesting and molting by the Canadian Geese.



In an interview with Pete Ottesen shortly after the purchase, Ray Lewis, who was the president of the California Waterfowl Association stated:

"The ranch and lake have extremely high waterfowl values due to their existing habitat and location in the heart of the Pacific Flyway... We expect the area to be managed by the DFG (Department of Fish and Game) and that a much needed public hunting program there will supplement those offered by the U.S. Fish and Wildlife Service at the Klamath Basin national wildlife refuges."

The Butte Valley Wildlife Area, as it is known, now comprises of 13,400 acres, as an additional 5,280 acres were bought for \$1.9 million dollars sometime after the initial purchase of the Meiss Lake and Ranch lands. The Wildlife Area is now a favored waterfowl hunting area for both locals and visitors and is home to Ross's Goose, Tundra Swan and a variety of ducks. Various shorebirds pass through in migration and the area is also a known breeding ground for Wilson's Phalarope and Wilson's Snipe. Bald Eagle and Rough-legged Hawk are known to migrate to the area in winter.

To all our friends here in the beautiful State of Jefferson, ya'll are always more than welcome to come out here a-hunting - we'd be glad to have you! (Above: Ross's Geese, Meiss Lake. Photo property of Siskiyou-County-Online.com) ♦

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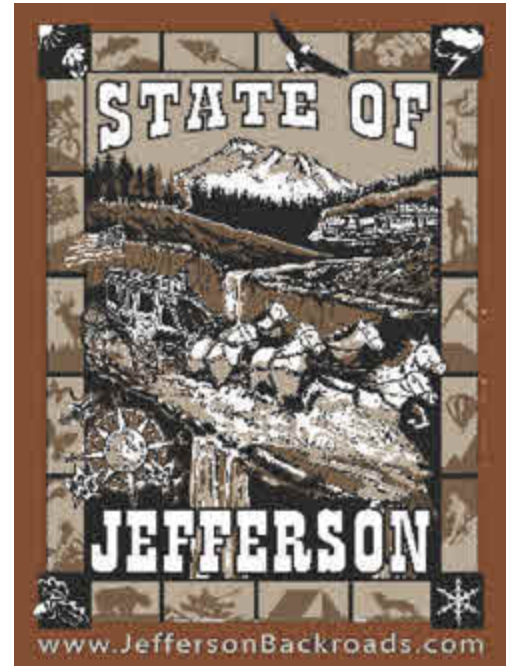
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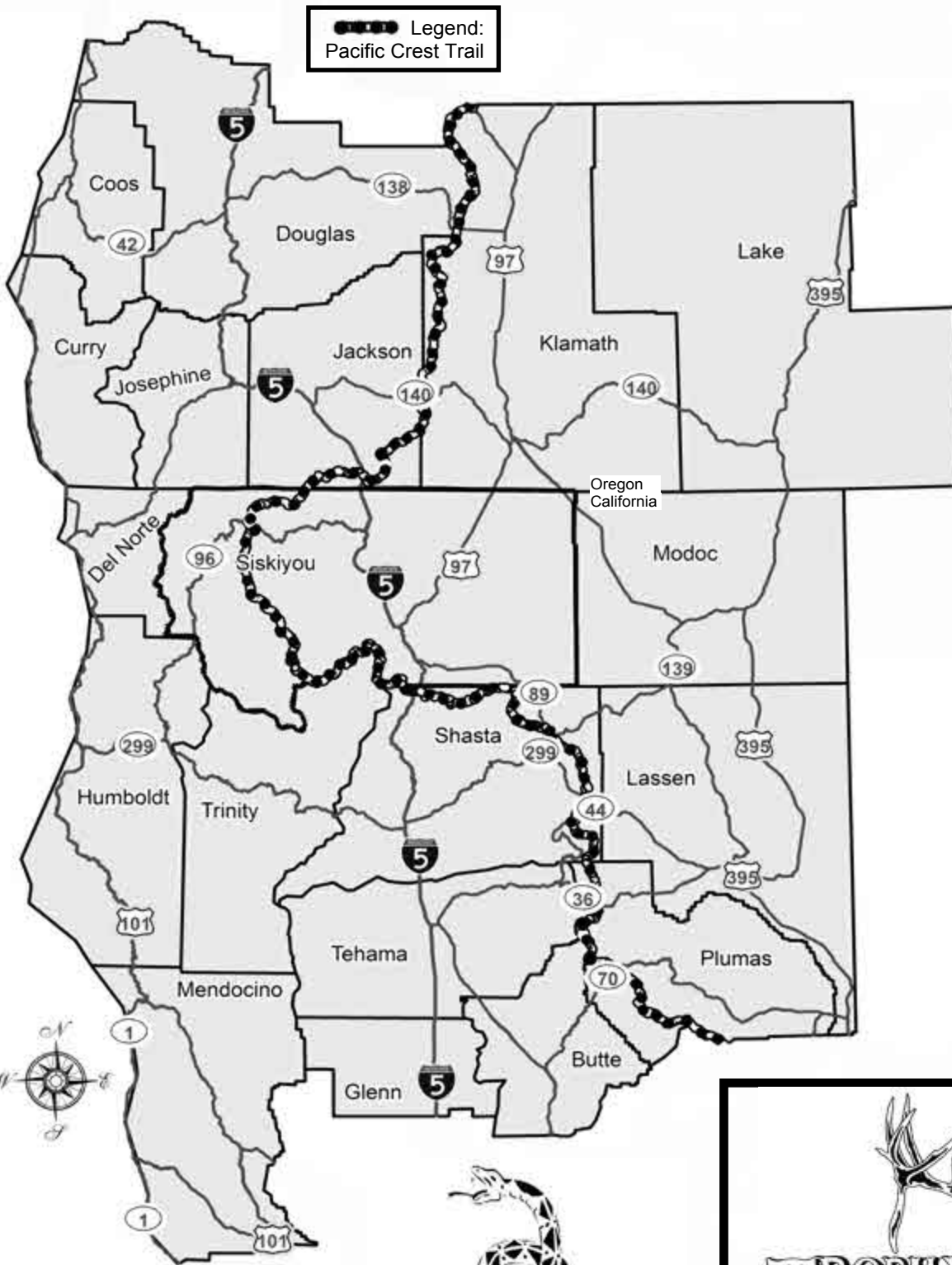


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 Printed by: Cascade Printing, Klamath Falls, OR

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