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—Ronald Reagan

Cover Photo - Lovely oak trees on a quiet winding backroad in the foothills east of Redding, California. Photo taken by M. Fain.

JEFFERSON BACKROADS is proudly published for the Hard Working, Old School & Patriotic Rebels who live in or travel through our Rugged & Beautiful State of Jefferson. We focus on the positive, the fun, the amazing local businesses, the history and THE ADVENTURE!!

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

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Editor:	Michelle Fain	Side Kick: Ralph Fain
Feature Writers:	Jen Bryan	Claudia East
	Gail L. Jenner	Ron McCloud
	Robert Pasero	Judy Sartor
	Bill Wensrich	Mickey Weston
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STITCHING IN THE DITCH

By Judy Sartor of
Mount Shasta Lily Quilt Guild

Every child deserves a hug. With Project Linus, those hugs are translated as blankets. A blanket provides a personal hug that a child can either carry along through the day or the refuge that a child can reclaim once he or she reaches home.

Quilters quilt--usually a lot. And if you have a quilter in your family, you are doubly blessed. Now Project Linus blanketers are special quilters indeed. They truly enjoy sewing blankets or quilts for children who are in need, for children who are troubled, for children who have been traumatized, for children who have lost everything through no fault of their own. More simply put, the blankets are for children who need a hug.

Twice a year about 100 blanketers--that's what we call ourselves--gather at Klamath Community College from, basically, all over the State of Jefferson. We are provided with kits--the design is a surprise to us--and we spend the day sewing, chatting, laughing, shopping and eating. Those are some of our favorite activities. And just visualize the sound of 100 sewing machines. The eventual result will be 100 quilts for the children of Project Linus, as well as 100 satisfied quilters.

Now I will digress. I taught school for 30 years, most of those at Mt. Shasta High School. Life being what it is, I can tell you that there were few days when I did not encounter a student who needed a hug. All I could offer was a compassionate word, a receptive ear, and that hug. Political correctness, however, is removing the hug from the school. And, I believe this is not good.

Now, as we approach the Christmas season, keep this in mind. You may not have the ability to create quilts. And that's all right. But you do have something that you can offer to your family, your friends, and your community: a hug and your love.

*"Hugs can do great amounts of good--especially for children."
Princess Diana*

Photo of many amazing quilters creating lovely quilts. Submitted by Judy Sartor.



Shasta Lily Quilt Guild

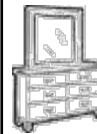
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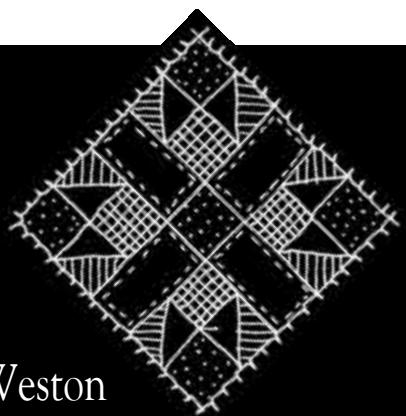
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by Claudia A. East

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 Cleland Building 313 West Miner St.

This is an edited article that originally appeared in the 1988 Spring Edition of Echoes. The Account of the Cleland Building was compiled from the records of Fred Meamber and Donald Carey. From Yreka Echoes, the monthly publication of the Yreka Preservation Corporation. Reprinted with permission.

Today this building is home to the Shasta Chocolate Emporium. While inside the building take time to observe the brick walls and to fully appreciate the age of this old building with its additions and modifications as time has progressed. It takes time to note that the south wall and the west wall do not fuse together as a corner but seem to be somewhat independent of one another. The raising of the ceiling is obvious too with several courses of bricks that do not match those below. A pass-through in the south wall must have been a back entrance at one time and a view of the building from the parking lot in the rear confirms no remnants of the warehouse that once extended to Center Street. The owners in 1988 discovered at some point that the ceiling insulation at that time was plain soil, about 18 inches deep! The double arches that were recently removed from the front of the building were a 1988 addition as well as the brickwork frontage.

The first record of ownership of this property was found in the Siskiyou County Book of Deeds at the Court House record: Book of Deeds, 6, p. 493 on 10-12-1858 Perry Hoyt to John Cleland for \$4,250. A certain parcel of land together with the brick building thereon, being on the south side of Miner Street in Yreka City, having 21 feet, 2 inches, front on Miner Street and extending back the same width to Center Street, bordered by the lot of Livingston and Bro. (the building at 311 Miner) and lot now owned by said Perry Hoyt.

John Cleland had two partners during the operation of a general merchandise store at 313 W. Miner Street until nearly the turn of the century.

On September 13, 1867 an announcement appeared in the local paper that Cleland and Walbridge are "building an extension of 40 feet on the back of their store, with the intention of going into the grocery, provision, hardware and general merchandising, in connection with their dry-goods trade. They have an extensive stock on the way to be ready for the fall and winter trade."

Disaster struck in the summer of 1871 as an article in the Yreka Union states: "Cleland is busy repairing the damage to his store by the Fourth of July fire. He will raise the roof about two feet and make the front of the store much longer."




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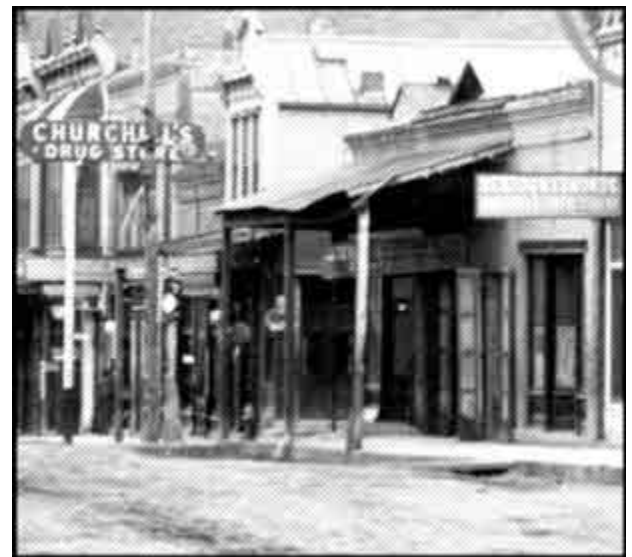
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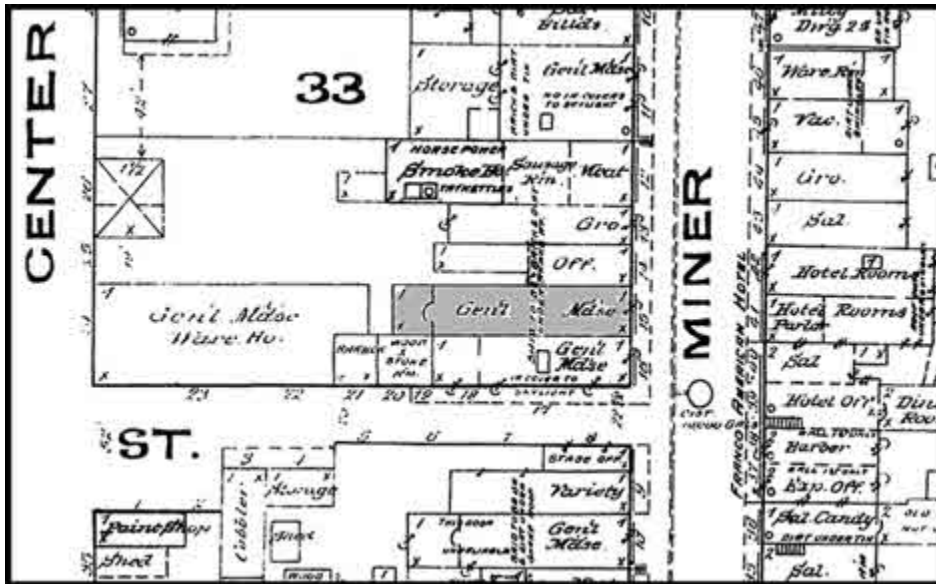
“It is his intention to have the store hard finished throughout - new shelving put in, and fitted up in the most improved style. He calculates to make it the ‘nobbiest’ store in town before he gets through with it. He will endeavor to have it finished next month.”

In the same issue it was noted that Walbridge has removed the remainder of his goods into the back part of Raynes and Pyle’s building where Walbridge can be found at all times ready to sell any article he has there, at any price, for cash. Cooley and Pollard bought the building in 1924 and after they purchased the Diner and Churchill Hardware, records of ownership became vague. R. H. Wallace operated Wallace’s Sporting Goods in 1944-47 and it was then purchased by W. H. Guthrie and W. P. Torney. ♦



John Cleland Store along Miner Street under the metal awning circa 1895.

A portion of a map showing the Cleland Store location along Miner Street, Circa 1895.





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Photo of our Glorious Mt. Shasta as seen on Old Highway 99 taken by M. Fain November 14, 2015

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Upcoming Events

December 8, 2015 at 7 pm
Annual Holiday Potluck at Yreka
Preservation for members, and friends of Preservation.

January 7, 2016 at 7:30 p.m.
Pacific Crest Chamber Players in concert at Preservation Hall.

January 14, 2016 at 7:30 p.m.
Violin-Piano Duo Concert Patrick Dalton-Holmes & Chiharu
Sai. Preservation Hall.

January 31, 2016 at 2:00 p.m.
Red Scarf presents an Opera Concert Preservation Hall.

MORE FUN EVENTS AROUND THE AREA

North State Giving Tuesday

Tuesday December 1

See AD on Page 11 for Details...

Night of Lights

Friday December 4 at 6pm in Yreka

Yreka Chamber (530) 842-1649

Candles in the Canyon in Dunsuir

Saturday December 5 at 8:30 am

See Lovely AD on Page 16

Holiday Craft Fair and Breakfast

Sunday December 6 from 10am - 3pm

Klamath River Community Hall

Klamath River, California

See AD on Page 4 for all the details.

Red Scarf Society - Holiday Concert

Sunday December 20 at 2pm

Call for info: (530) 340-5587

Chinese Auction - Pirate Theme

Saturday January 30, 2016

Weed, California

Call (530) 938-4624

Holiday Bazaar

December 4 from 9 - 4pm

Community Presbyterian Church

Tulelake, CA

(530) 667-3276

Country Christmas Holiday Craft Fair

Friday & Saturday December 4-5

College of the Siskiyous, Weed

Call (530) 938-5373

2015 Annual Bonanza PPA

Christmas Bazaar

December 5 from 9 - 4

Bonanza High School Little Gym

Bonanza, Oregon

(541) 545-6581

Winterfest

December 5

Lakeview, Oregon

(530) 233-4434

Quota Club Christmas Bazaar

December 5-6 from 9 - 5pm

Klamath County Fairgrounds

Klamath Falls, Oregon

(541) 883-3796

Snowflake Festival Parade

December 10 from 7 - 9pm

Downtown Klamath Falls, OR

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**UPCOMING BUTTE VALLEY - DORRIS EVENTS
PLEASE TURN TO PAGE 28 FOR SCHEDULE**

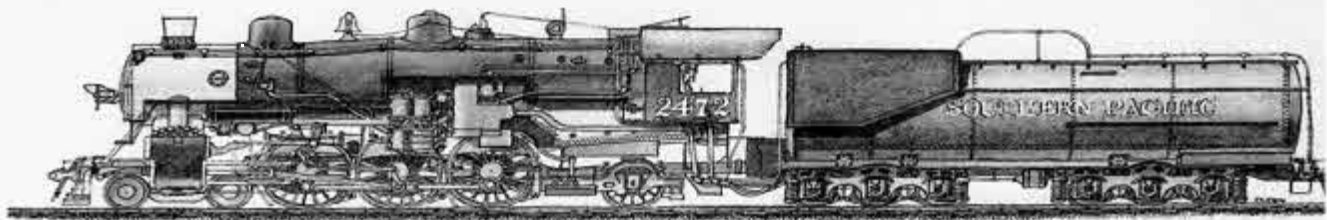
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DUNSMUIR RAILROAD DEPOT HISTORICAL SOCIETY

Past Winters in the Canyon!

The winter of 1890 saw 16' of snow at Sisson to the North. The snowfall caused the entire railroad to shutdown for nearly 48 days and a train was nearly buried at Sims.

The winter of December 1936-February 1937 saw record snowfalls, not even heroic efforts could keep rail lines and highways continuously open. Many Dunsmuir stores had snow tunnel entrances. Winter had the town in a paralyzing grip. Snow was even shoveled by hand onto flat rail cars which were hauled below town; the dirty white stuff disposed of in the river. 180 carloads were unloaded in this way. 181" of snow buried the Shasta Division for hundreds of miles.

The winters of 1949-1950 and 1952 were as severe as the winter of 1937 and were ones that the railroaders remember well. The canyon was hit with storm after storm and before long over 16' of snow was paralyzing the town and railroad. Everyone in town worked together to keep the rail lines and highway open. Town dump trucks would load flat cars going to Willamette Valley where the snow would melt in the warmer Oregon valley. The men working at Dunsmuir sometimes had severe conditions to stand against but their job was to keep the trains moving and that they did through ingenuity and hard work.

The winter of January 1952 saw much snow and December 1952 had another huge snow storm hit Dunsmuir. The common cause for the railroad was to keep the line open. Giant steam rotaries chewed away while snow filled the cuts almost as fast as they were cleared.

References: Dunsmuir Centennial 1886-1986 and Dick Murdock's Folk History, Dunsmuir by Deborah Harton and Ron McCloud, and Steam Days in Dunsmuir by Robert Church

The Dunsmuir Museum is closed for the winter months of November through March 2016. Follow the Depot Society at www.dunsmuirdepot.com.



Historic photo of the local snowstorm of 1938. Courtesy Siskiyou County Museum archives.



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Revisit the past in this historic railroad town.
Museum and Railroad Display Room
will be closed from November 2015 through March 2016.

HISTORICAL MARKERS OF OUR REGION




The new plaque. Photo submitted by Bill Wensrich.

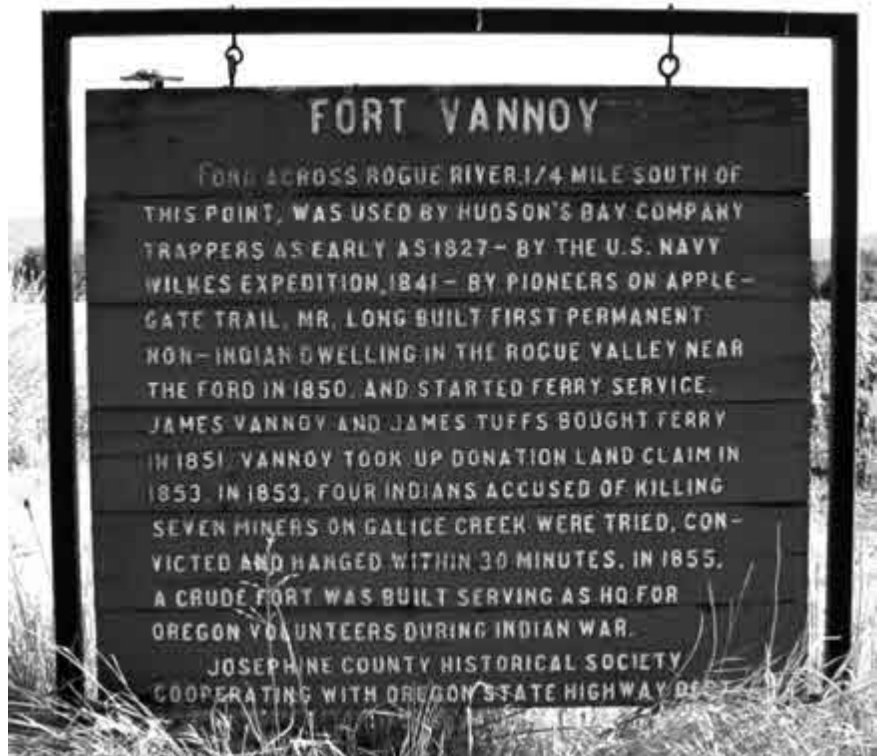
Fort Vanoy

The Plaques of E Clampus Vitu
 Umpqua Joe Chapter No. 1859
 The forty second in a continuing series of
 articles prepared by Bill Wensrich
 "If you ain't plaque'n, then you ain't Clampin'"

Oregon's E Clampus Vitus Umpqua Joe Chapter installed their second Humbug, Robby "Fosdick" Robinson, on January 1, 2012, ClampYear 6017 in the reckoning of our Order. Robby had it in his mind to put up three plaques, each one in a different county while in office. With help from Old Prospector Glenn Hearrell, the Chapter selected the historic Fort Vanoy location in Grants Pass, Oregon to be the first plaque that year.

Plaquing Fort Vanoy was Glenn's idea. As a member of the Josephine County Historical Society, Glenn previously spearheaded repairs for the old wooden plaque back in 2007 on behalf of the Historical Society; they were overseers for the Fort's old wooden marker. Torn up again and in disrepair, the Chapter authorized Robby to replace the old plaque, partnering with the Historical society. A brand new historical marker to be built in the ECV tradition was planned.

Utilizing chapter and JCHS funding, Robby bought a granite sheet from West Coast Monuments in Myrtle Point. Glenn was ramrod on the plaque wording. With a few minor tweaks from the JCHS, the proposed wording was approved. Robby had West Coast Monuments engraved the granite. After receiving permission from Fort Vanoy Farms, Glenn's erection crew went to work pouring the concrete monument. 



The old wooden marker before it came to be in a state of disrepair
 Plaque photo submitted by Bill Wensrich.



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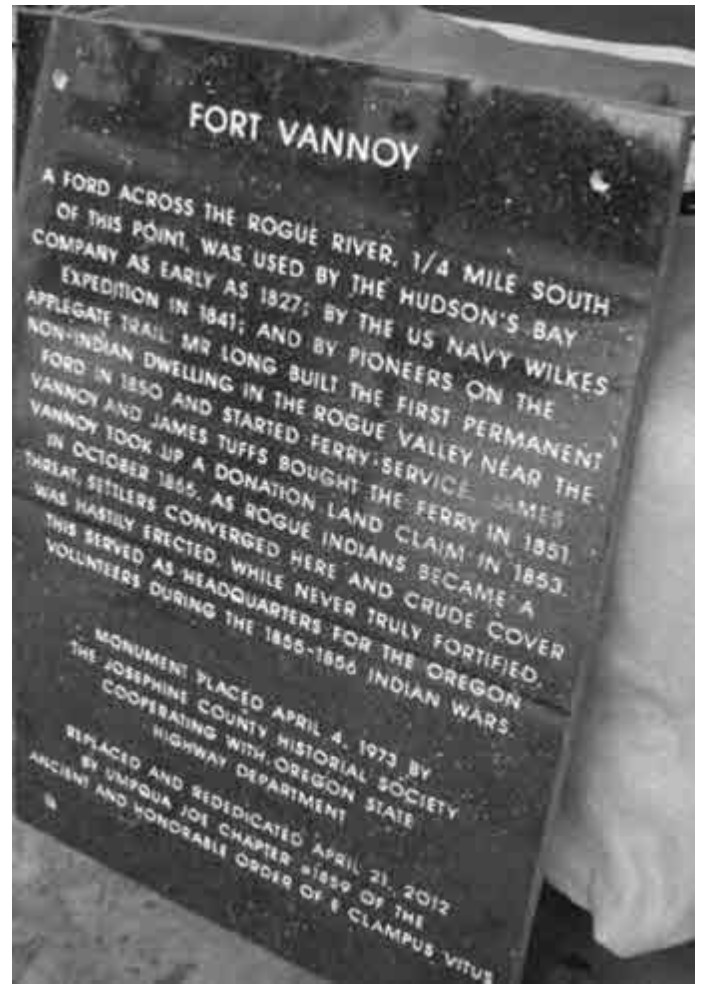
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With help from Vice Noble Grand Humbug Matt Perkins, Robby, Glenn and Reuben Robles poured the concrete and installed the plaque, constructing a very nice historical monument.

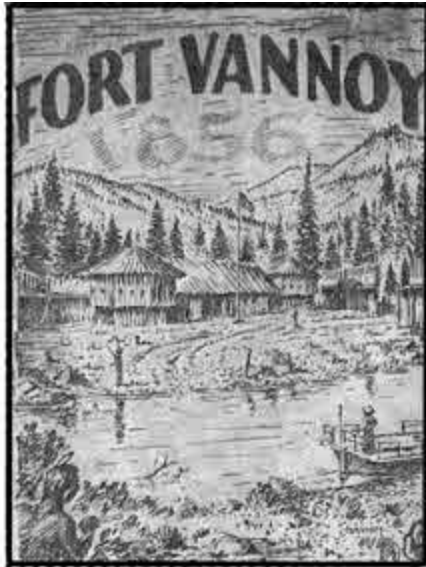
The Chapter decided to host a one day function. On Saturday, April 21, 2012 the Historical Society and Umpqua Joe Chapter dedicated the plaque. About 20 Redshirts attended as well as many JCHS members. The Grants Pass newspaper covered the event. Lunch was served at the nearby County Park. Two new initiates were "taken in" by the Chapter: Bob Crouse, owner of Vannoy Farms and 95 year old Joe Hallouer, a WWII bomber gunner. Joe later claimed he hadn't been "taken in" by the Chapter, but rather was "taken by" the Umpqua Joe Chapter. All around had a good laugh.

Established in October or November of 1855, Fort Vannoy became one of the most important posts of the Oregon Volunteers during the Rogue River Indian war of 1855-1856. Serving as headquarters camp for the volunteers, the site was located on the north bank of the Rogue River four miles west of present day Grants Pass, Oregon. Known as Camp Vannoy, it is possibly named for the family on whose land it was located. Margaret Vannoy has been identified as the land claim holder, possibly spelling her last name as Vannoy. The Fort ceased to operate after the conclusion of the Rogue Indian War.

The Historical Marker is located at the entrance to Fort Vannoy Farms, Grants Pass, Oregon at 5791 Lower River Road. ♦



Plaque photo and images at left submitted by Bill Wensrich.



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History of The Mount Shasta Region

Story submitted by:
 Mt. Shasta Sisson Museum
 1 North Old Stage Road - Mt. Shasta, CA 96067
 (530) 926-5508
 www.mtshastamuseum.com

"Chinese Labor on the Railroads"

Building the railroad lines was hard physical labor, especially in the late 1800s when most of it was done by hand. A large majority of men on the west coast found it more profitable and satisfying to do mining and farm work rather than building railroads.

The railroad company needed 5,000 laborers, but the most they could get was far less than this. Charles Crocker, the Central Pacific General Superintendent, suggested that the Chinese be hired, as there were many of them in California.

There was some resistance to this plan, as stated by the J.H. Strobridge, the Irish construction superintendent, who said, "I will not boss Chinese. I will not be responsible for work done on the road by Chinese labor."

However, because the white laborers were scarce and unreliable, Strobridge decided to experiment by hiring fifty Chinese from the vicinity, putting them to the simple work of filling dump carts. The Chinese proved to be so adept at this task that they were soon given other duties. They proved to be excellent workers. Soon, the Chinese composed more than 90% of the work force on the railroad.

Charles Crocker said, "... Chinese are up at the crack of dawn on Monday morning, brewing their tea and getting to work, while other workers are still sleeping off their weekend hangovers."



Historic Photo submitted by Mt. Shasta Sisson Museum.
 4,500 Chinese were employed grading the road near Black Butte.

There were many sources of anti-Chinese sentiment by workers' groups who described the influx of Asian workers to the United as "yellow peril."

In the 1890s, when George W. Scott and William Van Arsdale were constructing the McCloud Railroad, they also found it very difficult to get white labor to dig the railroad grades. So Scott and Van Arsdale brought in 60 Chinese workers and camped them on the job. One night, local citizens made a raid on the camp. The Chinese fled. The next morning, Scott and Van Arsdale rounded up the frightened Chinese and placed a guard at the camp. A public meeting was held with the request that the Chinese workers be left alone, as they were doing the work that no white man would do. Scott and Van Arsdale promised that the Chinese would be discharged when the fill across the Big Canyon was completed. In spite of this promise, within two weeks, there was another raid on the Chinese camp. The workers were kidnapped and loaded into a boxcar, never to return.

Unfortunately, this discrimination toward the Chinese continued for many years, though the railroad admitted their debt to these competent workmen. ♦



Historic Photo submitted by Mt. Shasta Sisson Museum.
"Wherever we put them, we found them good, and they worked themselves into our favor to such an extent that if we found we were in a hurry for a job of work, it was better to put Chinese on at once." —Charles Crocker


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PHOTO: Bill Mattern of the Highland Mine.
Original Photo. Courtesy Gail Jenner 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.

“NEW YEAR”

With approaching New Year, it’s always appropriate to look back and reflect on one’s accomplishments as well as changes. Digging through some old newspapers I came across some interesting anecdotes. One article, from the January 3, 1928 issue of THE SISKIYOU TIMES, was entitled **OUTLOOK FOR SISKIYOU IN 1928: EXCEEDINGLY BRIGHT IN ALL THE DIFFERENT INDUSTRIES.....**

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 afoot 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.

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 their output significantly. The Weed Lumber Company had already made improvements at their 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.



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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, “the mining industry never looked more favorable in Siskiyou county than...at the present time.”

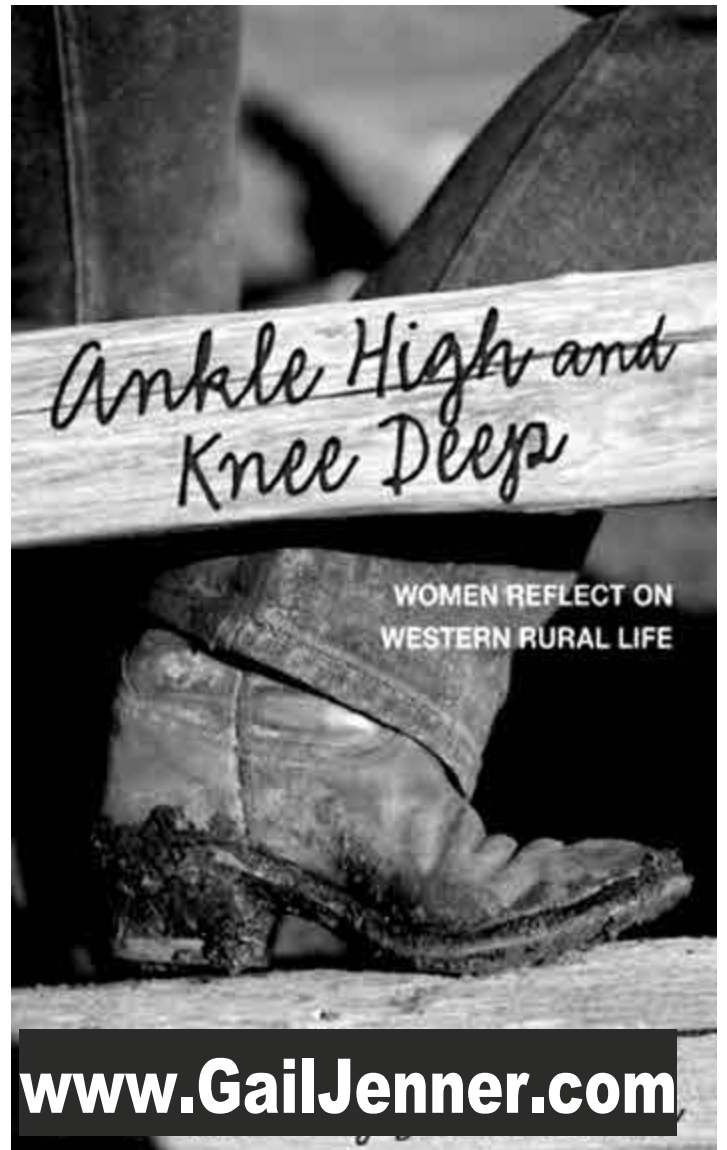
Other anticipated projects for 1928 included new roads. One, the “most important before the public,” was the Weed-Klamath Falls highway from Weed to the Oregon line. Also, a road from Grenada “south of Yreka to connect with the Pacific highway at Hornbrook, a distance of twenty-six miles,” was being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

The last area discussed in the article included a wrap up of building projects completed during 1927. One of those named was the Masonic Hall in Yreka, “one of the best appointed structures of its kind in the state.” Another project was 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, which was deemed “a most commodious hotel with excellent service.”

It is clear that 1928 was a potentially prosperous NEW YEAR. Hopefully 2016 will reflect prosperity across the region, too. ♦



PHOTO: Loading Logs. McCloud Lumber Company.
Courtesy Gail Jenner Collection.



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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 The Land of the Giants”

I was born and raised in Redding, California...not the Redding of today, but the bucolic Redding of the 60s and 70s. At that time Redding was very American Graffiti-like. In the early 60s it was tree lined with a beautiful historic downtown area. When President Kennedy visited to dedicate Whiskeytown Dam in 1963 nearly the entire town of 10,000 turned out to welcome him.

I was blessed to have had some exceptional teachers growing up. In the third grade I struggled with reading. Now I usually have at least a couple of books in various stages of completion. Books are a doorway to another world. But that was not always the case. Credit goes to my 3rd grade teacher Mrs. Warren. She was one of those teachers who called young boys by their surnames; “Mr. Jones” or “Mr. Pasero.” She introduced me to “age specific books” by an author that remains one of my favorites. Jules Verne was a 19th century playwright, poet, and novelist often pigeonholed as writing only children’s books. His, “Twenty Thousand Leagues Under the Sea” got me started. However, favorite was (and still is) “Mysterious Island.” In the novel, five Union Civil War POWs escape in a hot air balloon. They are whisked away to land on and be stranded on a strange island inhabited by giant ants, bees, and other creatures of enormous size.

Imagine my surprise when one day I suddenly found myself surrounded by Jules Verne like creatures of enormous size. I explored, I enjoyed and I am quite sure I looked like a child dashing from one creature to the other. To find this unique and little known place we must get **ON THE ROAD TO THE LAND OF THE GIANTS.**

In this place we call home we might encounter some large creatures. We could find ourselves eye to eye with a black bear weighing in excess of 400 pounds or a Roosevelt elk tipping the scales at a thousand pounds. We might even find a creature of truly mythical proportions who even has a scenic highway named after him: Bigfoot.

There is a place in our little corner of the universe where enormous creatures really do exist...creatures (some of which reportedly went extinct millions of years ago) stand tall and lap dogs that...well let’s just say that no lap could hold this one.





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Today we will take a road trip to north eastern Shasta County. My preferred route to this mythical "Land of the Giants" is via Highway 299 going east from Redding, particularly if I am on a motorcycle. The twists, turns and even the straight sections of Highway 299 have character and beauty that you can truly appreciate only with your face in the wind. Continue east on 299 for 55 miles and you will find yourself in the beautiful mountain community of Burney. Following a lunch stop in Burney continue eastbound on Highway 299 two more miles to Cassel Road. Turn right on Cassel Road and drive 1.8 miles. On the right side of the road you will suddenly find yourself in...THE LAND OF THE GIANTS. The "land of the giants" as I call it is actually a group of "Industrial Sculptures" parked on the edge of the property belonging to "Packway Materials" at 22246 Cassel Road.

Imagine finding yourself staring in wonder at a smiling dachshund...only this dachshund is nearly the size of a greyhound bus! On a hot day you might find yourself longingly looking at a 12 foot tall ice cream cone or an equally large snowman. Perhaps the pterodactyl of enormous size or the 40 foot long brontosaurus that weighs several tons piques your interest. I personally liked the whimsical 12 foot long, green "inch worm."

The sculpture that I imagine was the most difficult to construct is the bespectacled grasshopper stylishly adorned with a top hat. But there is more...the pink flying pig will certainly draw your attention as will the artistic fly fisherman who has hooked a very large German brown trout. The flying Volkswagen Bug is an exercise in art imitating life. The artists took the commonly accepted name of the abandoned car and turned it into an artistic display. The Sculptures seem out of place on one hand while perfectly at home on the other. I am sure somebody with artistic talent could explain the interesting juxtaposition in artistic terms. I just know it works for me.

While enjoying the time, effort and obvious talent that went into constructing these pieces of art please consider as well that these sculptures are relics of discarded hardware, former rusting hulks setting in fields as eyesores that have been converted to an artistic display for all to enjoy. The bug eyed dragon fly uses passive turbines from the top of a barn (used to ventilate heat from a house, barn or garage) to construct the eyes. If you are a fan of cold weather sports you will appreciate the snow skier, and snowboarder constructed entirely of discarded and repurposed junk.

Robert Slayden described the sculptures on the roadside America website as, "The best Sculptures along the road I've seen so far!" I think he may be right.

But wait, there is more. Leave Cassel east on Cassel Road. Cassel road will bring us to Highway 89 and on Highway 89 the town of Hat Creek, is roughly halfway between the junctions of Hwy 44 and Hwy 299. You don't want to miss the Giant Cowboy do you? Well the Giant Cowboy now calls Hat Creek home. Actually he used to live in Dunsmuir. He was the Muffler Man at a mechanic shop there for years. He was purchased, moved and renovated. He now oversees a cattle ranch in Hat Creek. The Giant Cowboy of Hat Creek and the Industrial sculptures in Cassel - the Land of the Giants is right here in beautiful northern California.

Perhaps we will see you the next time we get ON THE ROAD TO THE LAND OF THE GIANTS. ♦



Photo of Giant Flying Pig taken by Bob Pasero.

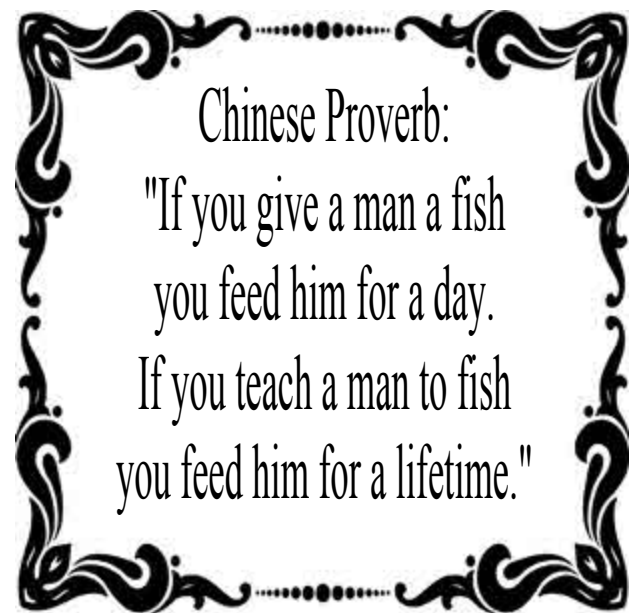


Photo of Giant Grasshopper taken by Bob Pasero.



UPCOMING EVENTS IN DORRIS:

Dec. 3, 4 & 5 - Roberta Criss Memorial Bulldog Classic Basketball tourney at BV High School

Dec. 6 Tree Lighting & Caroling 6:00 pm at Dorris City Hall;

Dec. 11 5:00 Bonfire at Museum

Dec. 13 5:00 Christmas Parade, 3rd Street, Dorris.

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PIONEER STORIES:

NAME: JOHN KEGG

Story written by Brian Meek

Submitted by Jennifer Bryan of the Genealogical Society of Siskiyou County



John Kegg was born in Bedford County Pennsylvania in March of 1827. He had ten brothers and sisters. He worked on his father's farm and worked with him in the cabinet shop but there wasn't much opportunity for advancement there.

John left home for Tiffin, Ohio to stay with a cousin. He worked there for a couple of years but was getting restless, just as word was getting out about the gold discovery in California.

He watched as several men left Tiffin for the goldfields. Not long after, Henry Davis decided to go too. John bought a horse with his meager savings and decided to join a wagon train of about 80 in the party. On the

train, John met a couple of good ole boys, all ripe with excitement about the westward journey. The wagon train was a struggle, wagon wheels breaking, finding enough feed for the animals, sickness, cholera, but people banded together best they could. There were months and months of travel and very slow going.

The young men of the wagon train heard a rumor of a shortcut to the new fields in Yreka and 21 single men took off when they reached the Humboldt River in Nevada territory. They figured it would only take about four days to get there on the Applegate Trail as they called it and they took what they thought would be adequate provisions.

Well, after a week the provisions ran out. They figured that they must be close so they kept going rather than stopping to hunt. The group damn near died of starvation before they found a badger hole. They grabbed sticks and dug by hand until they heard the growls of what seemed like the devil. One of the boys shot twice until they didn't hear no more fussin'. They skinned that bugger and had the best banquet on that carcass that anyone can since remember. When they finally arrived in Yreka, Perry Hoyt only had one boot. They were a sorry lot.

They went gold mining and found some placer gold in some tributaries. There were miners everywhere on every tributary but they eventually found a seam on Yreka Creek and worked till winter. The winter of '52 - '53 was the coldest one ever. Snow piled high. Provisions ran out. People were starving and huddled together and grumbling. In the spring, Henry Davis and John Kegg started a hard rock mine in Humbug territory.

A few months of that was enough for John and he heard about land grants being taken up. John had seen some land on the east side of Shasta Valley that he became interested in. He started out with 160 acres of land grant and Henry Davis took another 160. As the smallpox plague of 1854 killed many of John's neighbors, he purchased their ranches. John got jobs as a carpenter and even hauled wagon loads of supplies out to the oncoming wagon trains for extra money. John almost drowned when his team of horses went over the submerged bridge on the Lost River in Klamath territory.



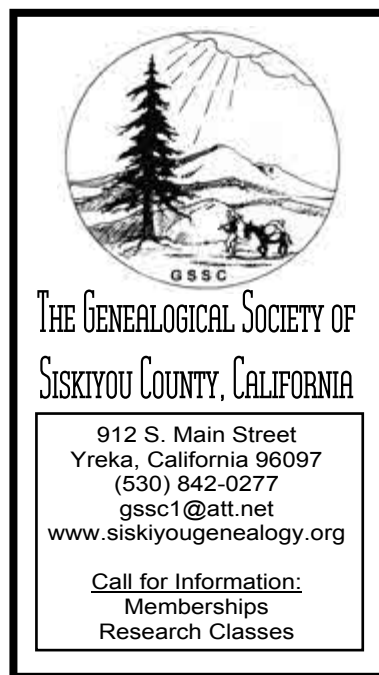
Historic Photo of the Kegg Family at their home.

John married Susanna Crow in 1858. They had five children by the time she was 21 and ultimately bore 11 children, three of which died young.

Over time, John tried to set his kids up with some land and most did pretty well. Susanna and her brother William got consumption and it took a toll on everyone. John took Susanna to Southern California for a spell but she didn't improve so they returned home. John's dear wife Susanna died in 1882 at the age of 39.

John got another 640 acres from the Desert Land Act and still more from the Timber and Culture Act; the only requirement was to plant 100 trees. John eventually owned over 2,000 acres in Shasta and Butte Valleys. John raised fruit, barley, wheat, alfalfa, had 160 head of cattle and employed 18 ranch hands.

John Kegg, Henry Davis and a couple of neighbors built the first school house in Shasta



Valley. John lived without a wife for 5 year and then he arranged for a new wife from Tuolumne Country. She came from good stock and was young and healthy. In 1889 John married Annie "Dido" Morningstar. John was 64 and she was 24. She bore two sons.

John died on the ranch in 1902. ♦



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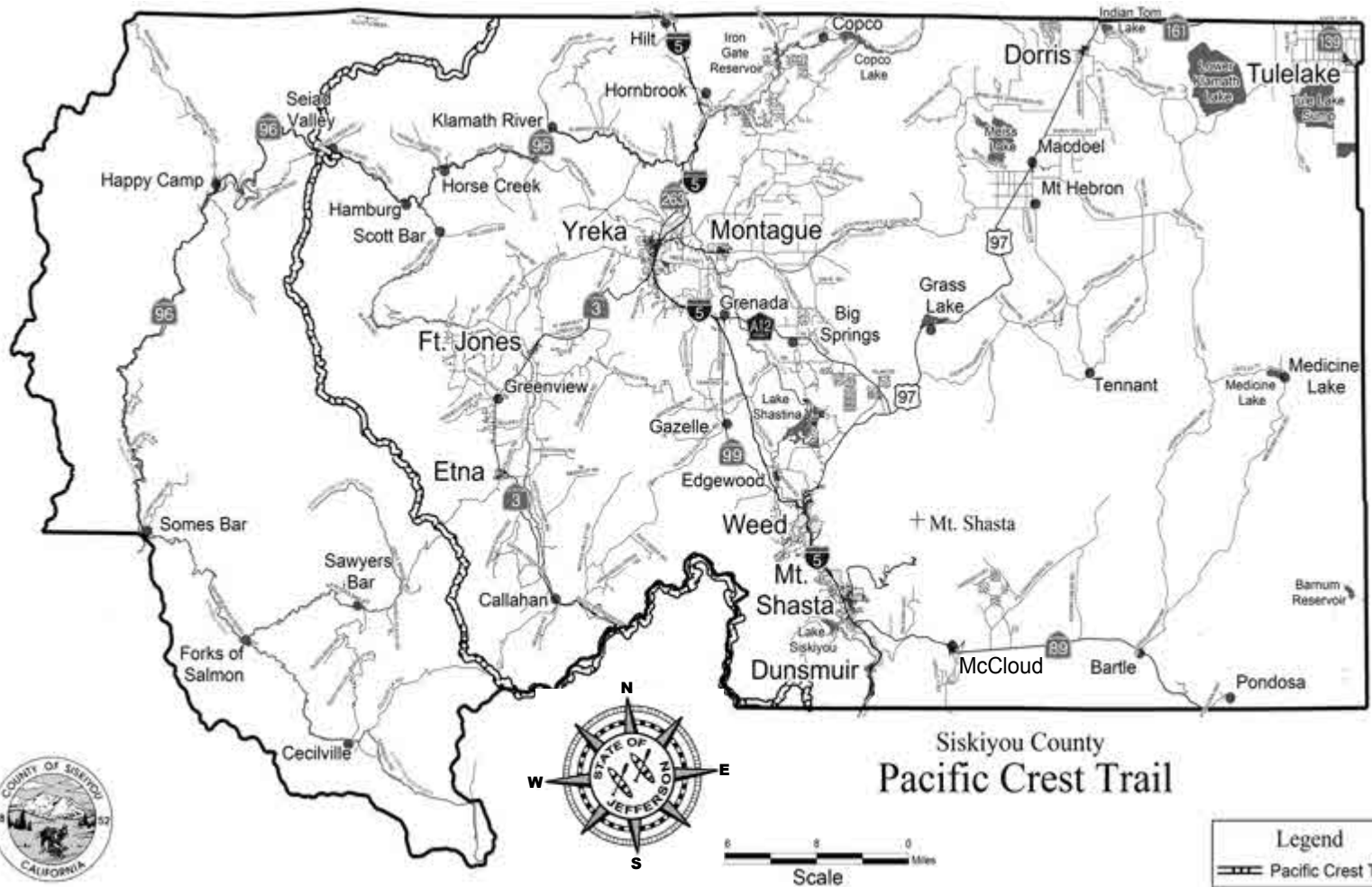
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George Jennings,
The EGG and SCBTP
Coordinator

siskiyouegg@gmail.com - Project Email
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