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Cover Photo by Ralph Fain. Hay Barn off I-5 south of Yreka, The Heart of The State of Jefferson!  
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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](http://www.miap.us) for more info.

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## “On the Road to - The Golden City”

When the California Gold Rush is mentioned to the vast majority of Americans and frankly to most Californians, the images that come to mind are of the gold fields and mining camps of the “Mother Lode.” Those images are accurate or at least they accurately represent the initial stages of the gold rush. What most people don’t realize is that the northern mines produced at least as much gold as the mother lode and, depending on your source of information, the northern mines may very well have far eclipsed the more famous mother lode in gold production.

Mention the mining camps named “Murphey’s,” Grass Valley,” “Rough and Ready” and even “Timbuctoo” and “Smartsville” and people immediately recognize them. However, “The Golden City,” may not resonate in your memory, the “Richest Square Mile on Earth” may not ring a bell and “Thompson’s Dry Diggings” will not be found in the memory banks of most GPS devices. But all of these are descriptive names for essentially one place. That one place is the destination of today’s journey. So, I’m inviting you along as we get On the Road to the “Golden City,” “Thompson’s Dry Diggings,” the “Richest Square Mile on Earth or, if you prefer, we can just call its more recognizable name. Whichever you prefer I think it is time to get on the road to Yreka.

To be honest this column was written quite some time ago. I wanted the column to be published in March. To understand why I wanted it published in March we must travel back in time to 1851. Eight score and three years ago this month (March 2014) Abraham Thompson leading a party of 6 miners from Oregon to the gold fields decided to camp for the night. They were following the Siskiyou Trail enroute to a recent gold strike on the Scott River. They chose for their campsite a well known, level meadow area called the ‘Flats.’ The Flats had been used by other Argonauts heading to the gold fields and to be sure those earlier gold seekers had prospected here with very little to show for their efforts.

Thompson and the others were breaking camp the next morning when, legend has it; Thompson noticed something clinging to the roots of the bunch grass the mules were feeding on. In the roots of that grass he saw them. . . tiny flakes of GOLD. The miners contemplated moving on to Scott Valley but soon realized that they had already found gold and decided to stay. They staked claims and began to work them. They met with immediate success. The small meadow soon became known as the “Richest Square Mile on Earth.” Word of their strike spread



quickly. Soon the little mining camp at the Flats became known as “Thompson’s Dry Diggings.” Within 5 months the small mining community had grown to a booming city of nearly 5,000.

The mining city that sprang up around the gold discovery soon had a ‘real’ name, “Shasta Butte City.” In 1852 the County of Siskiyou was formed and Shasta Butte City was named the county seat. However, the seat of neighboring Shasta County already had the word “Shasta” in its name. To avoid confusion this new community needed a new name. The new County Seat was renamed “Yreka.” There is a bit of controversy over the origin of the name. Linguists will tell you that the name was derived from the language of the Shasta Native American Nation and literally means either, “White Mountain or “Northern Mountain.” In his autobiography Mark Twain, never one to let facts ruin a good story, tells it differently.

According to Twain a bakery was opening in the new community. A sign for the bakery was painted on canvas. The sign was unfinished with the letter “B” yet to be added. A miner saw the sign from the back side and all that could be seen were the letters Y-R-E-K-A which read as Yreka and, according to Twain, that is how the city came to have its rather unique name. Fanciful yes, true not likely, interesting most assuredly, and it is part and parcel of the legend of one of the richest communities in the northern mines.

As with most gold rush cities Yreka had a strong Chinese population, the majority of whom came from the Kwantung Province. To meet the needs of the Chinese community a “Chinese Cemetery” was established west of town in 1877. Twelve years later, in the winter of 1889/90, Yreka’s “China Town” was destroyed by flood waters and Yreka’s Chinese residents began to drift away. The last confirmed burial in the Chinese Cemetery was in 1928.

Yreka hosted its share of celebrities too. One may have seen Poet Joaquin Miller rubbed shoulders with Mark Twain or perhaps some had seen the most celebrated and successful entertainer of the 19th century, young Lotta Crabtree. She started her career in Yreka performing at the Arcade Saloon for 2 years as a child.

Gold rush communities were often swept by fire. A devastating fire in 1871 destroyed Yreka’s central business district. Many of the buildings and businesses were rebuilt with brick and fire safe doors. Many of these historic buildings are still sanding and still in use in the historic central district of the city. This area of Yreka is a must see on your visit.

Nearly 100 years after the gold rush Yreka was again in the center of public consciousness by the 1941 “Jefferson State” rebellion. Yreka was the State Capitol of the proposed new state. As it unfolded the “Rebellion” was documented by the San Francisco Chronicle’s Stanton Delaplane. Deleplane was awarded the Pulitzer Prize for reporting the rebellion. The Jefferson movement is alive and well. The roots of the movement can still be found in Yreka. Perhaps we should get On The Road to the Capitol of The State of Jefferson or as we call it today, Yreka. ♦



Photo depicts the entry to the city of Yreka off I-5. The miner and his burrow have the city's arch and name behind them. Photo taken by Bob Pasero.



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## Siskiyou Arts Council Receives \$50,000 Expansion Grant To Help Facilitate North County Art Programs For Youth

The Siskiyou Arts Council's (SAC) special focus in the coming year is to offer even more art programs to youth as part of their mission. They value working directly with other community partners who feel "art is key to a healthy community and healthy development for children."

It's a good thing the Hearst Foundation feels the same way," says SAC's vice president Bob Swanson. "We look forward to expanding our Siskiyou Arts Bus programs and want to offer a new feature: a mobile 'Art Cart' art teacher and supplies vehicle to north county area schools and family centers.

"When children have access to creativity it can help all community members," says Swanson. Our Art Cart program plans to drive to various North County areas to deliver exceptional creative opportunities to youth, based on community support and donations. The more support we acquire, the more programs we can provide," he explains.

SAC needs the community's help with matching some of the Hearst dollars to purchase a suitable vehicle for the new Art Cart programs. They are looking for a low-mileage, oversized cargo van that is both mechanically sound and cosmetically in excellent condition. Also we are requesting donations of any amount and letters to show public interest.

With the Hearst grant support, SAC also plans to expand their Juvenile Justice program working with incarcerated youth by developing an "outside of the hall" visual arts component, and potentially a performing arts program.

Tax-deductible donations by check should be made out to Siskiyou Arts Council, with the memo "Arts Bus North." Donations can be sent to PO Box 597, Mt. Shasta CA 96067. For more information please contact Bob Swanson at (415) 515-7260 or Pamela Newman at (530) 859-2309. ♦

**NOTE:** Folks can ride the Depot Society's "Membership Train" by sending \$10 to P O Box 324, Dunsmuir CA 96025.

Funds raised provide for the continued maintenance of the Amtrak Depot, the Railroad Display Room and the re-establishment of the Dunsmuir Museum.



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# LEGEND OF BIGFOOT

In 1967 I was working in Weaverville. I had a wife and 3 kids and we had a nice little house. One evening there was a knock on the door. Opening the door I saw two fellas standin' there. The taller one introduced himself as Roger. He said his friend was Bob. They had been talkin' to folks in town trying to get information about Bigfoot and somebody told them to come see me. I nearly slammed the door. The last time Bigfoot came up was when I was working in the woods and I didn't want to get drug into the middle of that again. The first time nearly shut down the mill. I didn't want that to happen, I had a wife and family to feed. But they sounded sort of needy so I invited them in and we put on some coffee.

Roger and Bob and my wife and me sat chatting a bit getting to know each other. They said that they needed a guide. Roger was in hopes that I would. "You're the one doin' the talkin'" I said. So, Roger went on. He said he heard that I had seen a Bigfoot while working on a road crew. I didn't say nothin' and he took that as a sign to keep talkin'. He said he had a narrow "time window." He had rented a professional movie camera but he didn't have it for very long. Then he said, "I'm on a tight budget but I will pay you \$500 if we get film of a Bigfoot based on the information you provide." That got my attention! That ain't much money today but minimum wage back then was about a buck and a half an hour and a guy making \$350 to \$400 a month was making good money. I was doing pretty good for the time and place but \$500 was still a good bit over a month's wages and this was free money! For the first time I looked him in the eye and, trying not to sound too interested and said, "I'm listening."

He wanted me to take them into the area where we had our run in with Bigfoot and show them where the tires and drums had been pitched into that gully. They wanted to see where that Bigfoot had tossed sticks and rocks at us too. We haggled a bit and we finally agreed that I'd guide them in and show the ridge where those animals tossed stuff at us and the ravine where the tires and drums had been tossed. They wanted to know if there were any creeks or rivers in the area. They didn't know diddly about that area 'cause there are creeks all over the place. I agreed to show them some of the creeks too. In exchange they agreed to pay me the \$500 whether or not they got film of a Bigfoot. My name was not to be mentioned in any way shape or form and once I showed them the area I could leave and they were on their own. If they didn't show up in a week I said I would come looking for them.



On my first day as a Bigfoot guide I took 'em up the hill and showed them the gully where the barrels and tires had been tossed. We hiked to the bottom and sure enough; they were still there. Probably cost too much to fish them out. Somebody had pushed dirt over them to cover 'em up. You couldn't see 'em from up on top but when you hiked down to the bottom they were still there. I showed them where we were standing when we got pelted with rocks and branches and I showed them the ridge that Bigfoot had been standing on. They had their cameras and were shooting film and taking pictures all over the place. They even took pictures of those rusty barrels and old tires down in the gully.

They told me that there had been some recent Bigfoot sightings that they wanted to investigate over at Bluff Creek near Orleans. They rented some horses and the next day I took them up there. I showed them the creeks and rivers too. And alongside Bluff Creek in a steep little canyon I saw a big footprint in the mud and it was fresh not more than an hour old. I had a feelin' that it was a lot fresher than that. I showed it to them and they were all excited.

I told them it was time to go 'cause I wasn't staying in that canyon any longer. They saw I was serious and we got out of there as fast as we could. They asked me to go back with them the next day. "Nope," I said, "I got you where you wanted to be, there is fresh tracks and if you are gonna shoot movies of Bigfoot that is your best bet but I ain't going back." They offered more money but my mind was made up. I felt we were being watched the whole time we were there and I didn't want to be in that narrow canyon with a mad Bigfoot! I wasn't goin' back! They paid me the \$500 and I went back home.

A week later they were at my door and they were all excited. Roger said, "We did it, we got film of a Bigfoot. It is only a minute long but we got it! This will change history!" I saw the film later and I'm here to tell you, it is real. It shows a female Bigfoot, tryin' to get away. I know what they look like and I know how they move and it was shot right where we found that track. I guess the film is pretty famous, and I guess Roger Patterson and Bob Gimlin are too. As for me, I am glad nobody knows me. ♦



# HISTORICAL MARKERS OF SISKIYOU COUNTY

## “Clyde Johnson Lynching”

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

The twenty second in a continuing series of articles  
prepared by Bill Wensrich

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

Bill Haas, a “Cracker Jack” of Noble Grand Humbugs, is credited with having this historical plaque erected. Bill put up more plaques than any other Club President and took the reins again as the Chapter began to decline in the early nineties.

*(See photo of Bill at left and Plaque text at top of Page 11.)*

First set in a concrete monument in front of the Boston Shaft restaurant in Yreka in 1991, the plaque was located near the site of the hanging. In 2012 the Humbug Chapter moved the plaque across the street to the north side of Moonlit Oaks Avenue in Yreka where it shares a brand new concrete monument with its new sister plaque, Moonlit Oaks Dance Pavilion. For the original dedication ceremony, Bill arranged for Fred Burton to talk as well as others. Folks who lived through the era shared their memories of the 1930s with the 40 to 50 people present at the dedication.

This plaque tells the story of the last lynching in California. In 1935, Clyde Johnson, confessed killer of Dunsmuir’s Police Chief, was hung from a pine tree located about two miles west of Yreka on the road to Fort Jones. The following excerpted selections from Alan McMurry’s book Just a Little Lynching Now and Then best summarize events surrounding the case.



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“Robert Barr and Clyde L. Johnson arrived by freight train in Dunsmuir, California on July 27, 1935. It was the deepest and darkest depth of the Great Depression. People had no money and no jobs. Many men just drifted, riding the rails. Barr and Johnson were young men. Robert was 25 and Clyde a few years older. In the past month Johnson had committed robberies in Hollister and Roseville. Low on funds they hatched a plan to rob a bar in nearby Castella. The two men didn’t know the area. What they didn’t understand was that Dunsmuir, at the bottom of a rugged steep canyon along the Sacramento River, only has two escape routes, north or south.

After walking 10 miles from Dunsmuir to Castella they arrived at what they thought was the bar; it turned out to be a pool hall called Padulas. With five or six men inside, Johnson pulled out his 30 caliber Lugar and Barr held a Colt 38. After taking everyone’s wallet and cleaning out the cash register, they found a 1929 Chevrolet outside with a key in the ignition. Forcing the sleeping occupant out of the car, they drove back toward Dunsmuir. Ditching the car in North Dunsmuir their plan was to hide out in the Hobo jungle and catch the next freight train out of town. They began walking along the road toward downtown Dunsmuir.

Meanwhile, Dunsmuir Police Chief Jack Daw and local state highway Patrolman George Malone went to Castella to investigate the robbery and gather information. On their way back to Dunsmuir they spotted two men walking. It was a long shot, but they decided to question the two men. Their car made a U turn and pulled up alongside the two men. As Daw stopped the car Malone sensed danger. He reached for his submachine gun. Daw yelled “get your hand away from that belt!” His order was too late. Malone didn’t have enough room to operate his machine gun. Johnson began shooting. Jack Daw was immediately hit, his foot slipped off the clutch and the car lunged forward. Johnson jumped on the rear bumper and used his gun barrel to breakout the rear window firing continuously through the glass. Bullets rattled around everywhere inside the vehicle. Malone realized the car was picking up speed and about to crash. Johnson’s now empty Lugar clip encouraged him to jump off the bumper. Malone then raced the car down the street to the Highway Patrol Office. How he never got hit is a miracle.

Barr had run off with the money from the holdup. Johnson thought he had killed both Officers. Clyde couldn’t believe his eyes when the car righted itself down the road. He started walking back toward downtown Dunsmuir again. Thinking he had gotten away, Clyde ran into Charley Tracey and Steve Abaroff, posse volunteers. Johnson was captured by these two men and turned over to jailer W.J. Stevenson at the City Jail.

Chief Daw died at 2 a.m. that morning. The next four days included interviews, inquiries and inquests by the justice system. Clandestine vigilante meetings had also been held on some of those four evenings. Angered by the senseless killing of Jack Daw, and a perception that other criminals in years past had “gotten off,” a decision to mete out justice was made.

NEAR THIS SPOT AT 3:00 AM AUGUST 3, 1935 CLYDE JOHNSON, NATIVE OF ALABAMA,  
WAS LYNCHED BY A YET UNKNOWN GROUP OF MASKED MEN  
FOR THE MURDER OF DUNSMUIR CHIEF OF POLICE FRANK R. (JACK) DAW,  
AFTER ROBBING PADULA'S BAR IN CASTELLA, SHASTA CO. OF \$ 35.00



THIS MONUMENT DEDICATED  
AUGUST 3, 1991 BY  
HUMBUG CHAPTER # 73  
E CLAMPUS VITUS

The night after Jack Daw’s funeral, at 1:30 in the morning, 30 to 35 masked men gathered near the jail house door. Over powering Deputy Martin Lange, the vigilantes took Johnson and drove to a place just south of Yreka where there was an open air dance pavilion called Moonlit Oaks. A few hundred yards south of the dance floor was a tall lonely pine tree, a good spot for a necktie party. Once there they took Johnson out of the car, stripped him of his shoes and hung a noose around his neck. Willing hands pulled Johnson up until his feet were four feet off the ground.” Near Moonlit Oaks Dance Pavilion on a dance floor of air under its own open air pine pavilion, Clyde Johnson danced his last dance. Robert Barr who escaped was captured one year later.

Those who did the deed must have held the firm belief that the lynching would serve as a deterrent, and justice was served. We are a nation of laws. When a local populace feels the law has failed them, troubling decisions can too often be made. ♦



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# DUNSMUIR HISTORY

by Ron McCloud

Owner of Dunsmuir Hardware, Dunsmuir, California

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Ronald Ernest Paul



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## “The Coming of the Interstate”

The Sacramento River Canyon has been the route of animal trails, native foot-paths, trappers, explorers, cattle drives, mule trains, wagon roads, stage coaches, graveled automobile roads, two-lane oiled “highways” and a modern four lane interstate freeway.

A Hudson’s Bay Company trapper – Michael LaFramboise – was one of the first Europeans to traverse trails used by native people for untold years. He explored and guided others along the Siskiyou Trail and passed through the Sacramento River canyon in the 1820s. In what today seems an amazing feat, Ewing Young drove a herd of 154 horses and mules 600 miles from California into Oregon in 1834 following the Siskiyou Trail. There were no bridges and no roads. And if that wasn’t enough, three years later he repeated the drive with over 600 heifers for breeding stock.

There was a need for a safe and passable route and in 1841 a U.S. Government Exploration party explored and mapped the trail from San Francisco to the Columbia River. The California legislature granted a franchise in 1852 to James Freaner to build a wagon toll road following the Sacramento River north into Oregon, but before the road was completed, Freaner was killed by Pit River Indians. The project was picked up by Judge A.M. Rosborough and Samuel Lockhart who finished the road in 1858 although the most difficult part – the 30 miles from Pit River to Upper Soda Springs – today’s Tauhindauli Park in Dunsmuir - was only passable by pack mules.

Ross McCloud, who in 1855 had established a toll bridge and inn at Upper Soda Springs, then attempted to improve the road. He was able to complete a stage road from Upper Soda Springs to Yreka but ran out of money and gave up on the stretch from Upper Soda Springs to Pit River. Taking up the challenge to complete that road, Elias Stone and his sons built 21 bridges crossing the river and spanning canyons and ravines using hand tools, mule-drawn scrapers and blasting powder. The winter of 1860 was so severe that floods washed out the 9 river bridges. Amazingly, Stone rebuilt the bridges but the winter of 1861 was even worse and washed them out again. Stone was driven into bankruptcy by the severity of conditions although his work is memorialized today by the stretch of freeway known as the Stone Memorial Turnpike north of Shasta Lake. Permanent and reliable stage travel wasn’t established until 1870 although maintaining the crude road was always a challenge.

The route following Ross McCloud’s wagon road and Elias Stone’s toll road came to be called the Pacific Highway. In 1912 it was designated State Highway 99 and in 1926 became U.S. Highway 99. It passed directly through Dunsmuir following Florence Avenue, now Dunsmuir Avenue and across the Dunsmuir Bridge which had been completed in 1916.



“Let each man exercise the Art he knows.” -Aristophanes




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The coming of the automobile brought new direction to the evolution of the road. Increasingly heavy traffic and the sometimes severe weather punished the oiled gravel road. Tourism, vacationers and car campers were growing in numbers, and lumber trucks placed a load on the route due to the hauling of logs, milled lumber and waste materials. Improvements were continually made and in 1922 some sections were paved using concrete. A small patch of the original concrete still exists on Chestnut Street in Mt. Shasta. By 1952 plans were already being made to develop a more efficient multi-lane highway but the miles up the Sacramento River Canyon were the greatest challenge.

“Auto Camps” the predecessors of motels catering to vacationers and car campers became common the full length of Highway 99. By 1928 there were seven auto camps in Dunsmuir. A surviving example is Cave Springs Resort which dates to 1922. In 1921 500 vehicles per day passed through Dunsmuir’s central business district and by 1951 there were 4000 per day in addition to local traffic entering from intersecting streets. While the highway brought valuable commerce to the town, it presented serious safety issues - in particular, heavy logging and lumber trucks following the curving road. Surveys done in 1939, 1945 and 1947 suggested re-alignment of the highway and bypassing the town.

Then in July of 1957 a southbound truck carrying a load of plywood sheets lost its brakes at Mott. It was estimated to have entered Dunsmuir at over 80 miles per hour. It sideswiped one car, crashed into a pickup and then into the “medical building” where the Dunsmuir Library stands today, spilling its load of plywood into the very center of the business district. Two people died in the frightening accident and the need to bypass the town was emphasized. The project was given a high priority. Bids were put out, a contract was awarded, and work began the very next year.

Construction of the 4 lane freeway had already begun in southern California. It would ultimately become U.S. Interstate 5 beginning at the Mexican border and extending to the Canadian border. It would be built in 113 segments including the 3.7 mile segment through Dunsmuir, running from the Shasta County line to the Sacramento River Bridge.

Construction brought workers and their families to the area, increasing school enrollment and bringing business to the town. Many business owners objected to the interstate bypassing the town and removing the commerce and traffic from the business district. There is no doubt that businesses in Dunsmuir suffered from removal of the traffic and also due to the sudden loss of population when freeway workers moved away.

Construction required massive cuts and fills. Numerous homes in the path of the freeway were moved or taken out and several Dunsmuir streets were eliminated including Frisbie Avenue, Bertha Avenue, Wiley Avenue, Villa Avenue and Dwight Way. Heavy winter rains caused large slides and “slipouts.” Extensive corrective actions had to be taken including drains, trenching and buttressing. The project was completed in 1960. There was a small ceremony – traffic stopped briefly while a ribbon was stretched across the new freeway and then cut – and in that moment Highway 99 was gone and Interstate 5 had bypassed the town.

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

Self-Sufficiency is both strength and wisdom.



This 1940s photo of Dunsmuir Avenue gives some idea of the heavy traffic that Highway 99 brought to the town. While it brought business and commerce, it also created hazardous conditions. Photo courtesy of the Ron McCloud collection.





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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>.

## “City Meat Market”

In front of the old City Market at 319 West Miner Street in Yreka stands a sign that says “City Meat Market Built in 1854. This market has been in continuous operation since its construction and is one of the oldest in California.” The sign was placed around 1950 by the City of Yreka in conjunction with the Siskiyou County Historical Society. The building no longer is home to the long operating City Market, which officially closed in 1973 and has had a number of businesses operate there since its closure. Today it is the home to Evolve Salon, however, upon entering the building meat hooks and signs of its glory days are still visible!

The City Market has also been owned and operated by a number of individuals since the first owner of record, Charles Herzog in 1855.

One of the things that kept the City Market a vibrant business was that it seemed no matter who the owner was, they regularly made improvements! In 1867 a newspaper report stated that “...The City Market has rigged up a horsepower apparatus to run the sausage machine on account of the demand being so great.” In 1892 it was announced that the proprietor of the City Market was having large screens placed in the doors to bar out flies during the summer season, as he was determined to have “no flies about him.” And in 1896 the City Market sent a delivery wagon around each day which saved the patrons the trouble of making a trip downtown.

In 1897 the proprietor at that time was J. H. Wadsworth and he was constructing an addition to the building for an ice plant. At the same time as the electricity was installed for the ice plant, a new sign was made with multi-colored electric light globes that spelled out “City Market.” From a news article in 1898 apparently City Market had a loud whistle one could hear all around town, and to celebrate the new year it was blown for about 35 minutes around dusk!

In 1903 the City Market had a new sign consisting of the head of a steer with horns attached; it was on the wall outside by the doors and was not easily missed by individuals passing by. One of the improvements and interesting additions to the City Market was in 1911. A traveling artist, A Cedros painted a series of scenes themed by cattle ranching. These murals hung on the walls for nearly 100 years; they were later removed and stored for safe keeping. Locals who still remember going to the City Market often remember the murals and speak of them. Many of the remembrances revolve around a painting of a cowboy aiming a gun at a steer; it seemed a frightful depiction as a small child.

In 1911 the proprietors were Wurster and Mezger and they had plans drawn up for glazed brick and plate glass fronts for the building.



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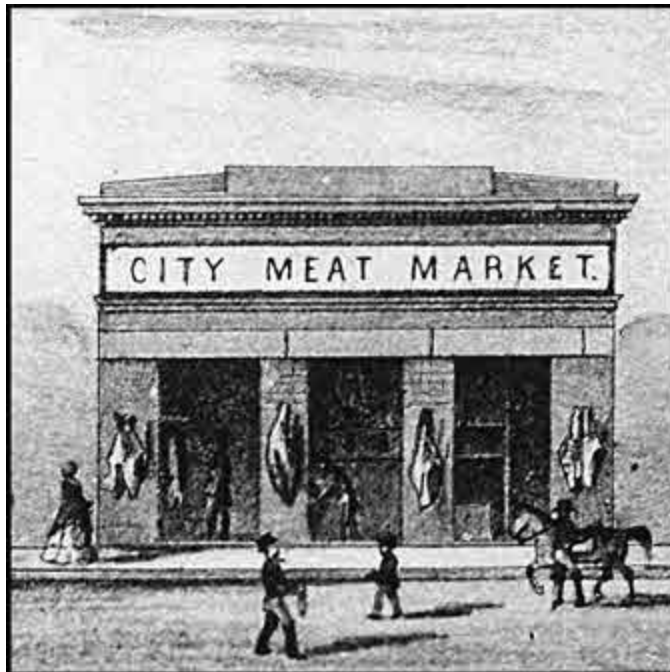
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The work was done by a D. C. Rice, both a designer and builder. The glazed brick is still visible on the building today.

In 1929 Leon "Lee" Bryan purchased City Market and then in 1958 his son, James L. Bryan bought the business and building from his father. He operated the business until its closure in 1973. The Bryan family still owns the building.

There were serious hardships for this building through the years, the business and building survived through more than one fire. Even though City Market is not operating in the same business as it did for well over 100 years it stands as a testament to time and innovation. The building was made strong by the pioneer spirit and carries it still today. ♦



A drawing of City Market in the 1850s. Photo courtesy Jennifer Bryan.



Image is of one of the most remembered paintings by A. Cedro that graced the walls of City Market for nearly 100 years. Photo Courtesy Jennifer Bryan.



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Sunday	Noon to 9 pm

# THE TIME IS NOW FOR THE STATE OF JEFFERSON



Written by Kayla Brown

The viability of the State of Jefferson is verified by the LAO report published on January 31, 2014. This report is available online for public viewing, but there are many important things missing from the report. The only one that I will touch on today is that the report does not take into account anything besides the economy, but there is more to the grievances of Northern Californians than the decimation of our local economies. We are unrepresented because of *Reynolds v. Sims* (1964).

Why is *Reynolds v. Sims* more important than the economy? It isn't, but it explains why our economy falters despite what Sacramento futilely attempts to do to fix it. Prior to 1964, each county (with minor exception being the geographically miniature counties which were lumped together) had its own senator to represent them. This senator knew the economy of where he came from; he knew the plight of the people that he represented, and he was beholden to those who elected him. Why should you care? You should care because, today in Northern California, eleven counties are represented by a single senator while Los Angeles County boasts 12.

This has nothing to do with fair. We Northern Californians have known a long time that our votes are irrelevant in the machine that is California politics, but it wasn't always like that. The vastness that is California is simply ungovernable in its present state. San Francisco has infrastructure problems that Susanville can't even contemplate. Sacramento has gang problems that Edgewood would never understand. Los Angeles has immigration issues that Magalia has probably never heard of. And yet, we coexist in a state where these city centers decide that they know what is best for *US*.

Have they walked what is left of our forests after they are burned to the ground in devastating wildfires that could have been lessened by prudent forest management? Have they felt personally the result of heavy regulation and tax upon tax in an area not saturated with human beings who are able to absorb these new rules and laws? Can they point to us on a map or are we so insignificant that they never bothered to care? Rural California will not survive another generation if we don't do something. But before we give inspirational speeches and march on the capital in true separatist fashion we need to embrace the civilized behavior of our founding fathers. We need to educate ourselves. So what can you do? Educate yourself. Listen to the Jefferson State of Mine radio show on KCNR1460 every Saturday morning from 8-9 or follow us online at [KCNR1460.com](http://KCNR1460.com). All of our podcasts are archived for your convenience.

For more information: [JeffersonStateofmine@yahoo.com](mailto:JeffersonStateofmine@yahoo.com).

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To all who have put their lives on  
the line in defense of this Flag  
**THANK YOU**





# The Chambers & Museums of Siskiyou County



**WWW.SISKIYOUCHAMBERS.COM**

<p><b>Butte Valley Museum</b> Main St - Dorris, CA 96023 (530) 397-5831 www.buttevalleychamber.com</p>	<p><b>Ley Station &amp; Museum</b> SW Oregon &amp; West Miner St. Yreka, CA 96097 (530) 842-1649</p>
<p><b>Dunsmuir Railroad Depot Museum</b> Pine Street and Sacramento Ave AMTRAK Station Dunsmuir, CA 96025 (530) 235-2249 www.dunsmuirdepot.com Open again in April 2014</p>	<p><b>Montague Depot Museum</b> 230 South 11th Street Montague, CA 96064 (530) 459-3385</p>
<p><b>Etna Museum</b> 520 Main Street Etna, CA 96027 (530) 467-5366 www.etnamuseum.org</p>	<p><b>The People's Center - The Karuk Tribe</b> 64236 Second Ave. Happy Camp, CA 96039 (530) 493-1600 www.karuk.us</p>
<p><b>Fort Jones Museum</b> 11913 Main Street Fort Jones, CA 96032 (530) 468-5568 www.fortjonesmuseum.com</p>	<p><b>Siskiyou County Museum</b> 910 Main Street - Yreka, CA 96097 (530) 842-3836 siskiyoucountyhistoricalsociety.org</p>
<p><b>Genealogy Society of Siskiyou Co.</b> Research Library 912 S. Main Street - Yreka, CA 96097 (530) 842-0277 www.siskiyougenealogy.org</p>	<p><b>Sisson - Mt. Shasta Museum</b> 1 North Old Stage Road Mt. Shasta, CA 96067 (530) 926-5508 mountshastasissonmuseum.org</p>
<p><b>Heritage Junction Museum</b> 320 Main Street McCloud, CA 96057 (530) 964-2604 www.mccloudchamber.com</p>	<p><b>Tulelake Museum</b> 800 South Main Street Tulelake, CA 96134 (530) 667-5312 www.tulelake.org</p>
<p><b>Klamath Basin NWR Visitor Center</b> 4009 Hill Road Tulelake, CA 96134 (530) 667-2231 www.fws.gov/klamathbasinrefuges</p>	<p><b>Weed Historic Lumber Town Museum</b> 303 Gilman Avenue Weed, CA 96094 (530) 938-0550 www.siskiyou.edu/museum</p>
<p><b>Lava Beds National Monument</b> 1 Indian Well Headquarters Tulelake, CA 96134 (530) 667-8100 www.nps.gov/labe</p>	<p><b>WWII Valor in the Pacific National Monument</b> 800 South Main Street Tulelake, CA 96134 (530) 260-0537 www.nps.gov/tule</p>

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# CYCLE SISKIYOU - BICYCLE TOURISM NEWS



**CYCLE SISKIYOU**



As part of a bigger picture "Northern California Cycle Challenge" will be launching its first event "The Art of Survival" century, 45 mile, and 35 mile family ride on May 24, 2014. Cycle Siskiyou [www.cyclesiskiyou.com](http://www.cyclesiskiyou.com) is the bigger organization which is supporting the creation of this annual event. The intention behind the Northern California Cycle Challenge is to showcase a different part of Siskiyou County every season and to evolve into a multi-day event should riders support that direction. Our motto is Fitness, Family and Fun which is reflected in the different course options.

This year the ride is taking place in the Tulelake/Klamath Falls region of Northern California and Southern Oregon. Held in conjunction with THE ART OF SURVIVAL, an exhibition at the Favell Museum in Klamath Falls that delves into the complexities of the Tulelake Japanese American Segregation Center of WWII, we are excited not only to provide a great ride, but also to bring a powerful educational component to the focus of this year's ride.

This year's ride has an inspiring and gut wrenching historical event to honor. It is also set in one of the most beautiful, remote and undiscovered parts of Siskiyou County with post ride festivities to be held in and around the Klamath Falls area. The ride weaves through incredible wetland areas with a huge array of birds, wildlife and springtime wild flowers. It follows the historical landmarks that were part of an event that Japanese American internment camp survivors and their families make a pilgrimage to honor every other year.

The century ride also goes into Lava Beds National Monument which has an unparalleled volcanic landscape with towering cinder cones, expansive black lava flows and more than 700 lava tube caves. The park also has a rich cultural history containing thousands of petroglyphs and pictographs, as well as the major battlefields of the Modoc War.

All of the rides begin and end at the Butte Valley Fairgrounds in Tulelake. All the loops go through the Tulelake Segregation Center, Captain Jack's Stronghold and the Century and the 45 mile ride also travel through Tulelake National Wildlife Refuge.

The Century ride has 6 strategically placed rest stops and the 45 mile ride has 4. The 35 mile ride has 3. The rest stops are fully stocked with healthy snacks, plenty to drink, restrooms and 4 out of the 6 will have an educational component that we encourage all riders to experience.

This incredible and awe inspiring area promotes a ride experience you and your family/friends will not forget. [www.northerncaliforniacyclechallenge.com](http://www.northerncaliforniacyclechallenge.com) to register. ♦



## Siskiyou County Bicycling Large Events Schedule

Event	Date	Website
Fire Trek 2014	May 3	<a href="http://www.klamathriverfire.org/fire-trek">www.klamathriverfire.org/fire-trek</a>
Art of Survival Century	May 24	<a href="http://northerncaliforniacyclechallenge.com">northerncaliforniacyclechallenge.com</a>
YMCA Mt. Bike Race Series	June 3, 10, 17	<a href="http://www.siskiyou-ymca.org">www.siskiyou-ymca.org</a>
Castle Crags Century	June 21	<a href="http://www.castlecragscentury.com">www.castlecragscentury.com</a>
Humbug Hurry Up	June 21	<a href="http://jeffersonmountainbike.com">jeffersonmountainbike.com</a>
Mt. Shasta Hill Climb	August 2	<a href="http://www.mountshastapedali.com">www.mountshastapedali.com</a>
Mt. Shasta Summit Century	August 3	<a href="http://www.mtshastasummitcentury.com">www.mtshastasummitcentury.com</a>
Siskiyou Century	September 6	<a href="http://siskiyoucentury.com">siskiyoucentury.com</a>
Biketoberfest	October 11	<a href="http://www.mccloudchamber.com/bike-tober">www.mccloudchamber.com/bike-tober</a>

## CYCLE SISKIYOU

**George Jennings,  
The EGG and SCBTP  
Coordinator**

[siskiyouegg@gmail.com](mailto:siskiyouegg@gmail.com) - Project Email  
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# EVENTS & CLASSES

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

## UPCOMING EVENTS - Check each page of the publication for even more event details:

March 15-16, 2014: Siskiyou Sportsmen's Expo at the in Yreka. See AD on Page 18 for all the details!

March 27-30, 2014 - American Veterans Traveling Tribute, The Traveling Wall. See full page AD and story on Page 32.

May 17, 2014 - Siskiyou County Armed Forces Day at the Siskiyou Golden Fairgrounds. Call 841-2762 for info. See flyer on Page 32.

The Dunsmuir Railroad Depot Historical Society has scheduled the following events to be held at the Dunsmuir Amtrak Depot on Sacramento Avenue.

### April 19th

Railroad Display Room reopens from 10 a.m. to 2 p.m., and will be open the 3rd Saturday monthly

### May 3rd

Dunsmuir Museum Grand Opening

### May 10th - 7th

Annual National Train Day

### May 24th

6th Annual Pie Social during Dunsmuir Daze

### June 13-15

Dunsmuir Railroad Days

## LOCAL ART CLASSES

The information is for the Drawing Class specifically, but we are including the "Clay Class" as well, just so everyone is aware of our little change:

New Day, same time, for Drawing/Painting Class:  
Wednesday Afternoons from 4:30 - 6:30 p.m.

Same Day, same time, for Clay/Sculpture Class:  
Wednesday Evenings from 7:00 - 9:00 p.m.

Here is the "deal" If you are in either class you can come anytime from 4:30 - 9:00 on Wednesdays.... stay 2 hours, or the whole time from 4:30 to 9:00! Don will operate the class more like an "open studio" but will give instruction during the two different times when applicable. Your \$4.00 fee will be good for any of the time you are there. :)

If you have questions, please let us know!

Call Don at (530) 340-5587 for more info.

## St. Mark's Preservation Square Events & Workshops

### UPCOMING EVENTS

#### St. Pat's 2014 Yreka SHEBANG

Friday March 14 at 6pm

Saturday March 15 at 4:30 pm

Performers: Highly Paid Professionals and more!  
Sponsored by Siskiyou Arts Council - Local Benefit

Thursday March 20 at 7pm

"Clarence Barger Presents" Live Concert

### Facilities are Available for Events!

Weddings, Concerts, Group Meetings and more

See our website for photos and details:

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

St. Mark's Preservation Square

300 Lane Street

Yreka, California 96097

(530) 340-5587

## SCOTT VALLEY THEATRE CO.

### UPCOMING EVENTS:

Friday, March 14th: Song stylings of Tim Greene in his Etna High School Senior Project performance.

Come for an evening of original music and fun!

7pm \$3.00 at the door.

Sat. March 29th: Etna High presents, "Whose Line is it Anyway?" Improv night to benefit the performing arts scholarship fund. Come for a night

of laughter and be prepared to join in on the fun.

7pm \$5.00 at the door.

Avery Memorial Theatre

430 Main Street - Etna, CA 96027 (530) 598-0989

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





Yreka's  
12th Annual  
Kid's

## Fishing Derby

May 3rd, 2014  
Lower Greenhorn Park  
8 a.m. to 12 noon



Success breeds complacency.  
Complacency breeds failure.  
Only the paranoid survive.  
Andrew Grove



## Knights of Columbus Siskiyou Council St. Patrick's Day Dinner & Dance

Saturday March 15, 2014  
Yreka Community Center  
Social Hour starts at 5 pm  
Dinner starts at 6:30 pm

BBQ Tri-Tip Dinner with Baked Beans  
and Garlic Bread

Cost: \$20 adults - \$5 for kids

Door Prizes  
Call for info: (530) 459-0643  
Proceeds go to local charities.

## 67th Annual Scott Valley Pleasure Park Rodeo Sunday May 4, 2014 in Etna

## RYAN D. CAMPBELL MEMORIAL BOW SHOOT SUNDAY APRIL 27, 2014

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Ages!  
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# DISCOVERING THE STATE OF JEFFERSON

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

## “Roseburg, Oregon”

Although Roseburg, Oregon, is located at the upper "end" of the State of Jefferson, it is included in the region we call the State of Jefferson! Its pioneer history reminds us of how tied it is to the same forces that brought settlers west: gold, lumber, agriculture!

When the first white men visited the Umpqua River region they found the location idyllic. The South Umpqua River and its tributary, Deer Creek, teamed with salmon and trout and the hills provided a rich hunting ground for deer and other game animals. Trappers, with their pelts of beaver and otter, followed the Indian trails as they headed north to Fort Vancouver. In the 1840s, pioneers began moving into the Willamette Valley while gold miners discovered gold along the Umpqua in the 1850s.

The town of Deer Creek, now known as Roseburg, was officially settled in 1851 by Aaron Rose and his wife. The couple, who came west via the Applegate Trail, opened a store, tavern, butcher shop, and sold horses; the tavern was the first roadside inn for those traveling the old Oregon and California Trail. William T. Perry established a water-powered gristmill and soon merchants and tradesmen were setting up businesses, turning Deer Creek into a trading center. At this time, Deer Creek was located in Umpqua County. Not until January 1852 was a new county created, east of the Coast Range. It was named to honor Senator Stephen A. Douglas of Illinois, who had been a strong advocate of Oregon statehood.

In 1852, Deer Creek was named the official post office. Rose donated land for a school and several churches, and in 1854, Roseburg became the county seat of Douglas County.

As settlers moved in, violence against the tribes who called the region home, began in earnest. The city served as headquarters for the Northern Battalion of the Oregon Volunteers during the Oregon Indian Wars; in 1856, the government removed all remaining Indians to the Siletz and Grande Ronde Indian Reservations.

In 1857, the community was renamed Roseburgh (and Roseburg in 1894), in honor of this early benefactor. The city was incorporated in 1872. Rose died in 1899.

In 1862, Captain John Mullan reportedly remarked that Roseburg was a “gem of a village,” with its white frame houses and neatly platted streets. In 1864, Roseburg was connected to the outside world by telegraph. In 1870, the sternwheeler “Swan” ascended the Umpqua as far as Roseburg in an attempt to establish steamboat service between Roseburg and the coastal seaport of Gardiner. However, this was the only voyage of a steamboat in this section of the river.



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The community grew quickly as mule trains arrived from Scottsburg, enroute to the rich mines of southern Oregon and northern California. Also northbound wagon trains of settlers passed through Roseburg as they came in over the "Southern Route," or the Scott-Applegate Trail. Later, travelers came via stage, all the way from Redding, California, making the journey in 54 hours. When the rails from Portland to San Francisco were finally laid in 1887, the railroad established shops and a roundhouse in Roseburg, bringing more wealth to the city.



PHOTO: Roseburg, Oregon, became known as the "Timber Capital of the World." Courtesy Gail Jenner Collection.

The rich soil and mild climate earned Roseburg and the surrounding area the title of Garden Valley and the county became unofficially known as "The Banana Belt." Cattle thrived on the natural grasslands and farmers found crops well-suited to the area.

Without a doubt, however, the greatest wealth was found in the forests surrounding Roseburg. Early saw mills sent cut lumber down the Umpqua, first by sailing vessels and later by steam schooners. After the railroads were laid, lumber was exported by rail. The incredible amount of timber carved out of the region was "green gold" and soon earned Roseburg the title of "Timber Capitol of the Nation."

Today, Douglas County covers 5,071 square miles and is bounded by Curry, Jackson, and Josephine Counties to the south; Klamath County to the east; Lane County to the north; and Coos County and the Pacific Ocean to the west. The entire watershed of the Umpqua River lies within the boundaries of Douglas County. The county is heavily timbered and encompasses nearly 1.8 million acres of commercial forestlands. Moreover it contains one of the oldest stands of old growth timber in the world. In all, the U.S. Forest Service and Bureau of Land Management administer more than 50% of the county's land. ♦

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Tales From the State of  
Jefferson." At left is her  
newest book, coauthored  
with Bernita L. Tickner.

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# A River's Run

a Poem by Ralph Fain

Gathering mist above the peaks  
Becomes the rain the earth it seeks,  
Flowing from the clouds above  
Hug the mountains like a glove,

Unraveled on the mountainside  
Seeking cracks and crevice hide,  
Running playing through the rocks  
Tumbles from the mountain tops,

Drop by drop becomes the stream  
To reach the ocean is its' dream,  
Laughing dancing as it goes  
The lowest point it always flows,

Running faster growing stronger  
As a creek becoming longer,  
Dashing crashing from the cliffs  
Cascading mist the water drifts,

Landing on the rocks below  
Now gathers force to run and go,  
Further down and growing angry  
Carving cutting almost hungry,

Bursting from the canyon walls  
Onward downward ocean calls,  
On its' journey drop and drop  
And now our river cannot stop,

Gathered streams from far and wide  
Enter from the rivers side,  
Slower deeper stronger flow,  
Surely will the river grow,

Along its' path of twist and turns  
Easy hard the river learns,  
It must adapt slow or swift  
To continue forward is the gift,

And such is life the river flow  
Onward forward we must go,  
Twisting turning always laughing  
Spinning swirling ever dancing,

With our toes within the sand  
Rivers run is now at hand,  
As we reach the ocean shore  
River rest forever more.

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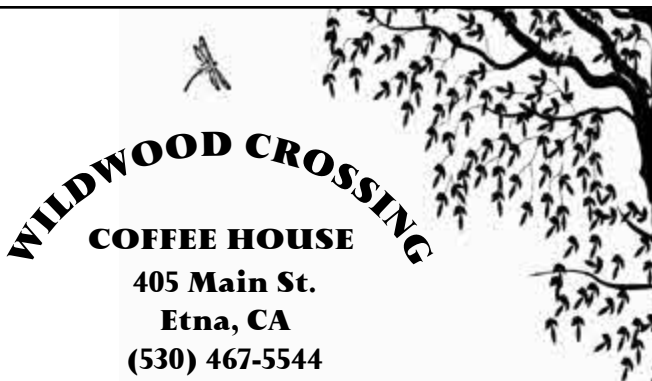


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# HAPPY QUILTING

by Mickey Weston. Weston's Quilting & Crafts

## Home Computers and Quilting

Want an image for your quilt that you can't find? Print it yourself! Some of the images used in quilts that have gone through our Saturday Art Quilt class include: old photos and images from the web of places and ships served at or on to be used in Quilts of Valor, mermaids, flowers, birds, butterflies, faces of Africa, etc. The images were printed directly onto cotton, silk, lutradur, or TAP transfer paper. I will take you through how I do this on my PC. This is just the simplest way to do this; you can get far more creative with your computer than I can. However, as you will see, even the most basic use gives you almost unlimited options.

First, if you have photos that you like, scan them into your computer and save them in Word. If you need to find an image, do a Google search of images and enter the subject. For instance, I wanted some pictures of Queens from long ago. I typed: images queens of long ago, then I chose a copyright free website to look at. When I found an image I liked, I right clicked on it and when the box popped up I chose "copy." Then I pasted it into a new Word document. In Word, I clicked on the image so that the Picture Format tool bar pops up. I then sharpened and color saturated the image. (This is because fabric soaks up more ink than paper, and lutradur, for instance, soaks up even more.) I then printed my image onto silk to be used in my quilt.

Some of the choices that you can use to print on are pre-treated, pre-cut cotton, silk, or silk chiffon. The cotton basically lets you print your own piece of quilting cotton. This is a good choice for a quilt that will be used, like the quilt for your grandchild with pictures of you on it! The silks, on the other hand, are much better for using on pillows or Art Quilts, where they won't see so much use. Then there are products like lutradur and TAP transfer paper. Lutradur would only be used in an Art Quilt, And TAP works on everything from Art pieces to t-shirts.

Cotton, silk, lutradur, TAP: these are just a glimpse of what is out there. So, that quilt with say, Bigfoot on it? Just a print away! We will talk in a later issue about some more how to's of computer printing, but for now, Happy Quilting from Mickey at Weston's Quilting & Crafts. See AD below left. Contact Mickey for info and class schedules!

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# COUNTRY QUILTS & HANDCRAFTERS

By Michelle Fain - Sewing, Crocheting, Beading & Quilting since 1973

One of the recent projects I tackled and finished (so as to continue to get my skills sharpened and ready to take on some more complicated quilts) was this patchwork block. I made it into a simple table runner for my mom with a gorgeous piece of batik fabric on the reverse. Yes it is a different shape for a table “runner” but this square of quilted patchwork serves as a colorful and decorative centerpiece on my mom’s small dining room table.



The fabrics I used are a combination of light lavender with medium and dark purple solid strips, and I also used black and white print squares. To be honest, once I found the pattern and bought the fabric, it took me 8 solid hours just to iron, measure, rotary cut and dance around with the design and colors before I sewed this ONE BLOCK together. Whew!

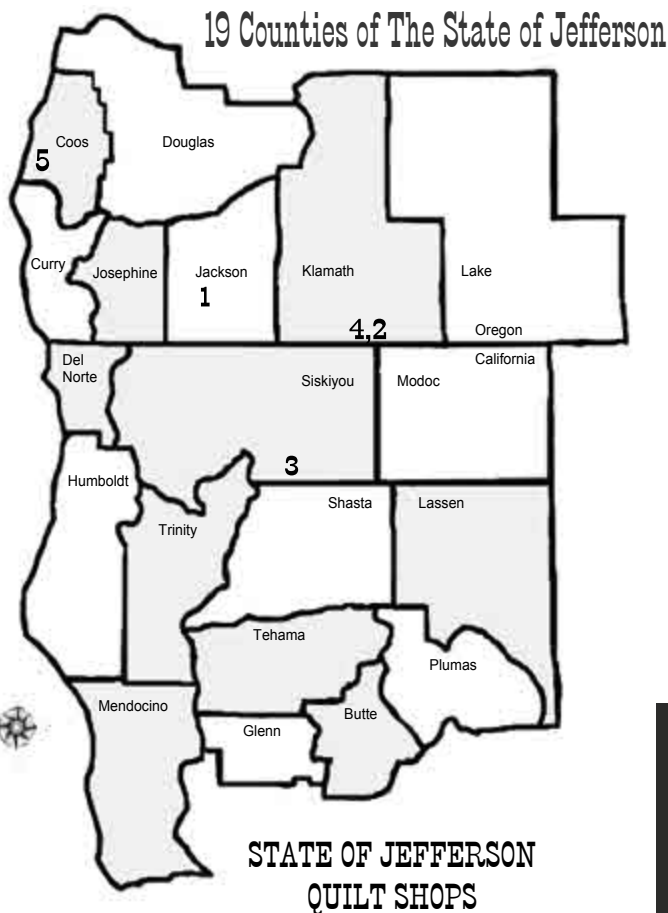
I hung the block on the wall and admired it for several weeks before I got the idea of how to finish it off and give to my mom for her birthday. Once I sewed the patchwork block to the batik fabric with a lightweight piece of old flannel sheet hidden inside for some repurposed thickening, I machine quilted it very simply with straight and diagonal lines.

The main reason I am sharing all of this funny stuff is to reassure you all that I am only JUST a silly wanna be quilter who is now starting to get back into my sewing- quilting handcraft hobby that I have loved doing for 40 years.

The point is, if I can do this, ANYONE can do it! Quilting and handcrafting takes my mind to a special creative place where time flies and awareness sharpens. I put on any of my favorite music, or sometimes I turn on my favorite recorded art quilting programs for inspiration. I love the process of picking lovely patterns, taking gorgeous fabrics and carefully measuring, cutting and sewing them together to make blocks. Small projects work best for me because finishing is divine!

I am grateful I have a large dining room table which has been piled high with denim fabric for weeks now, but I would dearly love to have a real craft room, all organized and tidy and bright with dedicated table spaces on which to create.

Some day I shall. Get busy and create something!



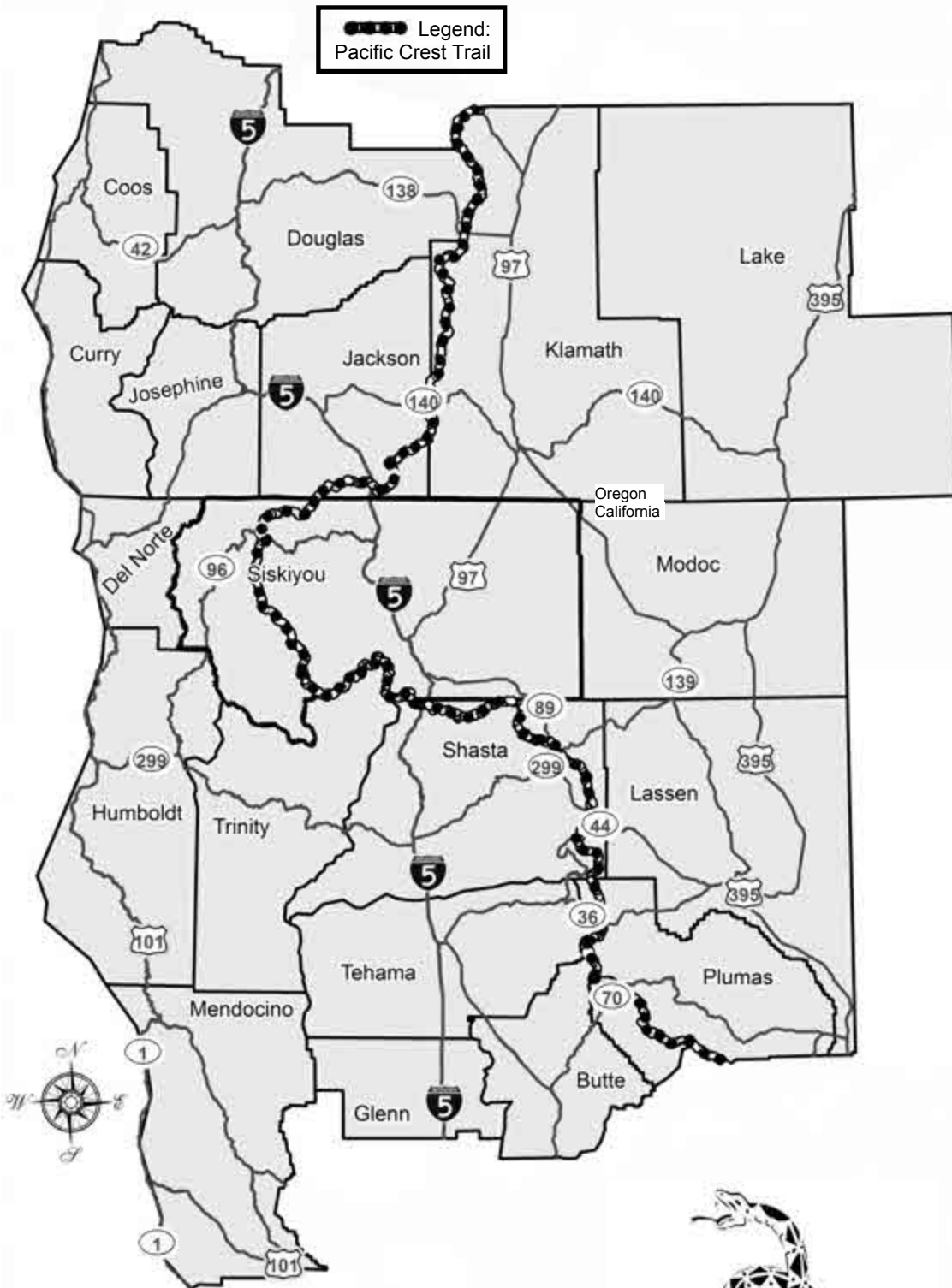
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# What IS The State of Jefferson?

By Gail Jenner

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

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

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

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

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

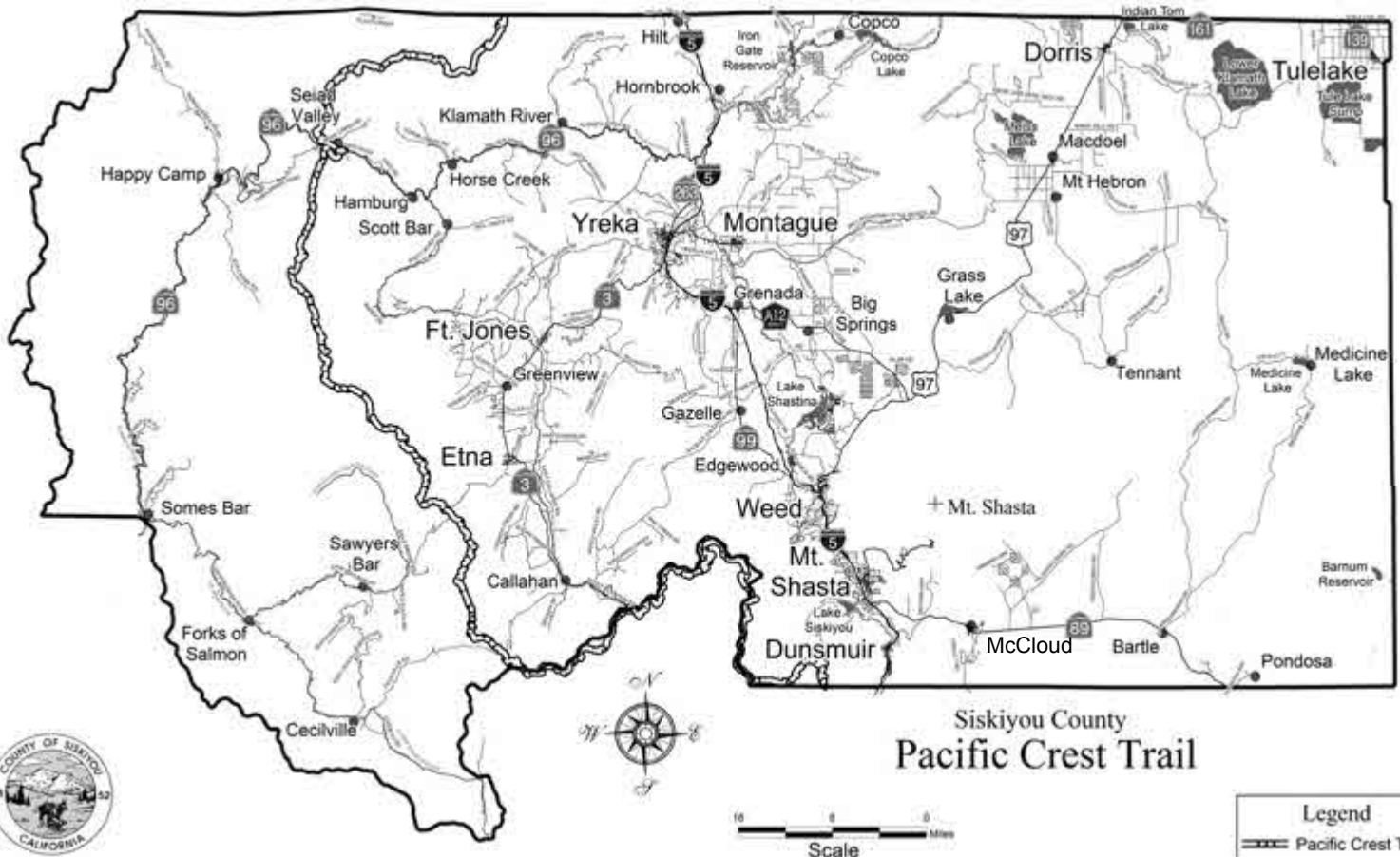
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## Map of Siskiyou County - The Heart of The Great State of Jefferson



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9:00 a.m. – 11:00 a.m.	Entertainment
9:00 a.m. – 1:00 p.m.	Resource Fair
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1:00 p.m.	Event Ends

For more information, please contact:

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Yreka, CA (530) 842-0622

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

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

Madrone Hospice  
Yreka, CA (530) 842-3907

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

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

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

**HOME  
OF THE  
FREE  
BECAUSE  
OF THE  
BRAVE**

“Patriotism is supporting your  
country all the time, and your  
government when it deserves it.”

Mark Twain

## Veterans Services & Benefits Include:

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



Contact: Tim Grenvik, CVSO (County Veterans Service Officer)

Siskiyou County Veterans Service Office

105 E Oberlin Road - Yreka, CA 96097

Phone: (530) 842-8010 Fax: 841-4314

[timothy.grenvik@siskiyousheriff.org](mailto:timothy.grenvik@siskiyousheriff.org)



**MISSING IN  
AMERICA  
PROJECT  
WWW.MIAP.US**

**VETERAN RECOVERY PROGRAM**

“Better to remain silent and be thought a fool than to speak out and remove all doubt.” -Abraham Lincoln

## **Recognize & Report**

### **PHONE FRAUD**

**Who's calling and why?** Telemarketers must tell you it's a sales call, the name of the seller and what they're selling before they make their pitch. If they don't, say "NO THANKS," and get off the phone.

**What's their hurry?** Fast talkers who use high pressure tactics could be hiding something. Take your time. Most legitimate businesses will give you time and written information about an offer before asking you to commit to a purchase.

**If it's free, why are they asking me to pay?** Question charges you need to pay to redeem a prize or gift. FREE is FREE. If you have to pay, it's a purchase—not a prize or a gift.

**Why am I "confirming" my account information—or giving it out at all?** Some callers have your billing information before they call you. They're trying to get you to say "okay" so they can claim you approved a charge.

**To learn more about phone fraud call**

**Siskiyou County Elder Abuse Victim Advocacy &  
Outreach Program**

**530-842-8102 and**

**visit Federal Trade Commission at [FTC.gov](http://FTC.gov)**

# STATE OF JEFFERSON ADVENTURE STUFF

## State of Jefferson T-Shirts



Back of T-shirt

Earth Tone Screen Design on heavy weight Bayside Brand short sleeve T-shirts, Made in America, 100% pre-shrunk cotton.

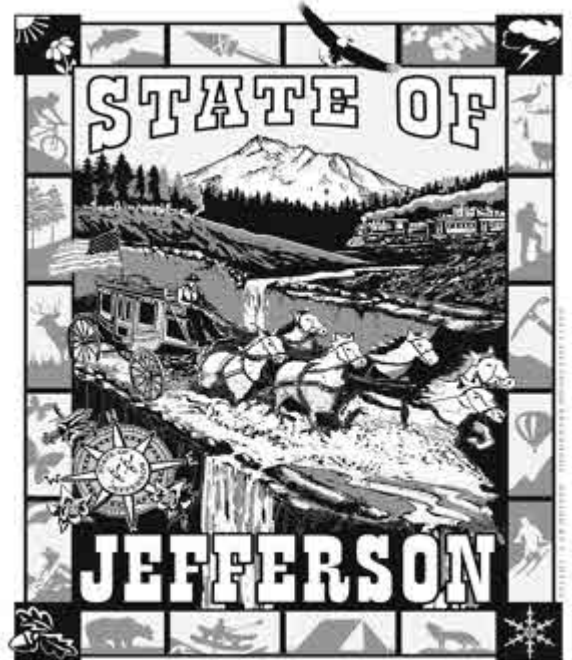
T-shirt Colors: Black or Ash Gray

Men's Sizes: Large  
XLarge  
2XLarge

\*Smaller or larger sizes are available by special order.



Design: Front Pocket Area



[www.JeffersonBackroads.com](http://www.JeffersonBackroads.com)

## Adventure Chick Tote Bags

Full Color Design on heavy duty Bayside Brand totes. Proudly Made in America, 100% cotton canvas.



Black Totes.  
Size: 20" wide x 14.5" high, 4.5" deep with long sturdy handles.

Locally designed and screen printed.

Makes a great SHOP LOCAL bag, book bag, beach bag, farmers market bag, thrift store bag, craft bag. GREAT GIFTS!

\*\*See Tote Design in FULL COLOR on the Merchandise page of our website:

## State of Jefferson Caps

Imported adjustable baseball caps made of 100% brushed cotton. State of Jefferson Compass logo locally designed and embroidered. Adjustable buckle closure.

Cap Color: Black - cool gray and white embroidery.



You can pick up your State of Jefferson Adventure Stuff at:

- Black Bear Diner in Yreka
- Dunsmuir Hardware in Dunsmuir
- Napa Auto Parts in Mt. Shasta, Weed or Yreka
- Yreka Mailbox & Package Service in Yreka

If you are out of the area or cannot make it into one of our local retail shops, you can order your State of Jefferson Adventure Stuff via the Merchandise Page on our website:

[www.JeffersonBackroads.com](http://www.JeffersonBackroads.com)

Questions? Email us at [JeffersonBackroads@gmail.com](mailto:JeffersonBackroads@gmail.com).

# JEFFERSON BACKROADS

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 Side Kick

www.JeffersonBackroads.com



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

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For info: call us at (530) 640-0100 or email us at jeffersonbackroads@gmail.com.



# STATE OF JEFFERSON



**Get back to the Basics.**  
**Grow and raise your own healthy foods.**  
**Make music with your friends.**  
**Learn and teach all the amazing old world hand-crafting skills.**  
**Work Hard. Smile. Believe.**

LIFE  
IS  
MUSIC  
MUSIC  
IS  
LIFE

JEFFERSON BACKROADS is proudly published for the Hard Working & Patriotic Rebels who live in or travel through our Rugged & Beautiful State of Jefferson. We focus on the positive, fun & adventure.

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## Advertising Rates

### Good through June 2014

#### AD SIZES & RATES PER MONTH

CARD B/W	2x3 1/2	\$40/mo
SMALL B/W	4x4	\$75/mo
HALF PG B/W	4x8	\$125/mo
FULL PG B/W	8x10	\$175/mo

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for only \$150 per month !!

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