

SOUTHERN OREGON HERITAGE *Today*

Autumn 2003 Vol. 5, No. 8





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ON THE COVER

Red Cross vintage print by Norman Rockwell.

COURTESY OF AMERICAN RED CROSS,
 PACIFIC NORTHWEST BLOOD SERVICES



Join the Red Cross



From the Director

DEAR SOHS MEMBER:

On September 10, the Board of County Commissioners formally approved a negotiated out-of-court settlement of the Society's lawsuit against Jackson County. The settlement brought to an end two years of tumultuous conflict and litigation, and largely stabilizes Society funding until 2007. The SOHS Board of Trustees had approved overwhelmingly the terms of the settlement on August 27. Although the terms of the agreement are not ideal for either the Southern Oregon Historical Society or Jackson County, they are, as Commissioner Dave Gilmour said, something both sides can live with.

Just days after the settlement, the Society held its second annual "Harvest at Hanley" fundraising celebration at Hanley Farm. Thanks to the Southern Oregon Historical Society Foundation directors, staff, and volunteers who helped make it a day to remember. Special thanks to the Harvest at Hanley sponsors: Avista Utilities; Michael Donovan; Judi Drais; Yvonne Earnest; John and Nancy Hamlin; Bob and Pat Heffernan; Hornecker, Cowling, Hassen and Heysell, Attorneys; Judy Hanshue-Lozano and Robert Lozano; Medford Fabrication; US Bank.

Now the Society needs to move forward to build a solid and stable future. With the Trustees' approval, we are putting in place a new membership structure with higher dues and more opportunities for donations and sponsorships. (See Page 23 for details.) This is just part of our development plan for the future. Other aspects of the plan will be announced in coming months.

For years the Society has been extremely dependent on tax funding. In the future, we will have to rely on memberships, donations, fees, grants, corporate and other partnerships, and planned giving to fund more of our programs and operations. That, in turn, will give us increasing independence from the vagaries of the property tax system and local politics.

As we move into the future, it is critical for our supporters to stand up and be counted. If you are a member, please consider renewing at a higher level when your membership expires. If you are a lapsed member, please consider rejoining the Society. If you have a business, please consider sponsoring an exhibit, activity, or program. If you are putting together your estate plans, please consider giving to the Society.

Finally, I want to note the passing of Robertson E. Collins in May in Singapore. Robbie, a former Society trustee, was a longtime SOHS friend. The Society Board of Trustees was pleased to name him the recipient of the first annual Southern Oregon Heritage Award. The award will be given each year to an individual or organization that displays a longstanding or outstanding commitment to preservation and the promotion of history. It couldn't have gone to a better person.

John Enders
 Executive Director

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HERITAGE
Today

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Robertson E. Collins

in *His Own Words*

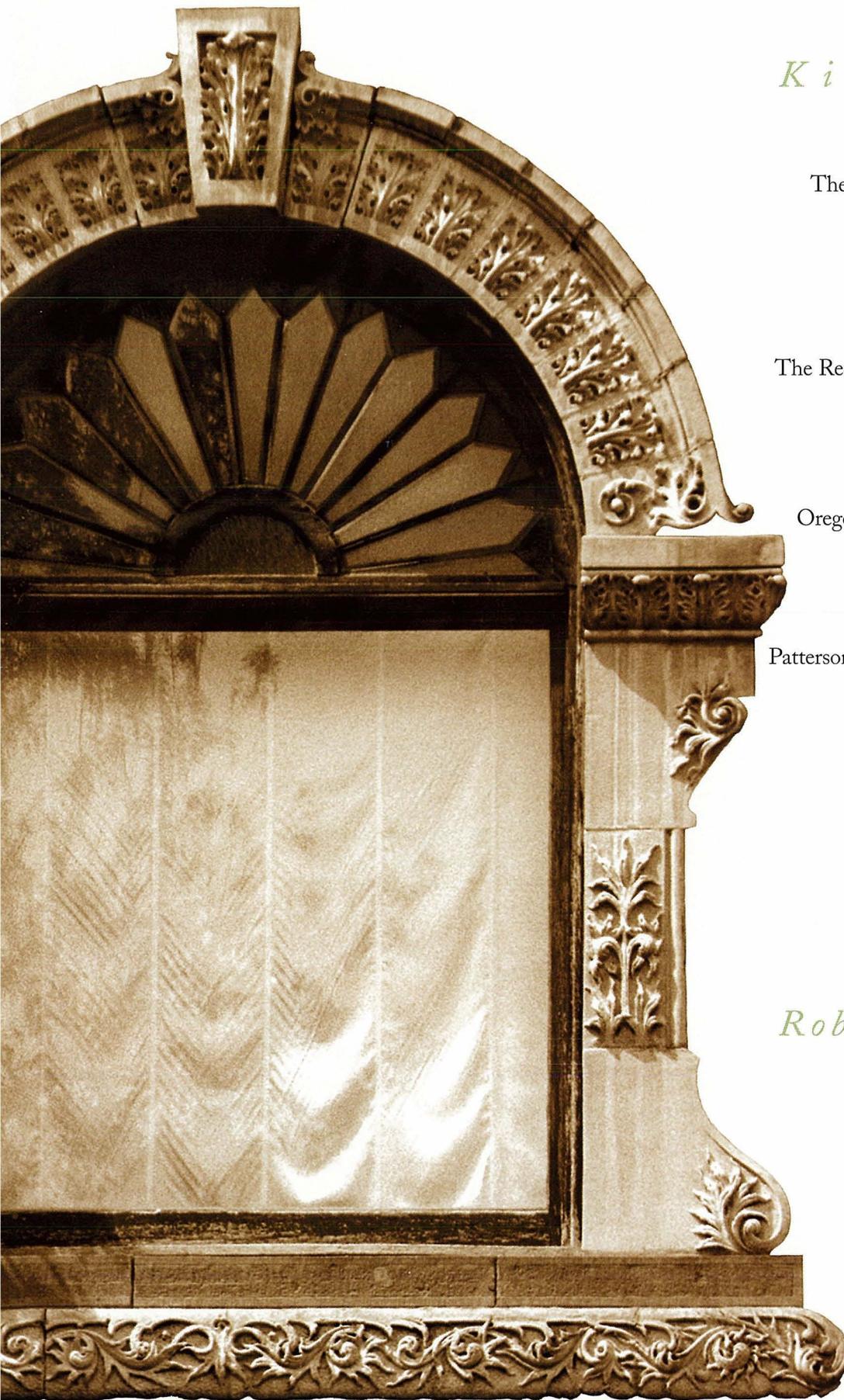
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Almost as ornate as this Nunan house window are the stories and rumors connected with the house and the family that built it.

SOHS #15536



Hotel Oregon

By Carol Harbison-Samuelson



Two exciting events occurred in Ashland,

Oregon, in January of 1889. Electricity arrived on the Plaza, and building contractor A. W. Scott completed an imposing three-story brick building at 67 East Main Street. The building became known as one of Oregon's finest hostleries. On March 27, 1889, the doors of the Hotel Oregon opened to throngs of excited spectators. A large group of about 400 guests crowded into the lobby and ballroom of the new building. By twilight, the Hotel Oregon was a blaze of lights. Visitors marveled at the electric fire alarm system, the swinging light bulbs, and the electric "annunciator," which connected the clerk's office to every hotel room. The hotel soon became the town's social center.

Throughout the years the hotel experienced a number of name changes, owners, fires, remodels, and renovations. By December 1961 word had gotten out that the building was to be sold and the tenants were busy looking for a new place to live. After seventy-two years the hotel's glory days were over. The last owners of the building sold their 29,000 square-foot piece of property to the First National Bank of Oregon. The Ashland skyline suffered a loss when the hotel was razed to make room for a new steel and concrete bank. In February 1961, newspapers printed historic photos of the building along with pictures of the wrecking ball at work. Newspaper articles recounted memories of some of Ashland's oldtimers regarding the history of the hotel. Although the location is the attractive home of the Ashland Wells Fargo Bank, this oldtimer continues to miss the old building. 🏠

Built in Ashland at the corner of East Main and Oak Street in 1889, The Hotel Austin (originally the Hotel Oregon) elegantly welcomed guests for more than seventy years before it was torn down in 1961. This photograph was taken circa 1920. Below, the Ashland Wells Fargo Bank branch now occupies the hotel site.

SOHS #9774

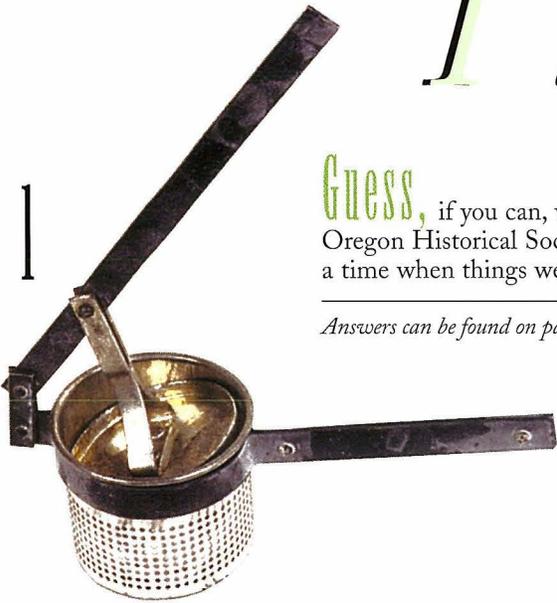
PHOTO BY MAGGIE JAMES



K i t c h e n I t e m s

Guess, if you can, what these objects are from the Southern Oregon Historical Society's collection. Each represents our past—a time when things were done the “old-fashioned way.”

Answers can be found on page 21.



1

2



3



4



5

N A M E T H A T
O B J E C T

C L U E S . . .

One

This object, when closed, measures 9.75 inches in length by 3.5 inches high and is dated to the 1930s. It is made of tin with a levered handle. The lid is attached to the handle. What is this object and what was it used for?

Two

A taste of Victoriana, this shoe-styled object is heavily covered in beads, complete with beaded fringe. It has a handle of tiny beads and opens at the top. It measures 11 inches high by 6 inches wide. What did it hold? Hint: It would help “whisk” your troubles away.

Three

This was popular in the 1930s and 1940s and made out of porcelain. It is 6.5 inches high and has a 14 inch circumference. This small electric appliance would have been perfect in your streamlined kitchen.

Four

This little item sat on the dining room table. It's metal and the redheaded woodpecker moves up and down into the log. It measures 3 inches high by 4.5 inches long by 1.5 inches wide. What did the item hold and what did the bird do?

Five

This “ma” and “pa” have a special purpose at the dining table. They measure 2.5 inches high. What was their purpose?



The Nunan Curse: A Prevailing Saga

Stories of the past

have always fascinated people, especially exciting tales of eccentric people and peculiar events. Often, storytellers exaggerate the details about these people and events, and the stories take on the status of legend and myth as they are handed down, no longer really fact or fiction. But true history, though best understood by imagination and interpretation, is never fiction. Nevertheless, myth, rumor, and just plain tall tales have become tangled in the history of the Nunan family and the Nunan house of Jacksonville.

The Nunan house, a 2½-story, “wilder and less domesticated”¹ Queen Anne-style² home, sits west of North Oregon Street, about seventy-five feet from the road.³ At the time it was built in 1892, another house, the Robinson house, sat next to it.⁴ After the Robinson house burned down and before other houses were built in the area, the Nunan house was startlingly conspicuous. Seeming like a rather lonely, oversized dollhouse, perhaps the place was easily considered haunted. Down through the years a curse has been associated with the place. It has been said that lead-lined plumbing within the house poisoned members of the Nunan family. One writer claimed the “curse” caused the entire family to suffer from digestion problems.⁵ But

just as fascinating as the legendary curse is the true history of the Nunan house and family.

Jeremiah Nunan, an Irish-born immigrant, arrived in Jacksonville in the 1860s.⁶ In the 1870 census, Nunan is listed as a saddler. (His shop was next to the Orth building on Oregon Street.) In 1872, he married Delia O’Grady from Ireland, and formed a co-partnership with Henry Judge, Delia’s brother-in-law. Judge had run a saddle shop prior to 1868 when he sold his business to J. Miller⁷ and moved to San Francisco.⁸ In 1871, Judge repurchased his saddle shop, and in 1872 Nunan joined Judge’s saddlery business in the building that is now the Bella Union restaurant.⁹ In 1874, a fire destroyed the place.¹⁰ After the fire, Nunan and Judge built a brick building, their “new and commodious quarters,”¹¹ on “ground formerly occupied by the U.S. Hotel”¹² (next to the present U.S. Hotel building). In 1878, Nunan sold his interest in the saddle shop to Judge¹³ in order to pursue “some business where there is less confinement.”¹⁴ Judge later reestablished his saddle shop in Kasshafer’s Saloon,¹⁵ and Nunan began a successful business of selling general merchandise.¹⁶ His store, “running over with a superior

By Jessica C. James

assortment of general merchandise,” received “the largest and best stocks of goods ever brought to Southern Oregon.”¹⁷ By the late 1880s, Nunan had moved his business—Farmers and Miners Supplies—to the Kubli building on Oregon Street. Nunan later entered another partnership and changed the name of the store to Nunan, Taylor and Company.¹⁸

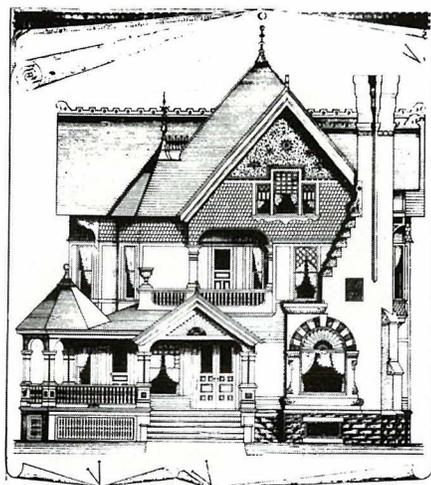
Besides his mercantile business, Nunan was a “resident agent for the wealthiest and most reliable fire insurance companies on the coast.”¹⁹ He also served as city trustee, town recorder, and police judge. In 1883, Jacksonville’s *Democratic Times* wrote, “After several years’ efficient service, Jerry Nunan retires from the Recorder’s office. He has made an excellent record and was the terror of evil-doers.”²⁰ Nunan was also involved in farming and mining, and purchased extensive land in Jackson County. By 1903, Nunan was one of the wealthiest men in the region.

In 1892, Nunan built the house considered “by far the handsomest edifice in Southern Oregon.”²¹ He ordered the plans for the house from George Frank Barber of Knoxville, Tennessee, who had established a mail-order business with his catalog, “The Cottage Souvenir.” Tradition

claims the materials for the house arrived prefabricated and partially assembled. One writer claims the materials shipped lacked "only the roof, chimney, and foundation," and included "drapes, carpets, plumbing, lights, wallpaper, and even a foreman named Big Mick, who hired local workman for fifty cents per day."²² In a recent article in the *Medford Mail Tribune Homelife Magazine*, the current owner of the Nunan house describes another local belief: "The materials arrived packed in fourteen boxcars with everything cut to size, right down to the wall-to-wall carpet and the bricks for the forty-eight-foot-high chimney."²³ Although Barber's catalog contained advertisements for various materials, researchers of other Barber houses have found no evidence suggesting Barber ever manufactured or sent materials himself.²⁴ A previous owner of the Nunan house claimed to have contacted Donald J. Russell, Jeremiah Nunan's grandson and the youngest president of the Southern Pacific Railroad. After an examination of old railroad records, Russell stated that the materials arrived in 137 crates. Since the Rogue Valley Railroad connecting Medford

Opposite the Nunan house was only three years old when this photograph was taken in 1895. Below, plans from a home-plan catalog show a house very similar in design to the Nunan house.

SOHS #815 AND #816



DESIGN No. 148.

Cost to build, \$6,000 to \$7,500.

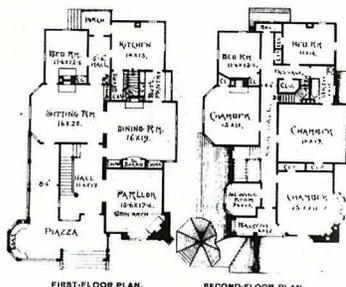
SIZE.

Over all, 47x71 feet. Height of first story, 10 feet 6 inches; second story, 10 feet. Cellar, 7 feet deep, of frost-proof construction. Good attic.

MATERIALS.

Outside materials are sheathing, paper and weatherboarding. Stone foundation, chimney, pressed brick with stone trimmings. Painting and plastering, three coats. Three rooms and hall finished in hard wood.

This house was erected from our plans at Taylorville, Ill. and Jacksonville, Oregon.



FIRST-FLOOR PLAN.

SECOND-FLOOR PLAN.

to Jacksonville was completed by 1891, it would not have been difficult to have materials that were not available locally shipped to Jacksonville by train. However, it is unlikely that the house was completely prefabricated. Local newspapers reported on those involved with building the house and supplying materials. J.H. Huffer, Jr., had a contract for the foundation;²⁵ Henry Klippel furnished 3,000 feet of lumber;²⁶ William Chastain and Fred Miles hauled lumber to the Nunan house from Klippel's mill;²⁷ and "J. Weeks & Sons of Medford and Phoenix did considerable finish work on the edifice, they have manufactured five mantles from oak."²⁸ (No articles found mentioned Big Mick or a fifty-cent daily wage.) Although the truth about the house arriving as a complete kit is obviously disputable, Nunan did order the plans from a catalog, thus the house's nickname, "The Catalog House."

Jeremiah and Delia had five children. Two died at the beginning of adulthood. Edward Nunan, their eldest son, died February 11, 1895, at age nineteen, about twelve hours after falling from a horse near the Ish Farm²⁹ (located on West McAndrews Road). Ella Rose Nunan died September 19, 1898, at age twenty while in San Francisco. A local newspaper states, "the examiner reported, 'Miss Nunan died from the effects of eating ice cream that had stood in tin too long.'"³⁰ None of the Nunan children died from lead poisoning.

In 1911, Jeremiah Nunan retired from Nunan, Taylor and Company,³¹ and in 1913, he traded his house to the M.J. Realty Company for property in California.³² In 1916, while visiting his son, Charles, in Jacksonville, Jeremiah Nunan committed suicide. A few days after Nunan's death, the *Jacksonville Post* printed, "Earlier reports were that Mr. Nunan had died of heart disease, but it was later revealed that he had taken his own life by shooting himself with a .38-caliber revolver."³³ A previous owner of the Nunan house claims to have found a .38-caliber revolver in the eaves of the house.³⁴ One cannot assume, however, that the gun found was the gun used by Nunan at the time of his death. Nunan had sold the house in 1913,³⁵ and G.A. Gardner had a two-year lease on the place³⁶ until Col. H.H. Sargent bought the house in 1915.³⁷

Perhaps the rumor of lead poisoning grew out of Ella Nunan's death by food poisoning, or, perhaps the family did suffer from lead poisoning. While renovating the home, a previous owner of the

Nunan house found a lead-lined water tank in the attic. However, just as the stories describing the Nunan house as a prefabricated, partially assembled kit house are backed only by other stories, it can only be suggested the Nunan family suffered from any sort of curse. The legend of the Nunan curse may be better described as the product of rumors and exaggerations weaving themselves into the Nunan family history, and transforming the Nunan story into myth. 🏠

Jessica James is a lifelong Southern Oregon Historical Society volunteer and a student at Rogue Community College.

ENDNOTES

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5. *Ford Times*, January 1981, p. 52.
6. *Jackson County Census*, 1860, 1870.
7. *Jacksonville Oregon Sentinel*, 25 July 1868.
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13. *Jacksonville Oregon Sentinel*, 8 May 1878.
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15. *Jacksonville Democratic Times*, 22 April 1881.
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24. Michael A. Tomlan, *George F. Barber's The Cottage Souvenir No. 2 with a New Introduction by Michael A. Tomlan* (Watkins Glen, New York: American Life Foundation and Study Institute, 1982), p. 11; Malcolm Brooks, personal email to Mike Alcorn, 30 January 2003; Mike Alcorn personal email to Malcolm Brooks, 30 January 2003; Malcolm Brooks personal email to Jessica James, 3 June 2003.
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30. *Jacksonville Democratic Times*, 22 September 1898.
31. *Jacksonville Post*, 5 August 1911.
32. *Jacksonville Post*, 29 March 1913.
33. *Jacksonville Post*, 20 May 1916.
34. Carolyn Sharrock, *MBF Docent Training Manual*, Southern Oregon Historical Society.
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36. Direct Index to Land Deeds, Jackson County Records Office.
37. *Jacksonville Post*, 29 March 1913.



Exhibitions



History Center

106 N. CENTRAL AVE., MEDFORD

LASTING IMPRESSIONS: THE ART AND LIFE OF DORLAND ROBINSON

Artist Dorland Robinson (1891-1917), a Jacksonville prodigy, produced an exceptional body of images. The diversity of media she worked in, from charcoal and pastel to oil and watercolor, is presented in this largest ever exhibit of her work.

THE HISTORY OF SOUTHERN OREGON FROM A TO Z

Do you know your ABC's of Southern Oregon history? Even local oldtimers might learn a thing or two from the History Center windows along Sixth and Central as each letter of the alphabet tells a different story.



Celebrating
FLIGHT
A History of Aviation
in Southern Oregon

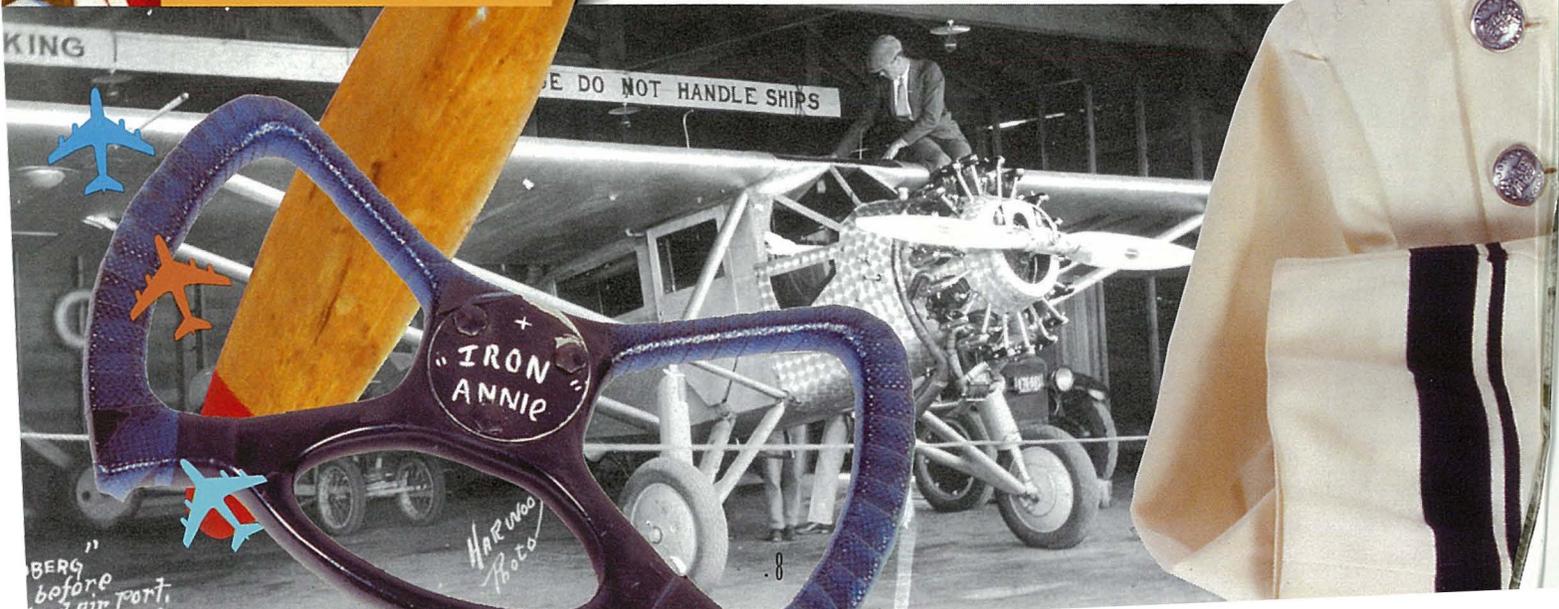
Opening December 5th!

CELEBRATING FLIGHT: A HISTORY OF AVIATION IN SOUTHERN OREGON

This exhibit will showcase the development of aviation in the Southern Oregon region, from the first barnstormers to arrive in 1908, through the era of Charles Lindbergh, World War II, and the jet age, all the way to space flight and modern times. Special areas of focus include the earliest commercial aviation, women in aviation, the Civil Air Patrol, Mercy Flights, aerial fire fighting, and the development of the Medford airport.

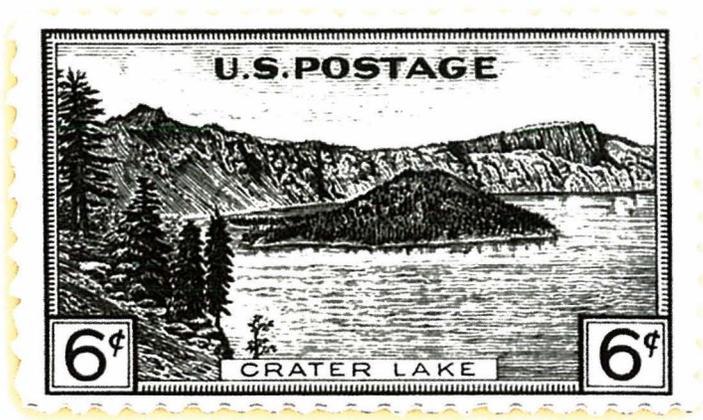
Celebrating Flight will highlight the stories of local men and women who were involved in all these stages. It will feature photographs, interpretive signage, videos, and items such as large-scale model airplanes, pilot uniforms, and air show posters. There will be related hands-on activities for children and adults, such as paper airplane building and flying, kite building, and flight simulations. This exhibit will run from December 2003 through December 2004, with an opening celebration on Friday, December 5.

Sponsors to date include Horizon Air, KOGAP Enterprises, and the Jackson County Airport Authority.



BERG
before
and Air Port,
1920

Harwood
Photo



Jacksonville Museum

5TH AND C STREETS, JACKSONVILLE

“HISTORY IN THE MAKING: JACKSON COUNTY MILESTONES”

An abundance of artifacts and photographs, from Chinese archaeological material to an early cellular telephone, tell the county's story. Not everything is behind glass—a working 1940s jukebox plays vintage automobile songs; a DVD player shows historic film clips.

POLITICS OF CULTURE: COLLECTING THE SOUTHWEST

This exhibit presents extraordinary examples of pottery and textiles from the American Southwest.

MINER, BAKER, FURNITURE MAKER

Explores the development of the Rogue Valley and the impact the industrial revolution had on the settlement of Oregon.

CRATER LAKE: PICTURE PERFECT

Can the majesty of Crater Lake be captured on film? In celebration of this national park's centennial, the Jacksonville Museum presents an exhibit of attempts to capture its essence. Peter Britt's first 1874 photo of Crater Lake marks the beginning of this exhibit. Other sections include early colorized photos, picture postcards, and park improvements. Of special interest is the most controversial Crater Lake image, believed by many to document a visit by Theodore Roosevelt. Examples of how the Crater Lake name and image have been used to sell products ranging from butter to a hospital round out this exhibit.



Children's Museum

5TH AND C STREETS, JACKSONVILLE

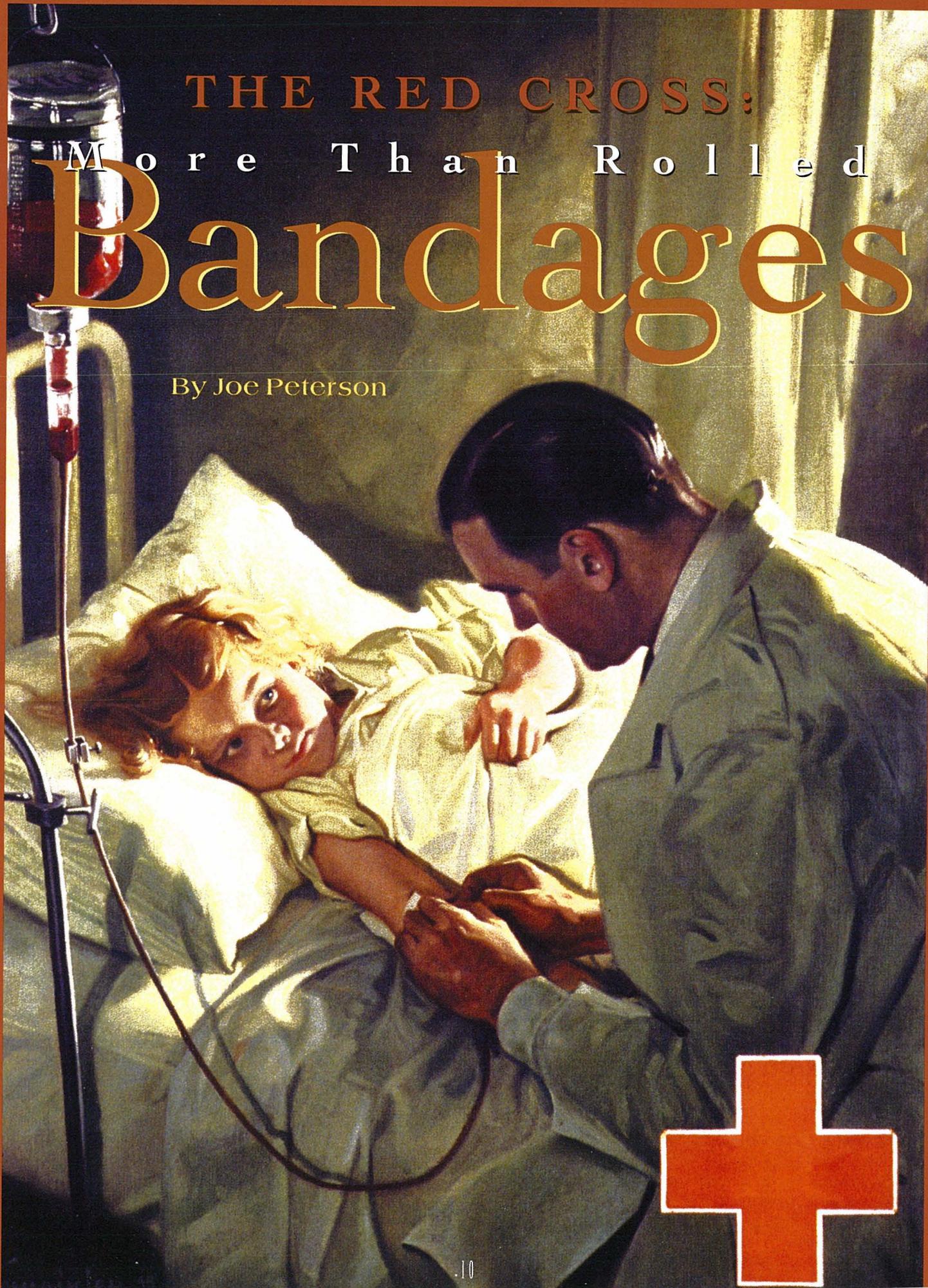
Everyone enjoys exploring the home and work settings from the 1850s to the 1930s through “hands-on-history.”



THE RED CROSS:

More Than Rolled
Bandages

By Joe Peterson



With the return of the victorious troops

from World War I came a nationwide health epidemic, a controversial city of Medford plan to contain it, and a daunting emergency task for the barely up-and-running local chapter of the American Red Cross. Medford's Red Cross was founded March 23, 1917, with a strong admonishment that this was "not a social pastime" but a "grim reality and necessity." Representatives from throughout the valley formed an initial membership of 104 with Medford's mayor, C. E. Gates, named chairman and directors chosen from what would become auxiliary chapters in Ashland, Jacksonville, Central Point, Eagle Point, Talent, and Gold Hill.¹

Eager for visibility, both Medford and Ashland chapters participated in "the greatest patriotic parade in Medford's history" on May 16, less than two months after their founding.² Medford's impressive chapter entry featured rows of women marching in nurse costumes and girls in

flag-like dresses carrying a huge banner. While parades are always good for morale and tend to unite during wartime, the looming post-war scourge, and what to do about it, divided city leaders.

Killing far more Americans than combat had, the Spanish influenza pandemic of 1918-19 would claim its first Medford victim by October of 1918 despite a proactive effort by Gates.³ As local influenza deaths became more frequent, Medford City Council members were bitterly split over the merits of a flu mask ordinance advocated by Gates. All those conducting business or even walking the streets of town would need to wear a mask or be fined five dollars. Divided into anti-mask and pro-mask factions, the council left the decision to the City Board of Health, which turned out to be made up of mask supporters. Opposition councilman James Madison Keene, M.D., found the decision

so reprehensible that he labeled it characteristic of a "Bolsheviki body."⁴

And who would make the proper cheesecloth covers to protect the airways of Medford's citizens? Always ready to serve, Red Cross volunteers took on the overwhelming task. After all, someone had to bring conformity to a town now clad in all kinds of attire to keep germs and a five-dollar fine away including scarves, handkerchiefs, and even a bridal veil secured to a gentleman's derby hat.⁵ Donning Red Cross masks seemed to work in reducing the number

Opposite: Red Cross vintage print.

COURTESY OF AMERICAN RED CROSS, PACIFIC NORTHWEST BLOOD SERVICES

Below, just two months after the Medford Red Cross chapter formed, members marched in a patriotic parade in downtown Medford in May 1917.

SOHS #3966



infected and even anti-mask Councilman Keene acknowledged the local chapter's good work by proposing that the sixty-five dollars in fine money that had been collected be turned over to the Red Cross for its efforts. The motion passed, as did the epidemic.

With the war and the flu behind it, the Medford Red Cross provided an extensive safety net of social services throughout the 1920s for those in need; everything from securing clothing, food, and a place to stay for transient families, to helping Spanish-American and Great War veterans fill out forms and write letters fell to volunteers. When not running a thrift shop, helping poor children obtain health care, or operating their on-going lifesaving program, time was even found to can and ship thirty-seven glasses of jelly to a government hospital in Arizona!⁶ Despite all of these laudable efforts, by the end of the decade the Medford board met to discuss a disturbing letter criticizing the local chapter for providing meal tickets for transients that were good at all local eateries, including Japanese restaurants. The board decided the letter-writer's bigoted demand to exclude Japanese restaurants from the voucher program was an "unfair request" and adjourned.⁷

Swamped by relief requests as a result of the Great Depression of the 1930s, Medford board meetings were now focused on the "transient problem." Demand for assistance had far outstripped county resources. Authorities assured the board that "A federal man would be stationed on the Siskiyou to check and turn back transients coming for work."⁸ Even with this concession, until federal intervention programs were in place it would be the local valley Red Cross chapters providing much of the direct relief to the poor, the transient and the unemployed as they had in the 1920s. As late as mid-decade, volunteers were still serving nearly 300 families with food, clothing, and shelter.⁹ As New Deal programs appeared, Medford area chapters shifted some of their emphasis to provide training and instruction at Civilian Conservation Corps camps and to Works Progress Administration workers.

Even before Pearl Harbor, and coupled with training programs and local relief work, Medford's chapter was participating in the worldwide organization's European war relief efforts, filling quotas for garments handmade from government-issue wool and cotton. America's entry into World War II, though, would tax the local volunteer efforts, especially with the needs of a large military base and hospital so close by. Red Cross service at Camp White included help in wards, reading, writing



letters, shopping, acting as guides, serving as hostesses, assisting with recreation, as well as producing garments and supplies. Medford's local chapter lists everything from softballs and footballs to an agate machine as Camp White contributions in its 1945 annual report. Several miles away, still more volunteers could be found flipping hamburgers for exhausted flight crews landing at the strategically located and Army-controlled Medford Airport. Volunteers staffed the airport canteen, providing welcome hospitality and a hamburger or a homemade piece of pie served with a smile.¹⁰

Left to right above and opposite, American Red Cross vintage prints by Cornelius Hicks, Blanche Greer (circa 1920), and Walter W. Seaton were among a series of classic posters the Red Cross used to keep its image of health and service before the American public.

COURTESY OF AMERICAN RED CROSS, PACIFIC NORTHWEST BLOOD SERVICES



THE AMERICA of TOMORROW



THE RED CROSS
FOSTERS
COMMUNITY HEALTH



American Red Cross

One humorous World War II incident illustrates just how eager Red Cross workers were to serve. Behind an unmarked Camp White door was a group of Nazi prisoners of war hoping to get their hands on any and all items offered by the latest batch of trainees. In their zeal to serve and unaware they had wandered into the prisoner of war section of the military base, these freshly starched, gray-uniformed volunteers were eager to please the doctor who greeted their knock. Thanking them profusely he cleaned out their cart and asked for any other supplies they might be able to secure. It was only later and after several more deliveries that the novice "Gray Ladies" discovered they had been duped by a charming POW German doctor who spoke fluent English!¹¹

Red Cross efforts became so attached in the public mind to the war effort, that an otherwise knowledgeable citizen asked the Medford board in 1950 what the organization does when there isn't a war. A whole baby-boom generation of post-war children could have easily answered the pointed inquiry. Hundreds of valley youth identified the Red Cross symbol with swimming lessons in both Ashland and Medford pools. Disaster relief, emergency help to "burned-out" families, first aid classes, production of supplies for veterans' hospitals, visits to shut-ins, counseling for

veterans and their families, a Junior Red Cross program in the public schools, and even providing transportation for veterans to attend revived Shakespearean plays in Ashland kept Red Cross volunteers busy following World War II.

Besides serving all of these peacetime needs, the absence of war was unfortunately short-lived with two undeclared wars occurring during the 1950s and 1960s in Korea and Vietnam, respectively. A mobile blood bank became a major focus by 1951, and by the time of the Vietnam War, chapter volunteers were helping seventy-five to 100 Jackson County families a month keep in touch with their relatives in the armed forces.¹²

Much of the Rogue Valley chapters' vast involvement in the community continues into its eighty-sixth year of service. By offering first aid, CPR, and swimming safety classes as well as conducting blood drives, the Red Cross carries on the mission of saving lives. Disaster relief, whether helping a family put their lives back together after a house fire or providing vouchers for those in need of a meal, are examples of ways nearly 300 individuals were assisted in the past year. Still, there always seem to be critics of organizations like the Red Cross who are quick to point out flaws in administration and delivery of goods and services. Yet,

looking back over more than eight decades of involvement, one has to wonder how so much would have been accomplished and how much greater the suffering would have been if not for the committed intervention of the Rogue Valley's dedicated Red Cross volunteers and staff. 🏠

Joe Peterson is an adjunct lecturer in the History Department at Southern Oregon University.

ENDNOTES

1. *Medford Mail Tribune*, 24 March 1917.
2. *Medford Mail Tribune*, 16 May 1917.
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4. *Medford Mail Tribune*, 18 December 1918.
5. *Medford Mail Tribune*, 9 December 1918.
6. "Minutes of Meetings," Jackson County Chapter of the American Red Cross, 1924-1934, Medford, Oregon.
7. "Minutes," 1924-1934.
8. "Minutes," 1924-1934.
9. "Minutes of Meetings," Jackson County Chapter of the American Red Cross, 1935-1953, Medford, Oregon.
10. William Alley, "Famous the World Over: Medford's Wing In Canteen," *Southern Oregon Heritage*, Vol. 5, No. 4, 2003, p.15.
11. "Annual Report, 1945-1946," Jackson County Chapter of the American Red Cross, Medford, Oregon.
12. *Medford Mail Tribune*, 18 May 1986.

By Steve M. Wyatt

A giant bear trap and Bozo the Clown's

make-up kit were among twenty-one artifacts selected from the Society collections for an exhibit that tells Oregon's history through objects—from an abacus to zither. *Oregon History A-Z* opened at the Oregon Historical Society in Portland September 19 with 400 artifacts borrowed from sixty-three members of the Oregon Museums Association and OHS affiliates from every corner of the state.

Rather than a chronological history of the state, the objects are juxtaposed alphabetically. With the letter S you will find a portable balance scale used to weigh placer gold in Southern Oregon (Southern Oregon Historical Society), a scale used to weigh smelt from the Sandy River (Troutdale Historical Society), and a log scale (East Linn Museum). This is not to mention saddles, saws, shoes, stoves, sculpture, shackle, shears, signs, and snowshoes used at Crater Lake (SOHS).

The exhibit will run through July 31, 2004.

Listed below are the twenty-one artifacts selected for the Oregon A-Z exhibit from over 100,000 items in the collection of the Southern Oregon Historical Society:

- BAG, pear-picking—used in local orchards.
- BARREL, wine (*pictured*)—used by Peter Britt at his vineyard, 1890s.
- BELT, fireman's—early-day Jacksonville Fire Department.
- BOTTLE, water (*pictured*)—Lithia water, 1970s.
- BOX, ballot—used by Ashland railroad worker union, ca. 1900.
- BOX, trinket (*pictured*)—contains moss from the tree under which Sam Houston was wounded, 1863.
- BUCKET, fire—made by Henry Judge for Jacksonville's Fire Department, 1868.
- COMPASS, surveyor's—used by Jesse Applegate who surveyed the Oregon City townsite.
- CORONET (*pictured*)—belonged to Peter Skene Ogden Applegate, son of Jesse.
- JAR, ginger (*pictured*)—Purchased by Dr. John McLaughlin at Hudson Bay Co. Trading Post, now Fort Vancouver, Washington, in 1848.
- KIT, toiletry (*pictured*)—make-up kit box, belonged to entertainer Vance "Pinto" Colvig who was "Bozo the Clown" in 1946.
- LANTERN, signal—used on the Medford-Jacksonville railroad line, 1891-1916.
- METEORITE—originally from space, found in Sam's Valley, 1894.
- PRESSURE GAUGE, pear—invented in 1919, used locally to test ripeness until 1953.
- SCALE, portable—Chinese gold scale used locally in the 1880s.
- SHOE, Bozo—belonged to entertainer Vance "Pinto" Colvig.
- SIGN, auto—this auto camp was located in what is now the Cotton Memorial area of Lithia Park.
- SNOWSHOES (*pictured*)—Crater Lake National Park Ranger M.L. Edwards, first to remain at the park through the winter, used these shoes, circa 1910.
- STRETCHER—designed by Claude Haggard of Medford in the 1950s, sold throughout the country for approximately \$150.
- TRAP, bear—made in Jacksonville by blacksmith Charles Bayse, 1890s.
- WIG, clown—belonged to entertainer Vance "Pinto" Colvig.

Oregon History: From Abacus to Zither





Examples of Southern Oregon Historical Society collections items on loan at the Oregon Historical Society's latest exhibit, *Oregon A to Z*. The Oregon Historical Society Museum hours are 10 a.m to 5 p.m., Tuesday through Saturday, and noon to 5 p.m. Sundays (closed Mondays). The web site address is www.ohs.org.





Patterson and Starbuck: Birdmen of the Valley

By Bill Miller

Three minutes after he had lifted off from the Medford Airport, Robert "Pat" Patterson looked up, hoping to find a break in the clouds. The fog that smothered his plane had turned into a thrashing rain. Pilot Rock was gone and the Siskiyou Mountains were somewhere ahead. He was cautious but fearless. Returning to Medford just a few weeks earlier, he had dared to fly at 18,000 feet without oxygen, just to get above the fog. Fellow pilots called him "the ace of the Pacific Coast mail route."¹

In was 10:33 in the morning, December 16, 1926. Patterson's cargo of airmail was due at Oakland, California, in 3 1/2 hours and he was becoming impatient. Trusting his compass, altimeter, and skill, he juiced the throttle and pulled back on the stick. His Ryan M1 Monoplane wrenched upward, pushing the twenty-three-year old aviator into his lightly padded seat.

"I knew I was flying low," he recalled. "I thought I was over the valley, not flying in the foothills. A tailwind blew me off course."²

Five minutes into the flight, his airspeed had reached 125 miles an hour. At that moment, Patterson's life entered a slow-motion world of confusion. First, there was a thud, a shredding crash, and then the plane fiercely pulling to the left.

"Pull up! Gain altitude!" the silent voice in his head screamed.

Another shock, a smashing sound, the plane brutally jerked to the right, and briefly, he thought he saw a treetop falling slowly to the ground. As his plane hit a muddy butte west of Ashland, he was thinking of his wife and six-month-old daughter.

"I'll be back before Christmas," he had told them as he left home for the airport.

The plane slid through mud and snow. The crystal face of Patterson's wristwatch shattered and its hands froze at 10:35. Patterson passed out, but miraculously, he was still alive.³

Patterson had been too young to serve in World War I, but early in the 1920s had enlisted in the Marines. After a brief shipboard assignment, he was transferred to the Marine Aviation Corps at Quantico, Virginia. When he completed his service, he moved west and joined his brother, William, in Santa Cruz, California, where together they opened an airport.

In the fall of 1925, Pat signed on with Pacific Air Transport, a recently formed airline that had just won the airmail contract for the Pacific Coast. He flew survey flights between Los Angeles and Seattle. Ultimately he was assigned to the Medford-Oakland segment, known as "the longest hop, over the roughest country of any part of the 1,000-mile system." His close friend Arthur Starbuck would be his partner. While one flew north, the other flew south, and they passed each other somewhere near Mount Shasta.⁴

On September 15, 1926, airmail came to the Rogue Valley. Starbuck arrived at Medford's airport thirty-six minutes early. Forty-seven minutes later, Patterson left on the return trip for Oakland. Almost daily for the next three months, the pilots flew mail between Oregon and California. Then in December, Patterson crashed.⁵

Luckily, a group of woodsmen were falling trees near the crash site. Patterson had regained consciousness and his cries for help led rescuers to him. The plane's gas tank pressed against Patterson's chest,

and part of the one thousand-pound motor lay across his right shoulder. It looked like his leg was broken, and maybe his hip; his right wrist looked suspicious and there was a large bloody gash in his forehead. The loggers fashioned a sled of nearby wood and pulled the injured pilot to the road, where they had left their automobiles. J. C. Hopper, foreman of the crew, drove a still-conscious Patterson to Medford's Sacred Heart Hospital.⁶

X-rays revealed that Pat had no broken bones and apparently no serious internal injuries. Newspaper headlines were optimistic, noting that "Patterson Escapes Serious Harm In Wreck. Broken Pipe Chief Worry Of Birdman Who Crashed." Patterson's jovial answers to reporters' questions set everyone at ease and made him an instant hero.⁷

But two days before Christmas, at eleven in the morning, a weakened Robert Patterson welcomed reporters to his bedside for the last time. He told them what he remembered about the crash and said that he still hoped to be home with his wife and daughter at Christmas. For the previous three days, an infection had slowly crept throughout his entire body. There was dirt deep within a badly lacerated leg, and no way to remove it. By the time it was discovered, it was too late. Six hours after joking with the press, Robert Patterson died.⁸

Above: This Pacific Air Transport Ryan Monoplane is the type flown by Robert Patterson and Arthur Starbuck when airmail service first came to the Rogue Valley in 1926.

SOHS #959

Right: Pat Patterson, second from left, accepts mailbags for the first airmail flight out of Medford on September 15, 1926.

SOHS #4



The three men in the center are, from left to right, Seely Hall, Pat Patterson, and Medford Postmaster Bill Warner, gathered at the Medford airport in September 1926.

SOHS #8615

On December 28 his body was sent to Oakland for cremation. On January 2, 1927, following Patterson's deathbed request, Starbuck flew his friend's remains to the mountains west of Ashland. From an airmail plane, the ashes were scattered over Patterson's crash site.⁹

Arthur Starbuck continued to fly the Medford-Oakland route for another three years when a new airmail leg was added between San Diego and Los Angeles. While on that run in May 1931, Starbuck himself became lost in the fog and died when his plane crashed into a mountain near Burbank, California.¹⁰

A newspaper editorial celebrated "these airmail heroes" and marveled at their daring in the face of danger. "The number of intrepid birdmen engaged in carrying mail through the air (is) comparatively few, yet the death rate among them is higher than that in any other calling. A few weeks or months at the longest, and they crash their ship into mountainsides. ... Progress is fraught with danger. ... The airmail pilots will go down into history as typical of the bravery required in developing a nation to its highest and best."¹¹

Bill Miller is a historian with the Southern Oregon Historical Society.

ENDNOTES

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4. *Medford Mail Tribune*, 14 September 1926.
5. *Ashland Daily Tidings*, 15 September 1926.
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7. *Medford Daily News*, 19 December 1926.
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11. *Medford Daily News*, 18 December 1926.



Medford on the Middle Ford

By Bill Miller

With the final railroad survey completed in May 1883,

right-of-way agreements between Rogue Valley farmers and railroad officials were nearly all signed. A new town would be created on a gently sloping plain west of Bear Creek, while Jacksonville would be left five miles away. The town site was starkly plain with meager grasses covering a landscape speckled by scrub oak and manzanita. Occasional mature oaks and ponderosa pines provided sneaky coyotes and scampering squirrels with shade during the hot summers. Except for Rezin Packard and Napoleon Bonaparte Evans, the original settlers on the land, no one thought the area was worth much until 1883. By then, businessmen who owned the property thought it had enormous profit potential.¹

Rumors began to spread of secret real-estate negotiations between the railroad and these four businessmen, prompting the public to suggest names for the new town. East Jacksonville was a “no go” according to one of the negotiators. Some Jacksonville citizens, angry that the railroad had left them “out in the cold,” derisively suggested Manzanitaville, Brush City, or just plain Scrub. The railroad, which had the final say, was considering Medford or Middleford.²

David Loring, right-of-way agent for the Oregon and California Railroad, was from Massachusetts, and in December he announced that the town would be Medford, named after the Massachusetts township where some say Loring was born. Gold Hill was almost named Bedford by Loring, who joked that someone from New England would feel right at home, as the distance and direction of the Oregon towns along the railroad were nearly identical to their namesakes in Massachusetts. There is

no truth to the story that the name Medford came from a gradual slurring and mispronunciation of Middleford. It is more likely that Loring, hearing the suggestion of Middleford, thought of his faraway home.³

Why was the name Middleford even considered? As we know, a ford is a shallow place in a creek or river where people and animals can easily pass to the other side. Soon after European settlement in the 1850s, roads were built across Bear Creek's three major fords. Two of the fords were named after nearby settlements, Phoenix and Central Point. In the countryside between the towns, a crossing known as the middle ford gave early settlers of the Upper Rogue and Lake Creek areas more direct access to Jacksonville.

Where was the middle ford? If you said at Main Street, under the current bridge in Medford, you'd be wrong. The ford was actually on the old county road, which followed the basic line of today's McAndrews Road. Irish immigrant Thomas McAndrews bought the John S. Miller Donation Land Claim, on the east side of Bear Creek in March 1864. The county road formed the southern property line for the McAndrews ranch. Early Medford druggist Charles Strang recalled that even in the 1880s, “The only roads leading into the town were the McAndrews road ... and the road that is now Pacific Highway.” The road wouldn't take McAndrews' name until after his death in 1920, but early on, the middle ford did. In 1885 Bear Creek was so high with water that “McAndrews ford” had washed out and a Medford resident warned, “Strangers should not attempt to cross.” When the Pacific and Eastern

Below: A wagon appears in the foreground near the Middle Ford over Bear Creek near present-day McAndrews Road in this view circa 1885, looking north toward the Table Rocks.

SOHS #9048

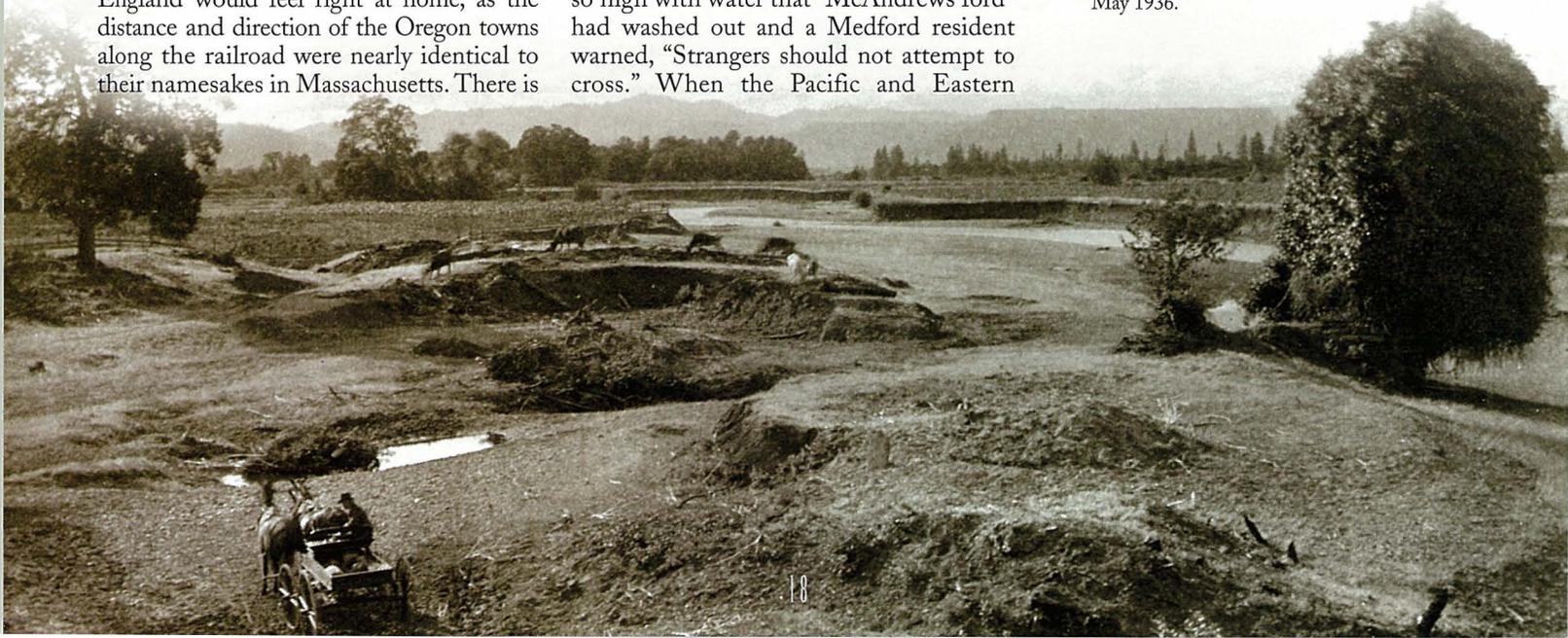
Railroad secured a right-of-way to lay track down the east side of Bear Creek in 1910, agreements referenced the line as passing through “a point on the McAndrews Ferry road.”⁴

The ford saw continuous use well into the twentieth century, but by 1929 the banks of the creek had been severely eroded and the ford was often impassable. A petition for a bridge to span the creek was circulated. Delayed by the onset of the Great Depression, the bridge was finally completed as a Works Progress Administration project in the spring of 1936. Sixty-five years later, the middle ford is just a fading memory, unless you know where to look. The next time you drive over the bridge on McAndrews Road, next to the Rogue Valley Mall, look down at the creek and think of the horses, wagons and thousands of wet feet that have crossed here. The middle ford is gone but not necessarily forgotten.⁵ 🏠

Bill Miller is a historian with the Southern Oregon Historical Society.

ENDNOTES

1. *Jacksonville Oregon Sentinel*, 19 May 1883. The fence that divided Evans' land claim of 1852 from Packard's of 1854 is said to have run down the middle of what later became Main Street in Medford.
2. *Ashland Tidings*, 30 November 1883. The four businessmen were Cornelius Beekman, Iradell Phipps, Charles Broback, and Conrad Mingus.
3. *Jacksonville Oregon Sentinel*, 15 December 1883.
4. *Medford News*, 23 June 1933. *Jacksonville Democratic Times*, 27 February 1885. Jackson County Deeds, 25 April 1910, Vol. 80, p. 108-09.
5. *Medford Mail Tribune*, 27 December 1929; 11 May 1936.





Seemingly overnight during the summer of 1935,

the normally tranquil Medford Airport was transformed into an operational United States Army Air Corps base. On August 14, twenty-two trucks from the recently dedicated Hamilton Field, near San Raphael, California, arrived at the Medford Airport. Under the direction of Major Devereau M. Myer, commander of the ground support unit of the Thirty-first Bombing Squadron, a tent city mushroomed near the new terminal building. Nearly fifty tents were erected and included a hospital, mess, machine shops, radar and communications, and sleeping quarters for the men. Arrangements were also made to provide city water for showers and sanitation as well as to provide garbage pick-up.¹

All of this activity was in preparation for the arrival on August 18 of the airplanes from the Thirty-first Bombing Squadron. The Thirty-first Squadron was conducting a series of exercises up and down the Pacific Coast simulating wartime conditions operating out of unfamiliar locations. While at Medford the squadron would conduct a series of simulated raids on such "targets" as Salem, Grants Pass, and Dunsmuir, California.

Southern Oregon's residents had long demonstrated an ardent interest in aviation, and the arrival of the Thirty-first Squadron proved to be no exception. An estimated 2,500 people were on hand on the morning of the eighteenth to witness the arrival of the squadron. Thirteen aircraft, including nine "huge" Martin B-10 bombers under the overall command of Major H.D. Smith, touched down at eleven a.m. The new Martin bombers generated a great deal of interest. They were the first all-metal monoplane bombers produced for the United States Army, and, with a maximum speed of 207 miles per hour, could evade any pursuit craft then in production. This innovative design had earned the Collier aviation trophy for the B-10's manufacturer, the Glen L. Martin Company.²

Monday, August 19, was spent settling in in the tent city. The bomber pilots and crew also conducted a series of familiarization flights over the surrounding area. The training plan for the remainder of the week consisted of two sorties each day, with the pilots flying one and the co-pilots flying the other. Although visitors were welcome at most times, the airport itself was closed off during the actual operational periods. A formal open house on Wednesday saw an excess of 1,500 visitors at the temporary base.³

Maneuvers began in earnest on Tuesday. Early that morning the nine bombers, laden with sand-filled dummy bombs weighing between 300 and 2,000 pounds, left for a simulated attack on Salem's airport. Unexpected head winds, however, prevented the

planes from reaching their intended target. The morning's second mission was an attack on a simulated munitions dump at the Dunsmuir Airport. Afterwards the squadron turned north for a raid on Lake of the Woods and Grants Pass before returning to Medford.⁴

One of the Martin aircraft was especially equipped for blind flying. Instruments on board were used to determine the plane's position utilizing the United Airline system of radio beacons while the pilot flew the plane with a hood on. For safety, a second pilot was along keeping a watchful eye out.⁵

Not all the time in the Rogue Valley was spent in training. The local Chamber of Commerce saw to it that there was ample opportunity for the airmen to enjoy our region's recreational highlights. A large stag dinner for the officers was held at the Medford Hotel, and a committee made up of Floyd Hart, Heine Flurher,

and Mayor G.W. Porter arranged such diversions for the men as fishing, trap shooting, and badminton. The final day of the squadron's visit was spent on a junket to nearby Crater Lake.⁶

With the completion of the simulated attacks, the planes of the Thirty-first Squadron departed, leaving for Hamilton Field on Saturday, August 24. The ground crew remained behind, requiring an additional couple of days to pack up their tent city. Their loaded trucks headed south the following Monday.

Medford had made a favorable impression on the men from the Thirty-first Bombing Squadron, and the drills were deemed a complete success. The importance of the mission, as stated by Major Myer, was "to gather data as to the time elements, equipment and supplies for the operation of the newly formed squadron. ... This logistical data," the major continued, "will be used in recommending the establishment of new tables of equipment for the Air Force."

The immediate benefits of these maneuvers, however, would be short-lived. The introduction of the Boeing B-17 Flying Fortress in 1936 soon made the once cutting-edge Martin B-10s obsolete.⁷ 📌

William Alley is a historian and archivist.

ENDNOTES

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2. *Medford Mail Tribune*, 19 August 1935.
3. *Medford Mail Tribune*, 19 August 1935; 23 August 1935.
4. *Medford Mail Tribune*, 20 August 1935.
5. *Medford Mail Tribune*, 20 August 1935.
6. *Medford Mail Tribune*, 19 August 1935; 23 August 1935.
7. *Medford Mail Tribune*, 22 August 1935.

Wild Blue Bombing School



At top: Medford photographer Vern Shangle took this panoramic view of the sprawling tent camp set up at the Medford airport in August 1935 to accommodate a visit by the Army Air Corps' Thirty-first Bombing Squadron. Above: Martin B-10 bombers are parked in front of the Medford airport hanger. The bombers, advanced for their time, soon were made obsolete by the Boeing B-17 Flying Fortress.

SOHS #6919 AND #961

Robertson E. Collins

in His Own Words

By Bill Miller

"I was born in California,

in Riverside, California, which is out east of Los Angeles. ... I went to Stanford University and then I got cut and went into the war. Went back to Stanford after the war and when I was finished I worked for a year in San Francisco and then came up here."¹

Robertson Collins seldom said more about his early life.

With his 1948 arrival in Jackson County, he brought "an interest in architecture that had no direction." Over the next decade he would find his bearings and very soon discover his personal crusade—historic preservation.²

"I was in the lumber re-manufacturing business with my brother. We took waste

terrible thing that was going to happen. ... We fought the highway department over that highway issue and it was stopped. ... Local people we had been sparring with said, 'O.K. You've saved the town, now what are you going to do with it?' That was when I had to go think about going to work for this community."⁵

It was then that Collins realized what was at stake. Jacksonville had lost population to Medford over the early half of the twentieth century and many of its early 1880 and 1890 buildings were frozen in time.

"It's often said in preservation that poverty is the friend of preservation. Not that Jacksonville was that much of a poverty center, but there wasn't new investment going on over there, so there was no change. ... It became sort of a full-time commitment of mine and a lot of volunteer enthusiasm on my part because it meant taking a community that was not dead but you might say dormant, and challenging it to develop its own sense of pride."⁶

"The people of Jacksonville didn't have any pride. They thought they were living in a bad town. A town that wasn't important."⁷

Rebuilding community pride began with the Jacksonville Boosters Club; starting slowly with Halloween parties, Christmas decoration contests and Easter egg hunts. Then came face-to-face fund-raising at lectures and community potluck dinners. By February 1964, Collins was one of seven trustees on the newly formed Jacksonville Trust for Historic Preservation. Their first project was to be the "rehabilitation of the U. S. Hotel, reconstruction and leasing."⁸

The following year, Collins, as chairman of the Jacksonville Properties for Historic Preservation, announced that the group had raised funds to purchase the U. S. Hotel and to bring it up to code. The U. S. National Bank of Portland agreed to place a branch in the restored hotel and, as part of its contribution to the restoration project, prepaid ten years' rent. They even agreed to make the branch a replica of an early 1900s bank.⁹

Collins had become a practical preservationist. "The small-town businessman, unsure that preservation can be profitable,



Robbie Collins stands inside the U.S. Hotel in Jacksonville, which he played a leading role in preserving.

SOHS #K-10257

wood from the giant sawmills and ... we turned it into specialty wood products. We were just trying to make a living but, looking back, of course we were in the conservation business, too."³

"By the time I moved to Jacksonville, I was getting interested in preservation. ... and soon after that there was an announcement of a proposal to put a big highway diagonally across about eight city blocks in the city, and that stirred me. ... Not at that moment, I must admit, out of a sense of history, but just that I really didn't want a four-lane road that close to my new home."⁴

"A group of us took it up as a challenge. ... I went east to get media coverage of this

but aware that it is expensive, is usually a reluctant participant in preservation projects. His insecurity is best overcome by the advice and guidance of experts," Collins said in a speech.¹⁰

"Overall it's a very happy success story of people who have learned how to make money out of historic preservation, utilizing what was there. ... I think of myself as a futurist. My interest in the past really stems from a desire, or an anxiety, to be sure that the future has examples of excellence out of our history. ... Take an old building that had one original use, and put it to a contemporary use. ... I think preservation is a part of our dynamic, daily living: we enjoy looking at these old buildings and they are economic assets to our communities."¹¹

"I'm not opposed to progress; I think preservation is a very progressive idea. ... I certainly have no problem with the fact

=====
"Overall it's a very
happy success story of
people who have
learned how to make
money out of historic
preservation, utilizing
what was there."
=====

that some buildings should be torn down. ... The only criteria I use as a rough one, is what's going to be the replacement and what will the quality of that replacement be? If you're going to tear it down to make a parking lot out of it, I don't think we need more parking lots in this world. I don't think we can squander the resources of tearing down old buildings—old buildings are a resource, the brick, the building, those things are valuable."¹²

As Collins was learning the ropes of historic preservation his part-time hobby became a full-time obsession. In August 1967 Jacksonville was designated a National Historic Landmark, and because of his expertise, the world began to take note.¹³

"Robertson 'Robbie' Collins, a bachelor of means and bon vivant who lives amidst heirlooms in a red brick building that once housed the Wells Fargo office, speaks for the 'preservationists,'" reported the *Eugene Register Guard*.¹⁴

Collins spent two years as a West Coast advisor of the National Trust for Historic

Preservation and then, in the early 1970s, was chosen as a board member. During his eleven-year tenure he began to serve on many more local, state and national historic boards, including a term as a trustee of the Southern Oregon Historical Society.¹⁵

Retirement took Collins around the world as a lecturer and preservation expert. Asked to speak at a heritage conference, in Bangkok, Thailand, in 1979, Collins found a new outlet for his passion. "This mix of tourist development and heritage conservation has been a special interest of mine," he said.

While never forgetting his roots in Jacksonville, Collins soon made his home in Singapore. From there he continued his travels. He returned often to Southern Oregon, vitally interested in the town that started him on his crusade.

His last local project, in partnership with his friend Marshall Lango, was the construction of two replica buildings from Jacksonville's earliest days. They agreed the project would be complete when an original lamppost was restored to the corner of Third and California streets.

"The project was finished the day he died," said Lango. "We looked up and the light was on."¹⁶

Eighty-one-year-old Robertson Collins died in Singapore on May 23, 2003. The world will miss him, and so will we. The lights he lit continue to guide us.

"We have to realize that in our daily lives we are surrounded by things of quality and things of history," he once said. "We should identify them and try to save them."¹⁷

Robertson E. Collins was posthumously given the first annual Southern Oregon Heritage Award on August 17, 2003, for his outstanding commitment to preservation and the promotion of history. ■

Bill Miller is a historian with the Southern Oregon Historical Society.

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4. SOHS, OH 174, 7 December 1980.
5. *An Interview with Rob Collins*, William Donker Productions, 1999, videocassette.
6. OH 174, p. 3.
7. *An Interview with Rob Collins*.
8. *Medford Mail Tribune*, 4 October 1963.
9. *Medford Mail Tribune*, 11 October 1964.
10. Robertson E. Collins, speech to the National Trust for Historic Preservation, 3 October 1969.
11. OH 174, pp. 4-5.
12. *Ibid.*, pp. 10-11.
13. *Medford Mail Tribune*, 13 August 1967.
14. *Eugene Register Guard*, April 1969.
15. *An Interview with Rob Collins*.
16. *Medford Mail Tribune*, 25 May 2003.
17. OH 174, p. 13.

NAME THAT OBJECT



ANSWERS . . .

Name that Object begins on Page 5.

One

This potato ricer was used to make cooked potatoes into rice-sized bits instead of mashed. It was also used for other cooked vegetables.

Two

This shoe shaped holder was used in the kitchen to hold a whisk.

Three

If you guessed an electric egg cooker, you were "eggsactly" right!

Four

Toothpicks! The bird's beak has double prongs which, when gently squeezed would pick up a toothpick.

Five

Salt and pepper shakers!



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Mr. and Mrs. Vincent L. Armstrong, *Medford*
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Mr. and Mrs. Robert Heffernan, *Medford*
Ms. Jean W. Jester, *Sandy*
Marjorie O'Hara, *Ashland*
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Patricia Cook Harrington, *Central Point*
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Yvonne Earnest, *Medford*
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Gladys A. Fortmiller, *Talent*
Mr. and Mrs. Fred Gardner, *Canyon City*
Mr. and Mrs. John Hamlin, *Medford*
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Mr. and Mrs. Robert Hight, *Medford*
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Alice Mullaly, *Central Point*
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Marilyn L. Sibley, *Gold Hill*
Davis Young, *Medford*

New & Rejoining: JUNE 1 - AUGUST 31, 2003

DIRECTOR/PIONEER • \$120 - \$200

John and Dianne Norris, *Norris Shoes, Medford*

CURATOR • \$120 - \$200

Dr. Ralph Bergstrom Jr and Mary Jo Bergstrom, *Medford*

Taye Emori, *Jacksonville*

Robert and Carol Richmond, *Anchorage, AK*

CURATOR/PIONEER • \$120 - \$200

Helen Collins, *Medford*

BUSINESS • \$120 - \$200

Sid and Karen DeBoer, *Lithia-America's Car & Truck Store, Medford*

Mike and Patricia Sullivan, *Central Point*

PATRON • \$60 - \$110

Dr. John and Janet Corson, *Medford*

Steve and Mary Curry, *Medford*

Dauterman Family, *Medford*

Willard and Charlene Fike, *Jacksonville*

Charles Gorr, *Medford*

Roger and Betty Hewitt, *Medford*

Judy and Bob Lozano, *Butte Falls*

Dennis and Sandra Slattery, *Ashland*

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Glen and Yvonne Anderson, *Medford*

Eugene Bennett, *Jacksonville*

Mike Burton, *Portland*

Don Simpson, *Lakewood, WA*

Margaret and John Welch, *Medford*

FAMILY • \$30 - \$55

Nancy Armstrong, *Jacksonville*

Bruce and Susan Bauer, *Medford*

Kent and Marilyn Blackhurst, *Medford*

Carl and Retha Brophy, *Medford*

Peter and Cora Crandall, *Eagle Point*

John and Janet Crawford, *Medford*

Richard and Margaret Croly, *Medford*

Philip and Norma Curtis, *Ashland*

Juli Dodds, *Medford*

Verna Edgerton and Family, *Central Point*

Elizabeth Harris, *Ashland*

James and Nancy Hays, *Prospect*

Ralph Herbold, *Ashland*

Walt and Kathryn Hoffbuhr, *Ashland*

Charlotte and Denis Knowles, *Ashland*

Scott and Kimberly Koester, *Central Point*

Dr. Robert and Anna Likins, *Medford*

Dale and Judy Linger, *Medford*

Lynn Ludwick, *Medford*

Bill and Susie Mackey, *Gold Hill*

Harvey and Helen Martin, *Medford*

James and Barbara McMillin, *Medford*

Larry Meyer, *Central Point*

Norman Murdoch PhD., *Cincinnati, OH*

Henry and Jeri Olson, *Medford*

Dr. Doug and Molly Phillips, *Medford*

Cindy and Ryan Pickering, *Grants Pass*

Hubert and Patricia Roddam, *Central Point*

Eric Ronemus and Anne Uzzell, *Medford*

Michael and Bronwen Ross, *Ashland*

Jay and Loretta Tapp, *Medford*

Harry and Theresa Turner, *Medford*

FAMILY/PIONEER • \$30 - \$55

Elmer and Colista Bailey, *Jacksonville*

Lana McGraw and Darrell Boldt, *Ashland*

Robert and Karen Carr, *Medford*

Sandra Davis, *San Jose, Ca*

Victor and Harriet Gardener, *Medford*

Robert and Bernice Kent, *Sacramento, CA*

Gifford and Marilyn Lee, *Ashland*

Gregory and Erin Meadors, *Lake Oswego*

Gordon and Margarette Miller, *North Bend*

Duane and Margaret Murray, *Palm Springs, CA*

Don W. T. Neilson, *Medford*

Patricia and Alicia Watson, *Medford*

FRIEND • \$20 - \$35

Luis and Jeanie Aguirre, *Jacksonville*

Donna Brewer, *Medford*

Gordon Bristlin, *Central Point*

Ronnie Lee Budge, *Medford*

Daurel Coolidge, *Medford*

Raymond Corbin Sr., *Talent*

Gary and Lynda Crocker, *Huntington Beach, CA*

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FRIEND/PIONEER • \$20 - \$35

Patricia and William Baum, *Central Point*

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Betty Eri, *Lakeview*

Lewis Fields, *Williams*

Nancy Firth, *Grants Pass*

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Deli Down

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MEMORIAL

Donna Lee Ross Niedermeyer in loving memory of

Margaret Elizabeth Gianni, 1923 - 2003

Robert Baldwin Ross, 1926 - 1999

Great-grandchildren of John England Ross

The Collections

Thank you to the many people who have contributed to the collections over the last three months.

GENERAL

Barbara Bennett

Eugene Bennett

Sharon Blackburn

Amelia Chamberlain

Frank Coffey

Darrel Dawson

Yvonne Earnest

Janet Frazier

Ruth Harrington

Robert Heffernan

Barbara Hegne

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Jackson County Library Service

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Aubrey Sander

David Scafani

Shirley South

Alfred Staehli

Bruce Viar

EDUCATION

Eugene Bennett

Don Berry

Jacqueline Leighton

Harold Moss

Gordon Nunnally

Bruce Viar

Membership Matters!

Dear Friends,

The Southern Oregon Historical Society is the proud steward of countless treasures that comprise our collection of historical artifacts and photos. It takes a different kind of treasure, though, to gather and preserve this collection, in addition to presenting diverse educational programs and operating and maintaining several historic facilities. That treasure is you, our members.

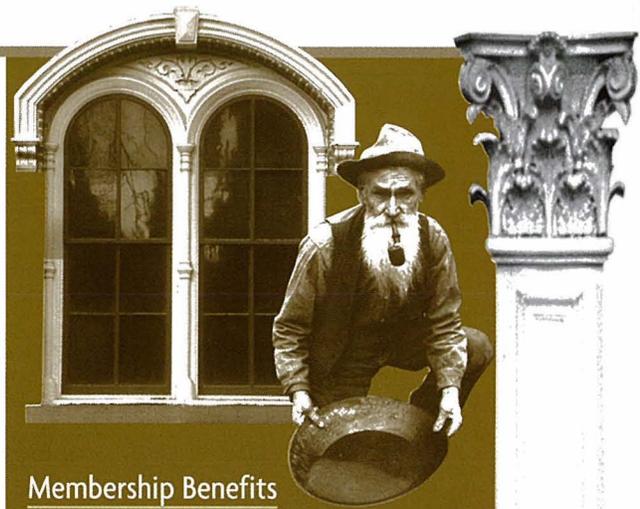
In the face of severe budget cutbacks, the Society must now ask more of its members. For the first time in five years, we are raising membership fees. The new membership structure is now more in line with that of similar museums and historical societies. It is also more streamlined to make it simpler to understand and administer. *Please see the box to the right for the new benefits and categories.*

YOUR SOCIETY NOW NEEDS YOUR SUPPORT MORE THAN EVER IN ORDER TO:

- ❖ Create a new exhibit in the History Center, "Celebrating Flight: A History of Aviation in Southern Oregon," in conjunction with national celebrations in honor of the centennial of the Wright Brothers' first flight.
- ❖ Create new exhibits for the **Jacksonville Museum** of Southern Oregon History and the **Children's Museum**.
- ❖ Expand our "Acorns and Arrowheads" and "Oregon Trail" educational programs in elementary schools.
- ❖ Increase **History Outreach Program** offerings.
- ❖ Hold special events at Hanley Farm.
- ❖ Restore the **Hanley Farm** farmhouse and historic barns.
- ❖ Reopen **Beekman House**.
- ❖ Organize the **Children's Heritage Fair** for all area fourth graders.
- ❖ Coordinate **National History Day** events.
- ❖ Maintain and add to our collections.
- ❖ Continue operating the **Research Library**.
- ❖ Restore the second floor of the Jacksonville Museum to its original courthouse appearance.
- ❖ Maintain **historic structures in Jacksonville** including the U.S. Hotel, the Beekman House, the Beekman Bank, and the Catholic Rectory.
- ❖ Run the **History Store** in Jacksonville.
- ❖ Publish the quarterly *Southern Oregon Heritage Today* magazine and the monthly *History Matters!* newsletter.

As you can see, this is an ambitious agenda. And all of these activities require funding. **Thank you** for helping to make history and preserve history by renewing your membership, giving gift memberships, becoming a new member, and giving additional donations. Your historical society treasures you.

Sincerely,
Richard Seidman
Development Coordinator



Membership Benefits

Memberships last one year.

ALL MEMBERS RECEIVE THE FOLLOWING BENEFITS:

- ❖ Free admission to all SOHS museums and sites.
- ❖ Subscription to *Southern Oregon Heritage Today* quarterly magazine.
- ❖ Subscription to *History Matters!* monthly newsletter.
- ❖ 10% discount at the History Store in Jacksonville.
- ❖ Free admission card to 16 Pacific Northwest children's museums.
- ❖ Reciprocal benefits through "Time Travelers," a network of more than 100 historical societies and museums around the country.
- ❖ Discounts on workshops, programs, and special events.
- ❖ Invitations to exhibit previews and members-only events.
- ❖ Ability to vote for Board of Trustees.
- ❖ The satisfaction of supporting *your* historical society.

Membership Categories:

INDIVIDUAL • \$35

FAMILY • \$50

PATRON • \$100

CURATOR • \$200

Includes all basic benefits plus recognition in Annual Report and *Southern Oregon Heritage Today*.

DIRECTOR • \$500

Includes all of the above benefits plus unlimited guest privileges.

HISTORIAN'S CIRCLE • \$1,000

Includes all of the above benefits plus invitations to exclusive Historian's Circle events, and private tours with Executive Director and exhibit curators.

LIFETIME • \$2,500

Includes all of the above benefits.

BUSINESS • \$250

Includes subscriptions, recognition in Annual Report and *Southern Oregon Heritage Today*, and 10% discount for all employees on memberships, admissions and History Store purchases.

Southern Oregon Historical Society

(541) 773-6536

www.sohs.org

Fax (541) 776-7994

e-mail info@sohs.org

MUSEUMS AND SITES

HISTORY CENTER

106 N. Central, Medford
TUES - FRI • 9 AM to 5 PM
SAT • 10 AM to 4 PM

RESEARCH LIBRARY

106 N. Central, Medford
TUES - FRI • 1 to 5 PM

JACKSONVILLE MUSEUM CHILDREN'S MUSEUM

5th and C, Jacksonville
WED - SAT • 11 AM to 4 PM

HANLEY FARM

1053 Hanley Road, Central Point
(CLOSED FOR THE SEASON)

C.C. BEEKMAN HOUSE

California & Laurelwood, Jacksonville
(CLOSED FOR THE SEASON)

C.C. BEEKMAN BANK

3rd & California, Jacksonville

THE HISTORY STORE

3rd & California, Jacksonville
WED - SAT • 10 AM to 5 PM
CALL FOR SPECIAL SUNDAY HOURS DURING
NOVEMBER AND DECEMBER

THIRD STREET ARTISANS' STUDIO

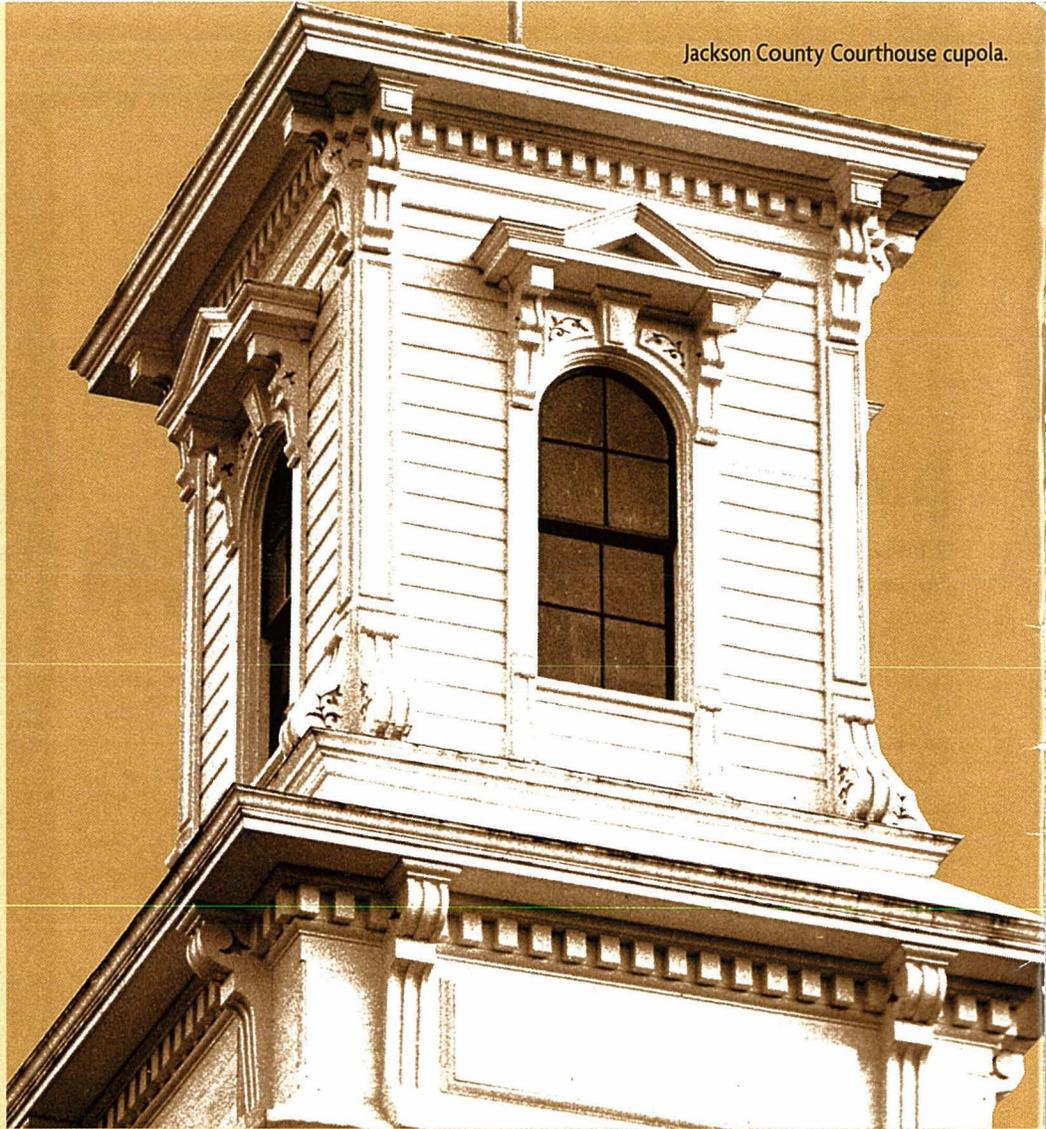
3rd & California, Jacksonville
SAT • 11 AM to 4 PM

U.S. HOTEL

3rd & California, Jacksonville
UPSTAIRS ROOMS AVAILABLE FOR RENT

CATHOLIC RECTORY

4th & C, Jacksonville



Southern Oregon Historical Society Mission: *to collect, preserve, research, and interpret the artifacts and documents that connect us to the past. Through exhibitions, historic sites, a research library, educational programs, publications, and outreach, the Society creates opportunities to explore the history that has shaped Southern Oregon.*



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