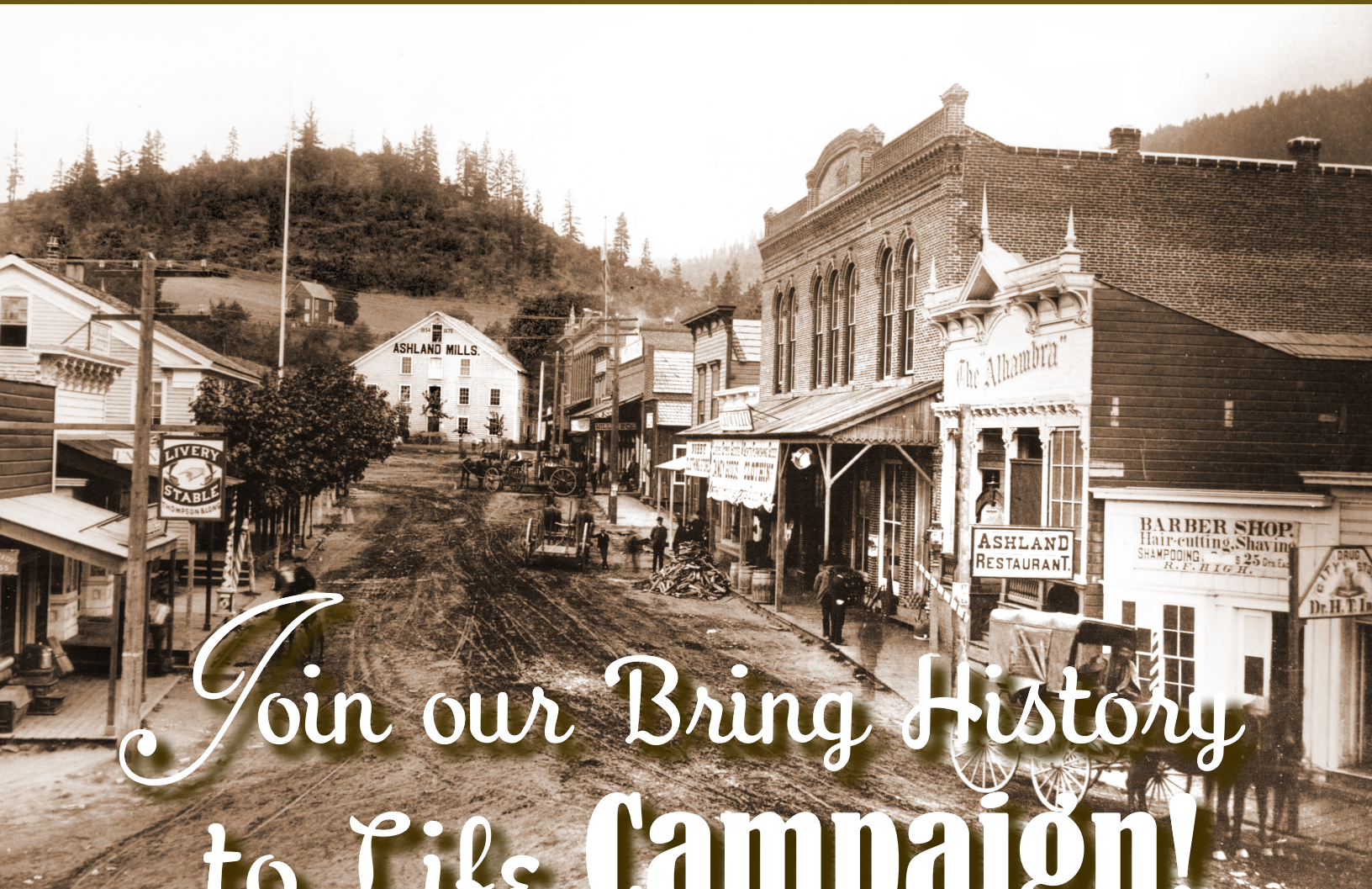


# Southern Oregon **STORIES**

PEOPLE, PLACES, AND EVENTS THAT SHAPE THE PAST, PRESENT, AND FUTURE OF SOUTHERN OREGON



Join our Bring History  
to Life Campaign!





Allison Weiss  
EXECUTIVE DIRECTOR

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Tom Pyle  
BOARD PRESIDENT

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# Southern Oregon STORIES

PEOPLE, PLACES, AND EVENTS THAT SHAPE THE PAST, PRESENT, AND FUTURE OF SOUTHERN OREGON

IT'S NOT UNUSUAL for a history museum director to be asked, "Why does history matter?" After all, time is always moving forward, and technology is changing so quickly that the past seems even more distant now than when I first began working in this field.

My belief is that when people ask whether history matters, what they are really saying is that they personally do not have a connection to local history. This is exactly the role we want to fill at the Southern Oregon Historical Society—we want to build your connection to local history by letting you participate in strengthening the future of SOHS.

Just look at the success of our Research Library, which is being operated almost solely by volunteers (more than thirty in number). What better way to connect with your community's past than by actively participating in one of our key functions—providing access to our stellar archival collection of primary source documents and photos.

Similarly, we are going to ask for your help in creating traveling exhibits. We know you want to see more of our collection, but rather than just take exhibits on the road, we are going to be hosting meetings in communities throughout the region so we can hear what topics are of importance to you, giving you the opportunity to contribute to the content of the exhibits. We want to hear your personal stories, see the objects you most cherish, and work hand in hand with your community to create exhibits that tell firsthand accounts of life in southern Oregon.

These are just a few of the programs we are working on this year. You have been very patient as we recreate the historical society. I'd like to invite you to take a more active role by getting involved in any of the exciting projects highlighted in this magazine.

Hope to see you this year!

OUR SOUTHERN OREGON Historical Society is on the move—both physically and figuratively. This October, SOHS moved its offices from the Society's longtime headquarters in the Jacksonville Museum (the old county courthouse) to the History Center in downtown Medford.

The relocation of our offices and staff to Medford does not mean SOHS will no longer have a presence in the original county seat. The newly formed Jacksonville Heritage Society (JHS) will begin operating the Beekman House and Beekman Bank this coming spring. They plan to staff both sites with costumed interpreters, bringing to life one of the town's most prominent families. SOHS will be "loaning" the entire contents of both sites to JHS and training their capable board and volunteers on caring for a historic structure and its artifacts.

SOHS is also making moves at Hanley Farm. While we're not planning any significant physical changes, we are looking at ways to maximize the farm's agricultural and historic resources, opening up the property for greater community usage and thus building appreciation for this valuable regional asset.

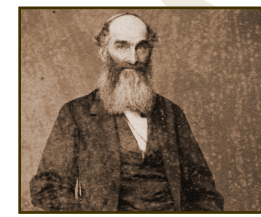
A major change in the Society's approach to fulfilling its mission—"To make history come alive by collecting, preserving, and sharing the stories and artifacts of our common heritage"—will be building and taking on the road exhibits to schools, bank lobbies, libraries, and many other public spaces. This community outreach effort will require significant financial and volunteer support, but we think taking our heritage to the people instead of expecting them to come to us is a good way to achieve our mission.

So, we move on, trying out new and exciting ways to do what you, our members, and the wider community expect from your Southern Oregon Historical Society.

We hope we have your support in these efforts and that you will help us *Bring History to Life* by donating to our campaign.



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COVER: With the introduction of the railroad in 1887, Ashland became a major division point on the north-south portion of the transcontinental railroad between Portland and San Francisco. The town grew dramatically as a result, adding side tracks, a round house, a repair shop, an eating station, and sheds. This photo shows the recently reconstructed left side of the plaza, which had burned down in 1879 (SOHS #79A).



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# Bring History to LIFE!



Top to bottom, left to right: Irene (Mrs. Beaumont) DeLosh with daughter Jean Maxine at three months old, circa 1900 (SOHS #13860); Peter Britt, Jacksonville photographer and early vineyard farmer whose home is now the location of Britt Festivals (SOHS #11049); this photograph of a mixed heritage trapper was the first Britt made with the newly invented process of wet-plate collodion negatives, February 10, 1858 (SOHS #731); Princess Oscharwasha (Jennie George) of the Shasta Tribe (SOHS #6454).

*"Don't forget your history nor your destiny."  
—Bob Marley*

THESE WORDS REFLECT the reason the Southern Oregon Historical Society exists and eloquently summarize what we do: preserve the past, chronicle the present, and bring these stories to life for future generations.

From the scholar who reads Peter Britt's diary in our archives to the child who takes a horse-drawn wagon ride at Hanley Farm, the Historical Society presents history to the community in unique and imaginative ways that cannot be experienced elsewhere.

To fund the exciting new programs you will read about in this magazine, the Southern Oregon Historical Society has launched **Bring History to Life**, a major campaign inviting individuals, families, and businesses to make generous contributions that will help guarantee the financial stability of the organization. Our goal is to raise \$100,000 for each of the next three years. As of October 1, 2010, supporters

have already made gifts totaling \$40,000 toward the current 2010–2011 \$100,000 goal.

Throughout this publication, you will read about the initiatives SOHS is undertaking—all with input from the community. We are listening to our members and supporters and are rebuilding SOHS to better respond to your needs. We are using our valuable resources more efficiently, making effective use of partnerships, and creatively reinventing SOHS for the twenty-first century.

We invite you to shape the destiny of both the Historical Society and southern Oregon by joining the **Bring History to Life** campaign this fall. A three-year pledge to the **Bring History to Life** campaign will help fulfill the dreams of the SOHS founders. You will ensure the Southern Oregon Historical Society will continue telling the stories about the people, places, and events that shape the past, present, and future of southern Oregon. The success of this campaign will ensure a strong and vibrant Southern Oregon Historical Society. ☞

## NEAR FRIENDS of the Southern Oregon Historical Society:

SOHS is making history! We have launched a campaign to *Bring History to Life*—that is, to your life and mine. This campaign will provide essential funding to bring the riches of the Research Library, Hanley Farm, archives, and artifact collection directly to you through public access, educational programming, and traveling exhibits.

I volunteered to chair this campaign because I deeply believe our community and its families, children, and grandchildren deserve to access and celebrate southern Oregon's remarkable past.

The *Bring History to Life* campaign also means the Southern Oregon Historical Society will move its collection into the more public arenas of our community. Plans are underway for traveling exhibits that will bring our artifacts out of storage and into the public; Hanley

Farm supporters are working to make the Farm even more available to visitors; and our new executive director, Allison Weiss, is committed to maximizing resources by entering into partnerships with likeminded for-profit and nonprofit institutions.

Please join us in this history-making campaign. SOHS has a bright new future, an energetic and committed Board of Trustees, and a lively vision of what historic preservation can be. As we take responsibility for our own financial future, we will need the help of every community member who knows we'll forever be enriched not only by honoring our past but also by preserving today's stories—tomorrow's history.

Please help by giving generously to this campaign.

Thank you,

*April*

April Sevcik  
Chair, Development Committee

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## Educational Programming

THANKS TO A GRANT from the Carpenter Foundation, SOHS and ScienceWorks have partnered to create Hanley Farm Science Adventure, a science-based educational program that explores the importance of soil in a historical context. This is now a popular elementary school field trip.



Tractor ride at Hanley Farm

## Hanley Farm

SOHS IS ENTERING into a new business partnership with an organic farm that will be leasing seven acres of land at Hanley Farm. The Farm boasts some of the best soil in the Rogue Valley. This is an exciting

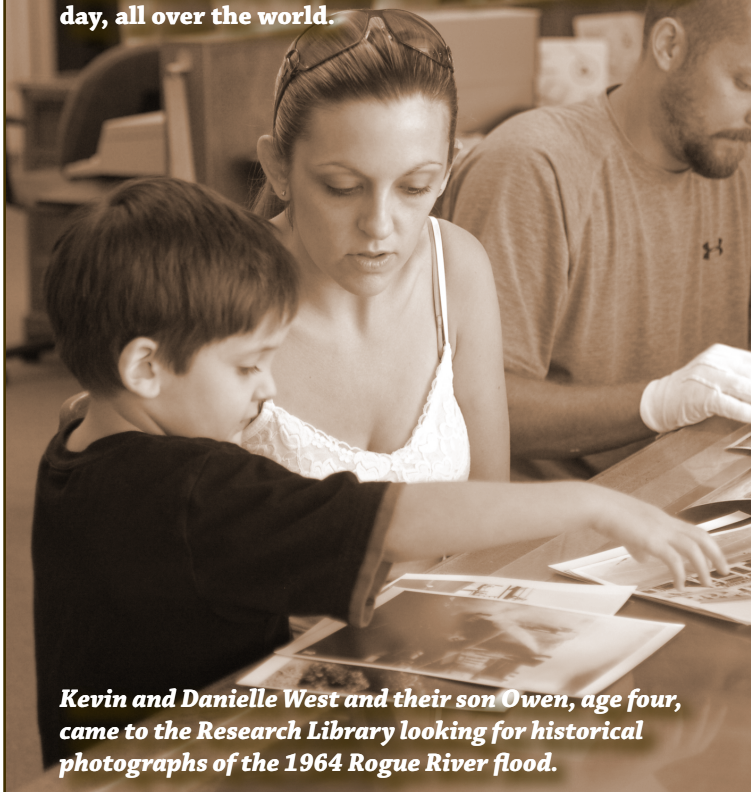


Hanley House (SOHS #9473)

development for SOHS that will help make the farm financially sustainable and allow us to use our resources in the best possible way.

## Research Library

THROUGH A LIBRARY Services and Technology Act grant, SOHS is now digitizing 1,000 historic photos from its collection, posting the photos and accompanying searchable text at a new online database in partnership with Southern Oregon University's Hannon Library. For the first time ever, parts of our collection will be available to people any time of the day, all over the world.



Kevin and Danielle West and their son Owen, age four, came to the Research Library looking for historical photographs of the 1964 Rogue River flood.

© DAVID GIBB PHOTOGRAPHY



Shirley Patton

## As It Was

EACH MONTH, more than a dozen volunteer writers dig into regional history, searching for stories to contribute to the popular *As It Was* broadcast series, a

co-production of the Southern Oregon Historical Society and Jefferson Public Radio (JPR) since 1992.

The writers, who live in southern Oregon and northern California, send their stories to Kernan Turner, who coordinates and edits a package of up to twenty-three original stories a month, enough for a fresh episode every Monday through Friday. Since 2004, the familiar voice of veteran actress Shirley Patton has narrated some 1,500 stories recorded by broadcast engineer-producer Raymond Scully at the JPR studios on the Southern Oregon University campus. Kernan has been volunteering as the project coordinator since 2007.

## Museum 101

A CONTRACT with the Oregon Heritage Commission enables SOHS staff to provide free technical assistance to regional historical societies. We are currently working with eleven different organizations in the Rogue and Illinois Valleys, conducting needs assessments, reviewing collections care practices, and providing free archival supplies. We also offer Museum 101 workshops for the volunteers who run these societies. Through this program, we hope to build a strong regional historic preservation ethic.

## Update on the Children's Museum

WE ARE IN THE EARLY stages of planning the relocation of the Jacksonville Children's Museum exhibits to the History Center in Medford. *Kid Time! Discovery Experience* may be jointly operating this space, where exhibits and activities will encourage learning and curiosity about the community as children connect the past with the present and future. To get involved in this exciting project, contact SOHS at 541.773.6536, ext. 1005 or call Kid Time! at 541.772.9922. §

# Partnerships & Programs for PROGRESS

## Britt Dig

Britt greenhouse with Jacksonville in the distance. The Peter Britt home hillside is now the current site of Britt Festivals. The original house burned to the ground in the late 1960s. Photo by Peter Britt (SOHS #20603).

In celebration of Jacksonville's 150th anniversary, the Southern Oregon University Laboratory of Anthropology (SOULA) conducted an open-site dig at the Peter Britt homestead. SOHS volunteers assisted with research and excavation during the weeklong public archaeology event. The team discovered numerous artifacts associated with the earliest use of the Britt House in the 1850s, including elaborately decorated tobacco pipes, ceramic plates, bottles, and a nineteenth-century daguerreotype picture frame. The previously unknown location of the Ivy House, one of the outbuildings, was also identified.

An early Rogue Valley settler, Britt is best known for his photography and agricultural innovations, which helped spur southern Oregon's wine and pear industries.



# History: Made by YOU

## Exhibits Hit the Road

TO GET MORE of our collection out of storage and in front of the public, we are embarking on an ambitious traveling exhibit program. This involves two major components: 1) hosting community forums at which the public will be asked to play a part in the development of the exhibits; and (2) designing and building the modular units that will house the traveling exhibits.

The premise behind this is to involve the community in the creation of the exhibits—choosing the topics, selecting the artifacts, helping to write the text, and deciding where the exhibits will be installed. In January, we will be announcing the dates and locations for community forums. We invite everyone to participate in documenting and presenting history. Be a part of history—it's your story!

We are several months into the design and building of the modular units for traveling exhibits. These flexible units are designed to hold objects as large as a motorcycle and as small as a display of saltshakers, and they can be easily assembled and moved around.

Want to sponsor or host an exhibit? Please contact Allison Weiss at 541.773.6536, ext. 1005 or [director@sohs.org](mailto:director@sohs.org). Many thanks to the Oregon Cultural Trust for helping to fund the development stage of this project!



Concept and designs by Michael Golino / DesignJourney Industrial  
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# Upcoming Events

## The Victorian Hostess

A WORKSHOP LED BY ANN WILTON

WHEN: November 13, 2010, 2–4 pm

WHERE: Hanley Farm House

REGISTRATION FEE: \$25

Learn to set your holiday table in elegant Victorian style. Explore flower and fruit arranging, table decoration ideas, and Victorian etiquette practices. Then put your best manners into practice at a Victorian Tea Party at the Hanley Farm House. Hosted by Ann Wilton.

## Health & Beauty Aids of the 1800s

WHEN: December 11, 2010, 1–3 pm

WHERE: The History Center in Medford

REGISTRATION FEE: \$25

What if you had to make your soaps, beauty aids, and medicines at home? Learn about some of the practical and downright odd folkways of stocking your medicine and beauty chest by making a few yourself. Guaranteed to make unique holiday gifts!

For more information or to register for the above programs, please contact our Education Department at 541.773.6536, ext. 1003.

## Holidays at Hanley House

WHEN: December 11 and 18, 2010, from 1 to 4 pm

WHERE: Hanley House

Visit the Hanley House while it is decked out in its holiday finery! Enjoy hot drinks and homemade desserts, purchase a beautiful tree, and peruse the gift shop for unique items like Hanley Horsepower Flour, which includes an assortment of recipe cards from the Hanley family's personal collection.



Dr. Dennis Powers lecturing on the Crescent City tsunami

## Windows in Time

FREE LUNCHTIME LECTURES

### SOUTHERN OREGON AT WAR

by Elizabeth Corethers

WHEN: Wednesday, November 3, 2010, at noon

WHERE: Medford Public Library

WHEN: Wednesday, November 10, 2010, at noon

WHERE: Ashland Public Library

### THE WEST COAST/CRESCENT CITY TSUNAMI

by Dennis Powers

WHEN: Wednesday, December 1, 2010, at noon

WHERE: Medford Public Library

WHEN: Wednesday, December 8, 2010, at noon

WHERE: Ashland Public Library

The Windows in Time series is co-sponsored by the Southern Oregon Historical Society and the Jackson County Library System. Talks are held the first two Wednesdays of every month. A new series for 2011 will be announced soon.



# Diary of a Young Lady



Minnie Ida Bybee in 1888, shortly before she entered school at St. Mary's in Portland (SOHS #12887).

Born in Jacksonville on January 24, 1871, Minnie Ida Bybee was one of eleven children of William and Elizabeth Ann Bybee (née Walker). William Bybee (1830-1908) was born in Clark County, Kentucky. He became a government freight driver in 1850 after moving to Missouri. William headed West to the California gold mines in 1852, the same year Elizabeth Walker moved from Missouri with her parents. The following year, William headed north through Jacksonville to Sauvie Island. He returned in 1854 to Jacksonville, where he battled the Indians under the command of Captain Jesse Walker, Elizabeth's father. William and Elizabeth wed that same year.

Active in politics, William served as sheriff for two terms beginning in 1878. He was engaged in stock farming and had extensive land holdings in Jackson County.

In 1890, William and Elizabeth's daughter Minnie Ida Bybee, age nineteen, was attending school at St. Mary's Academy in Portland. On January 23, 1893, she married Mr. Fred Luy. Below are excerpts from her diaries dated 1890 to 1893. The original spelling and punctuation have been copied verbatim as closely as possible.

**S**T. MARY'S, NOVEMBER 20, 1890

Dear Little Diary,

Today I lay aside another book; ah what happy hours I have spent with my little friend; for I am very intimate with my diary; it holds all my secrets; to you I tell my trials and tribulations my happiness and my sorrows. I am intimate with but few still. I think I have many friends and no enemys, at least on my part, for I hate or dispise no one. But still I would not blame anyone for not liking me; for I know I am a very disagreeable child at times; Child, why should I call myself a child; I should be a young lady, but I am not a model and am afraid I will not be soon. Do you know where I am? I am at music principals in the study room, I am waisting my time of course; but there goes the bell, I must go to class, I am nearly always late, ta ta.

**AUGUST 8, 1892**

A week ago to-day my Fred, my love came to spend a few days in old Jacksonville; ah has it only been a week truely, it seems months. I met him the first time for three years and found my love for him was stronger. I can never give him up he spent three short days with me. I can never express my feelings when I saw him on the train, Thursday eve at Medford, the girls teased me because the tears came, but it was on account of the cinders in my eyes. Ah but I love him with my whole heart and soul, why it is I do not nor never can know, but I know my child-hood lover is my love stil, ah but I am sorely tried. I wish twas all over and I was with my darling to part never more, how it will end I do not know, but before many months are past I expect to leave my dear old home far behind me. I would follow him to the end of the earth if he wished it.

**AUGUST 29, 1892**

Yesterday Bob, Johnny, Jim Woten, Norah Houser, Alice Matthew and myself went on a picnic out to Jacksons to view the watermelon patch. Saturday night we girls all slept together, we didn't get to bed until twelve oclock people thought we were stealing grapes but we didn't of course; we made a great deal of the noise. We were awake about three o'clock by some drunken men, which frightened us very much. We got up and began to dress then and turned the light out when we heard the boys come to wake us about four; we all took breakfast at Mrs. Chaplis, and left town about a quarter to five, arrived there about eight, had a splendid time, all that marred the day's pleasure was Alice's loosing her watch, and "that other crowd of four;" went rowing on the river, ate all day; the best was to see Jim and Johnny get stuck in the riffles and had to pull off their shoes and wade out pulling the boat. Started home about seven. I suppose the people there thought we were good ones but we didn't care as we went for pleasure, and had it; the boys had revolvers and we practiced shooting; was dreadfully sleepy and dusty when we arrived home, quarreled over the back seat then was sorry we took it.

**DECEMBER 25, 1892**

Another Christmas almost gone, had dinner at home. I played waiter and oh the dishes I had to wash, fortunately Kate came in time to dry them for me. Mamma had taken Grandma home and Effie had gone with the children. Kate stayed until after five, then it began to rain oh so hard I took Kate to the post office in the buggy we went first to visit Effie's Christmas tree. It did not seem very much like Christmas to me. The papers of this week informed the public I was to be married today, but I still enjoy single blessedness but do not expect too much longer. §



An example of Classical Revival architecture, the William Bybee House (now Bybee's Historic Inn) was on the Oregon and California Railroad line. It is listed on the National Register of Historic Places. Bybee's Historic Inn is located on Old Stage Road in the Historic Corridor of Jackson County (SOHS # 85A).



# Medford Celebrates

# 125 Years

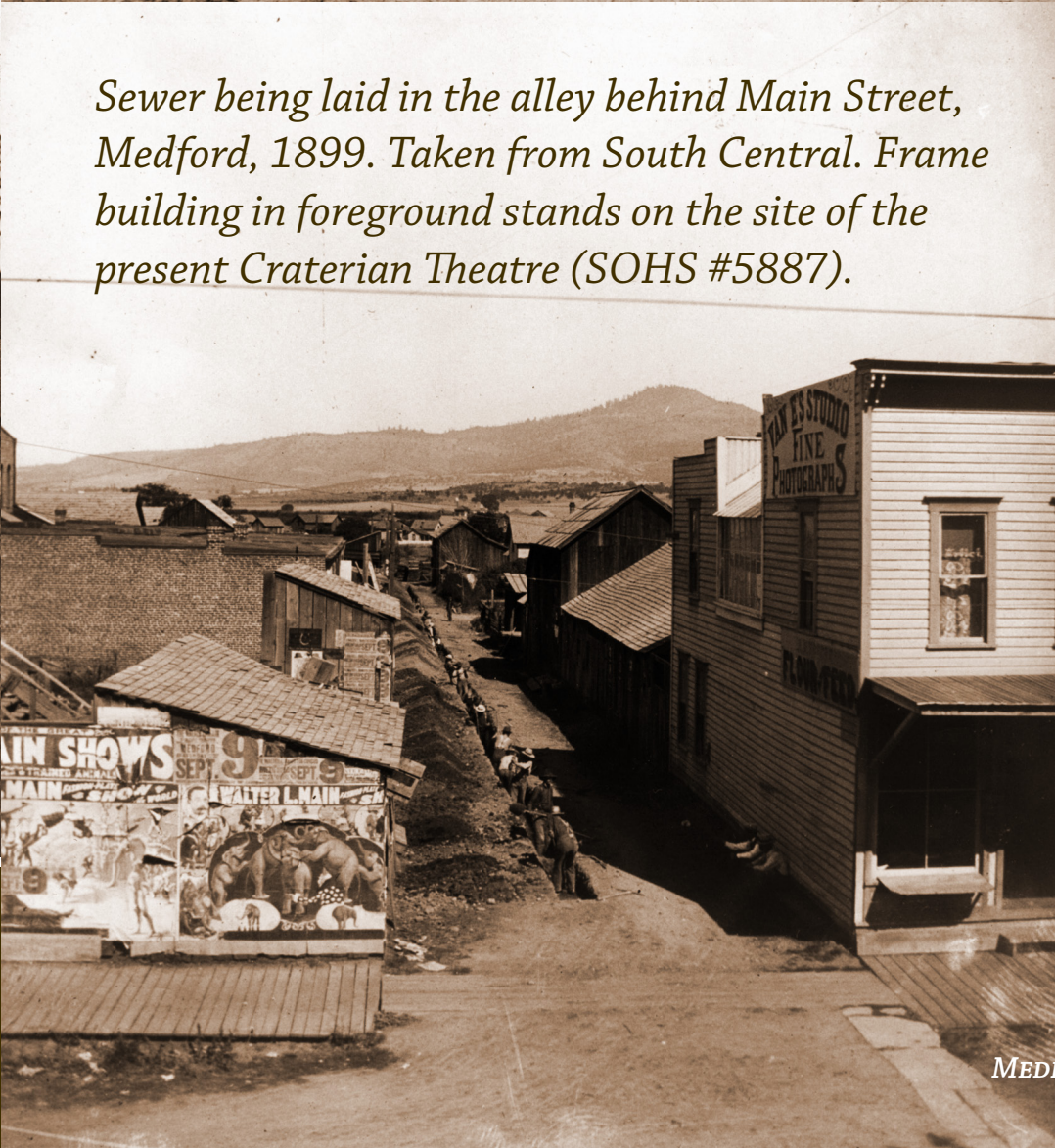


*Medford Post Office and Hamlin Building in 1886, three years after the railroad came and the town was platted (SOHS #955).*



*Sewer being laid in the alley behind Main Street, Medford, 1899. Taken from South Central. Frame building in foreground stands on the site of the present Craterian Theatre (SOHS #5887).*

*Above: A group of men playing marbles at the corner of Main and Central, 1888. Behind them is Empire House, Medford's first hotel. Sitting in the Newton wagon is D.T. Lawton, whose recollections were featured in the Medford News on January 5, 1934 (SOHS #932).*





# The Valley's First Preacher

*AN* ORDAINED GOSPEL minister from Pennsylvania, Moses Allen Williams came to the Rogue Valley in 1857 after sailing around the horn and serving a three-year mission in Chile. He moved his family to the Valley and dedicated his life to conducting marriages, funerals, and sermons and providing religious counsel to the people of southern Oregon for over forty years. Reverend Williams kept a daily diary from January 1852 until he died in December 1897. These excerpts from 1883 to 1887 focus on the building of the railroad line, which passed through his little farm, located about a mile south of what would later become the city of Medford. The original spelling and punctuation have been copied verbatim as closely as possible.

## **JULY 25, 1883**

Morning work, studied sermon a little while, Greek Testament, read papers. Charles Hoxie came and we both went to stake off the new lines for the fences, so as to meet the changes which the railroad makes through our farms. Henry Stancliffe came down from Phoenix just as we were beginning and helped till we finished. Then we repainted the troughs leading water to the orchard.

## **AUGUST 24, 1883**

I visited the Railroad people at work on the great tunnel, took a good look at both sides, north and south. They are pushing the work with great vigor. The south end is 60 feet lower than the north end, with a grade of 2 feet to the hundred. Returned to Mr. Dunn's and staid all night. Family worship with sacred music.

## **SEPTEMBER 8, 1883**

Went with Mr. Volk, Engineer, on the construction train through the Cow Creek Tunnel, and spent some two hours or more looking at the heavy work on the tunnel and its approaches. It is a grand work. Returned with Mr. Volk to Mr. Smith's, got my mare Minnie and returned to Mr. Lauterman's at Jump-Off Joe, where I stopped for the Sabbath. Family worship and talk.

## **OCTOBER 22, 1883**

After breakfast and family worship I started for Gold Hill to see the Railroad men at work blasting rocks, etc. A number of blasts were discharged while I was not very far off. Followed on down the river and looked at the main span of the bridge just about completed.



Reverend Moses Williams (SOHS #541)

## **NOVEMBER 14, 1883**

Morning work, sacred music, Greek testament. Studied sermon a long time till tired. Then walked out to the road where the Chinamen are at work on my place, grading the track of the Railroad.

## **NOVEMBER 21, 1883**

... took some apples to the Chinamen on the Railroad. I poured them on the ground in their midst, and there was a great scrambling after them. Returned and studied further, then read papers. After my dinner I walked out to the Railroad track where the teams were at work near my gate and talked to the Overseer and the men. I gave a few apples to the Overseer, Mr. Stone from Illinois.

## **NOVEMBER 23, 1883**

... walked up the track as far as Van Dyke's field, where the work is very heavy. Called at Mr. Van Dyke's and Mrs. Van Dyke gave me a piece of apple pie. On my return, it being dinner time, she gave me another piece with some milk, which I relished much.

## **NOVEMBER 28, 1883**

Walked out to the Railroad for exercise and talked with a Mr. Hanzy, Overseer. ... Mr. William N. Hill and Mrs. Frances E. Garrett came and were united by marriage. Lord bless this union. Evening work, studied further.

## **DECEMBER 4, 1883**

Mrs. Dunn and Quin Willetts came and requested me to preach next Sabbath the funeral sermon of Mrs. Willetts, who died lately, which I consented to do. Then after they left I took a lot of apples on my shoulder and went to the Chinamen in Mr. Kleinhammer's field, and one of them, seeing me coming, came to meet me and carried the apples a short distance.

Top to bottom: Trains of the Oregon and California (O&C) Railroad reached Phoenix on January 2, 1883 (SOHS #4803); a crew with horses grading for the O&C railroad on right of way (SOHS #20652).



## **JANUARY 12, 1884**

Went to Jacksonville by the new town of Medford, on the Railroad, a mile and a half below me. Then visited Mrs. Ish's family and on to Jacksonville, stopped at Mr. Hoffman's.

## **JANUARY 18, 1884**

Morning work, began to study a funeral sermon, when Brother Hill, our Synodical Missionary, came and sat a good while. While Brother Hill and I were talking, up came a long train of some 15 to 18 boarding cars and stopped on me for the day and night. It is a great event to see the cars here in this valley.

## **JUNE 16, 1884**

Morning work, prepared to go to Eugene. Walked down to Medford and took the cars, rode all night.

## **JULY 29, 1884**

Up before 4 A.M. and off to the Railroad, they stopped the train and took me up, opposite my gate. Went up to

Ashland, called on Brother Milligan before he or any of his family were up. ... Returned home by the 1 o'clock freight train, found Mr. Stancliffe at work.

## **FEBRUARY 24, 1885**

(Grants Pass) Tuesday morning. I talked a long time with the Engineer who was to take the train from Portland to Ashland. About 1 to 2 A.M. we went out to the engine, and there in the warmth of the boiler, we had a long, religious talk. At last the train from Portland came by, and at 5 A.M. I was in Medford, and in a few minutes the Conductor let me land at my own gate, and was soon home, Mrs. Williams was up and had a fire made to receive me. It was not yet daylight, so I went to bed and had a sleep.

## **OCTOBER 15, 1887**

Up before daylight and off to the Depot, took the cars at 7:20 about, and returned to Portland. Met Dr. Covert on the boat at Kalama and had a long talk. Took the cars again, and sleeper, and came on safely all night. §



On the Line of the Oregon & California Railroad.



# The Railroad Arrives



Irish and Chinese workers pose in front of a work train for the Siskiyou Mountains in 1887. More than 100 workers were needed to gravel and maintain the road bed (SOHS #8216).

Excerpts from the Ashland Daily Tidings. The original spelling and punctuation have been copied verbatim as closely as possible.

DECEMBER 2, 1887

THE END OF THE TRACK was at Neil creek yesterday, about six miles from Ashland. Progress in track laying has been delayed by the loss of the engine, which ran away and jumped off a high grade on the southern slope of the Siskiyous last Saturday. Ashland cannot be reached by the 5th, as was anticipated last week.

The view of the snow crowned Ashland Butte from the location for the railroad eating house at Ashland is superb, and will attract universal attention and admiration from the thousands who will pause here to regale the inner man.

Yesterday morning Chief Engineer Grondahl, of the O. & C. R. R., came out from Portland to make the surveys and locations of the buildings, side tracks, etc., required for the eating station, repair shops, round house and sheds.

Wells, Fargo & Co. also will make Ashland a division end in the operation of their express business.

All this means a material increase in the population of Ashland as a direct result, and the indirect benefit to be derived in the importance given to the place and the assurance of its rapid advancement is of yet greater moment. It has been generally understood that the eating station and repairs shops would be here, but, of course, it is matter for jubilation that all doubt or uncertainty is to be set at rest now by the actual erection of the required buildings, and the preparation at once for the operating needs of the road. Ashland is the end of the Oregon & California road, which will be operated as a separate division, at least, from the California & Oregon. It is nearly equi-distant from Portland and San Francisco, and will become widely known as the half-way city between the metropolis of California and that of Oregon. The railroad company own here a large area of land suitable for their own use and a surplussage for sale as town property. Nowhere along the line of the railroad will the traveler see a prettier location for a town than Ashland. In this brief summary of her good points and good fortune, Ashland certainly has occasion for self-gratulation and bright hopes for the future.

Concerning the Celebration, a dispatch of Friday from San Francisco to the *Oregonian* says:

"An opinion is expressed by the Portland people that arrangements should be made to have a portion of the programme celebrated in Portland. It is believed from all that can be learned thus far that a grand excursion from San Francisco to Portland and return will form a conspicuous feature of the celebration. A special train, it is understood, will be provided by the railroad company, and merchants and railroad officials will travel to Portland. An Oregon delegation of citizens will return with them, and all the way down receptions will be given to the guests by towns along the road, at Redding, Red Bluff, Chico, Marysville and other points. In this city the plan is to have a grand banquet, with speeches by prominent citizens and state and municipal officers. It is the feeling among many persons that the completion of this line that is to unite Oregon and the whole northwest with California is an event second only in importance to the driving of the last spike to the first overland line to this city, and an event that should be observed in a manner commensurate to its importance."

A Sacramento dispatch of the 28th says: The people of Sacramento are determined to celebrate the driving of the last spike on the California & Oregon Railroad, but how, has not yet been fully decided. Three plans are being discussed. One is to lay the corner stone of the exhibition building which is to be erected near the passenger depot in this city. Another is to have a parade and speech-making, and at the same time have the capital city connected with the spike-driving station by telegraph, with an electric wire fastened to the spike and connected with the Sacramento fire alarm system, so that each blow of the sledge may be heard here. The other plan for the celebration is for Sacramentans to make an excursion to the spot where the last spike is being sent home.

DECEMBER 9, 1887

The day set for the last spike ceremonies was Saturday, Dec. 10, (to-morrow) but unavoidable delay in track-laying made necessary a postponement to Tuesday of next week, Dec. 13th, and unless further postponement be necessary the event will occur on that day.

All citizens of Ashland are requested to illuminate their dwellings between the hours of 6 and 9 o'clock on the evening of the celebration. All who want to purchase Chinese lanterns for their own use in decoration can have them at wholesale cost by applying at once to Mr. Hasty.

Arrangements will be made to ring all the bells in town on each tap of the last spike as will be done in the chief cities of California and Oregon.

The end of the track is now about 3¼ miles from Ashland, but there has been no progress for two days past, owing to a slide north of the summit, and an accident to the construction train, which was ditched this side of the slide, and had not been replaced on the track last evening. . . . It is possible that the date of celebration may have to be again postponed for a day or two.

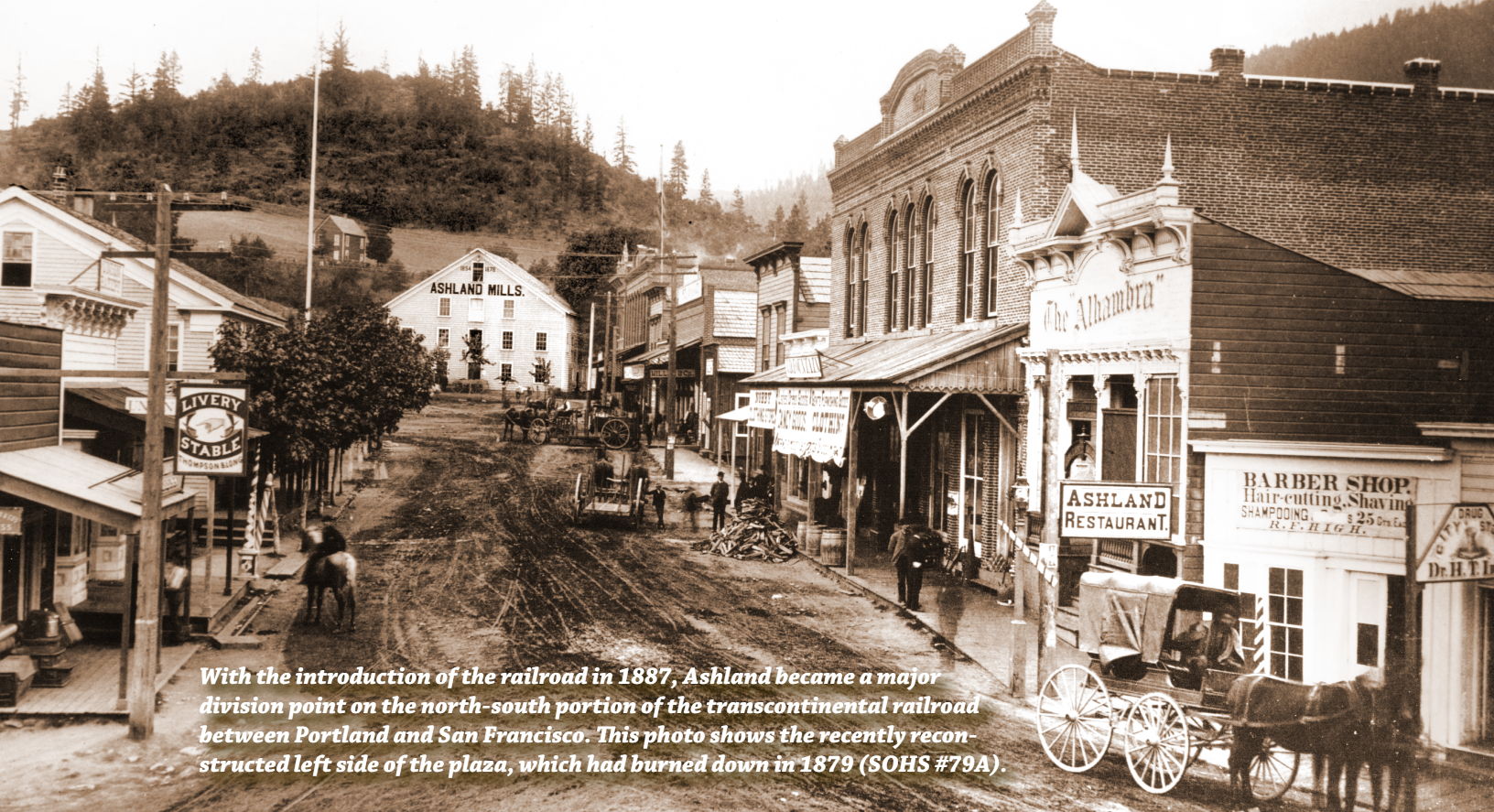
A gentleman in from Linkville reports that no mail from this way has been received there this week up to Wednesday. The trouble is that the Postoffice at Ager's is about one-fourth mile from the depot, and the postmaster has been carrying and making up the mails without any compensation whatever, under this reform administration. He grew tired of this, and just quit. No one else had the authority to take his place, and the mails have been piling. Nothing like economy and silver service reform.

DECEMBER 23, 1887

The driving of the golden spike which formally signalled to the world the completion of the great railway enterprise just consummated by the pioneer railway builders of the Pacific Coast was accomplished last Saturday. It was a momentous day for Ashland, and our people, who pride themselves upon the sunny clime of Southern Oregon, were praying for a pleasant day, but the weather bureau, with a deaf ear or stony heart, refused to grant their supplications, and a miserable, cold, foggy, cloudy day dampened their spirits to some extent.

The train from Portland arrived here at 10:30. It consisted of the Pullman cars Roseburg and Triumph, Henry Villard's private O. R. & N. car, which has been four years in building, and a kitchen car.





*With the introduction of the railroad in 1887, Ashland became a major division point on the north-south portion of the transcontinental railroad between Portland and San Francisco. This photo shows the recently reconstructed left side of the plaza, which had burned down in 1879 (SOHS #79A).*

The guests were welcomed here by the mayor and members of the city council of Ashland, and with music by the Ashland Cornet band, and most of them left the cars soon for a stroll about town. The train from the south, consisting of eight Pullman coaches and three baggage and dining cars, left San Francisco Friday afternoon, carrying the railroad representatives and their guests, and a number of other excursionists.

The train was due in Ashland at 2:30 P. M. and the ceremonies were to begin immediately upon its arrival, but delays at different points made it late at the summit, and the run from tunnel 14 to Ashland over the newly-laid track was necessarily so slow that it was nearly five o'clock when Ashland was reached.

The point of connection of the C. & O. and O. & C. tracks is about 500 yards south of the Ashland depot, and there the expectant crowd— numbering over 2000 people— had congregated before two o'clock, and on the damp ground, in the cool north breeze the waiting became physically uncomfortable, but general good humor and a determination to wait till morning, if necessary, prevailed.

At about 4:30 the pilot engine rolled in, closely followed by the excursion train, and the waiting crowd rent the air with prolonged cheers of welcome. Darkness was gathering, but it was determined to go through with the programme as announced, and the excursionists quickly debarked and crowded about the point of interest. On a very small improvised platform a table was arranged for the speakers and floor accommodations for the reporters. The table was on the opposite side of the track from the spot in which the driving of the spike was to be done, and in the hurry, Charles Crocker performed his part of the ceremony amid considerable hubbub and informality. Mr. Crocker, taking the golden spike and

silver hammer, which had been used before on a similar eventful occasion, spoke as follows:

"I hold in my hand the last spike. [Cries of "Hold it up!"] With this golden spike I propose now to unite the rails between California and Oregon, and I hope it will be the means of cementing the friendship of the two States and make them as one people. [Applause.] These two States are geographically and topographically united and I hope that the people of California and Oregon may always maintain their freedom, maintain their public schools, and maintain everything that conduces to their happiness and virtue."

The taps of his silver hammer, sent the electric current to fire the cannon, and ring the bells of the chief cities of the coast, and then the speaking began.

#### FRANK M. PIXLEY

The brilliant editor of the Argonaut, was called for and responded in a speech of which the following is but a partial report:

"... It is true, ladies and gentlemen, that we of California know less of you of Oregon, less of your social tastes, less of your political agitation, less of the matters of interest that concern you, than we know of any other state in the American Union. To-night we have united these great highways of travel, so that you people of this little country village of the mountains find yourselves from to-night henceforth and forever members of the great family of civilization, the great family of nations."

The excursionists were served with a banquet in their respective cars, and at its conclusion the Oregonians and Californians mingled in social union and exchanged greetings and mutual congratulations.

The City of Ashland had erected a handsome arch of welcome, spanning the chief avenue leading from the depot to the town. It was profusely decorated with evergreens, and bore in addition to the word "Welcome!" an emblem representing the joining of Oregon and California as two links of a solid chain. At dark the city was brilliantly illuminated and presented a handsome appearance.

At the passenger depot, G. F. Billings with his willing corps of assistants had arranged a most attractive display of the products of Ashland and vicinity, including choice fruits and big vegetables, Indian corn and the small grains, various mineral specimens and unique natural curios of various kinds.

At Granite hall the devotees of Terpsichore were afforded an opportunity for enjoyment in that line, and many of the visitors were attracted thither and participated.

A force of about a hundred Chinese will be needed all winter on the railroad between Ashland and Siskiyou, to gravel the road-bed, and keep the train in condition.

Seven tramps boarded the regular outgoing express at Portland for California at 4 o'clock Friday afternoon, but were discovered and put off at the carshops, two miles from the city. Two hours later the special train for the spike-driving ceremony stopped a few minutes at the shops. The tramps again crawled under the cars and settled themselves upon the brake-beams. The train started suddenly, throwing three of the men off. One was horribly and probably fatally mangled. He said that his name was John Lynch, and that he came from Bridgeport, Conn. He had been drinking.

Two of the most expert telegraph operators in San Francisco were sent up with the last-spike excursion to wire the report of the proceedings and speeches to the Associated Press office in that city. They sent 15,441 words over the line between 6 o'clock P.M. and 3:30 o'clock A.M., and had some trouble too, with the wires.

The last trip of the stages on the line between Ashland and Siskiyou was made Friday, and the veteran driver, Dan Cawley, who drove the first coach of the old line over the Siskiyou, claimed the honor of coming into Ashland with the last coach.

The first stage was run between Yreka and Jacksonville in 1856, making three trips per week. The California Stage Co. were its proprietors, and Dan Cawley was its first driver.

As the six-horse stage coach, imposing in its day, crowded off the trail the saddle-horse and pack-mule conveyance, it in turn is driven off the Siskiyou route by the big engines and sumptuous palace cars of the Southern Pacific Railroad. The trip over the mountains between California and Oregon will no longer be invested with the steep grades, stories and scenes of highway robbery and views of grizzly bear tracks in the road. §

## Railroad District



*This Southern Pacific train bound over the Siskiyou Mountains from Ashland had just taken on a large load of wood and a helper engine for the climb (SOHS #7070).*

**Ashland's Historic Railroad District was born in December 1887, when the golden spike connecting San Francisco, California, and Portland, Oregon, was driven south of Ashland. The town became a major division point on the transcontinental railroad, featuring a roundhouse, engine house, and fueling and icing stations. Train crews changed in Ashland, and helper engines were added and removed here. Restaurants, hotels, boarding houses, and businesses boomed.**

**Today's Railroad District comprises the area bound by Oak Street, Lithia Way, East Main Street, 8th Street, and A Street. First Friday Artwalks through the galleries lining A Street have become a tradition for both Ashland residents and the town's 400,000 annual visitors.**



McCloud River where we found two ox teams camped so we stayed there. From here we had a splendid view of Shasta Butte, although we were about fifteen miles from the base of it. Its peak is over 14,000 feet high, or about three miles, and we had to look nearly straight upward to see the top of it. Next day we traveled about twenty miles, the road rising gradually all the way. The following day our road still continued upward and we reached the summit of the mountain and stopped for dinner at a place called Sisson's ranch. Here we seemed to be on a level with the snow line on the peak which seemed to be close by. In the afternoon we commenced to descend and had to go down for ten miles all the way very steep. We had our wheels locked and at the foot of the mountain the road turned abruptly to the right along its base. Here were some of the largest trees I ever saw and were of the redwood variety. About sundown we got to what was called Hurds ranch and camped for the night. Here I saw the first Kanacka or Sandwich Islander. He could talk good English and when I told him I was going to Jacksonville he said that was where he lived and was going there in about two weeks when his time was out. I saw this man afterwards at Jacksonville. Next morning we started along but took the wrong road and got within four miles of Yreka before we found it out. Two men whom we met told us we were on the wrong road for Oregon and showed us where the road ran and said they thought we could drive straight across the prairie until we got to it; and so we did. That evening we crossed Klamath river on a bridge and soon came to a mining camp, the first one we ever saw. We camped for the night near a house in order to get water. After building a fire I went to the house to get some water. The woman of the house asked me if we had crossed the plains that season and replying in the affirmative she told me to tell my wife to come right into the house and stay all night for she knew what it was to cross the plains. Next day we crossed the summit of the Siskiyou mountains finding it quite steep and hard to climb. The summit of this mountain is the state line between California and Oregon. The descent was a very steep grade for ten miles, the mountains being nearly perpendicular with a canon on one side of it so deep we could not see the bottom. When we had gone down about a mile I looked back and saw the stage coach coming. There were places in the road made wider so that teams could pass one another and I stopped at one of these and held my horses by the head while the stage coach went by. It was lucky I did so as we had used stay chains on our wagon I had to make a neck yoke when we left the ranch and used rope in place of iron. I had made the main ring of about eight strands of small rope and found every strand but one broken. It almost made my hair stand on end when I saw it for I think if our wagon tongue had dropped down we would surely have gone over the precipice and I would not now be writing these recollections. We finally got to the bottom and traveled about two miles when we came to a farm house on Bear

# The Kindness of Strangers

*Below is an excerpt from Across the Plains: Adventures of a Party of Wisconsin Pioneers to Western Gold Fields, by William Earnshaw, who tells of his 1859 journey across the plains from Wisconsin to Jacksonville. The original spelling and punctuation have been copied verbatim as closely as possible.*

*ABOUT SUNDOWN* we got to McCloud river where we found two ox teams camped so we stayed there. From here we had a splendid view of Shasta Butte, although we were about fifteen miles from the base of it. Its peak is over 14,000 feet high, or about three miles, and we had to look nearly straight upward to see the top of it. Next day we traveled about twenty miles, the road rising gradually all the way. The following day our road still continued upward and we reached the summit of the mountain and stopped for dinner at a place called Sisson's ranch. Here we seemed to be on a level with the snow line on the peak which seemed to be close by. In the afternoon we commenced to descend and had to go down for ten miles all the way very steep. We had our wheels locked and at the foot of the mountain the road turned abruptly to the right

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While stopping with the old gentleman where we had been working we had cleared about \$100 besides buying clothing and other necessaries so we felt quite rich and independent.

Next day we traveled down Bear creek passing through a small village called Ashland. About noon we stopped near another small village called Gassburg and camped right opposite a house on the outskirts of the village. We did not start a fire but my wife thought she would like some tea so I told her I would go to the house and get some hot water as we could see through the open door the woman was cooking dinner. I went to the house and asked her if she would let me have a little hot water? She asked me where we had come from. I told her we had crossed the plains. "Well," she said, "you have got to come right into the house and take dinner with us." I told her we could get along very well out doors but she insisted upon us eating dinner with them. Here we found we were only seven miles from Jacksonville which was our destination. After dinner we started on and soon came to where the road branched but we took the wrong road. After we had gone about four miles we met a man with four-horse team loaded with grain and I asked him if we were on the right road to Jacksonville? He said no, you ought to have taken the left hand road. I asked him which would be the best way to go from here. He told us to strike about the prairie to a point of timber that he showed us where we would find the road. This man's man was Chambers, being well acquainted with him afterwards. When we were crossing the prairie we met two men and stopped to talk with them. I could not imagine what nationality they were. They had a long braid of hair down their back and seemed to be dressed queerly. I asked them which was the way to Jacksonville? They said, "heap sabe Glacksonville. Glacksonville, tlee miles. no more." I told my wife they were the queerest Dutchmen I ever saw. She said she did not believe they were Dutch but did not know what they were. ♂



## We Also Rely on the Kindness of Strangers!

**RESEARCH LIBRARY** ☎ 541.858.1724 ✉ LIBRARY@SOHS.ORG

Assist visitors, answer research questions, perform data entry, digitize photos, and help SOHS attend to a long list of behind-the-scenes tasks. All training provided.

**HANLEY FARM** ☎ 541.773.2675 ✉ HANLEYFARM@SOHS.ORG

Are you good at fixing things? Hanley Farm has countless odd jobs that require the assistance of people who are good with their hands. From carpentry to tree and bush pruning to equipment maintenance, the projects are too numerous to list.

**COLLECTIONS** ☎ 541.773.6536, EXT. 1001 ✉ HELP\_US@SOHS.ORG

The most exciting part about volunteering at a museum is getting to work in collections storage. Volunteers are needed for projects such as inventorying items in the collection, photographing artifacts, cleaning the shelving and artifacts, entering data, and conducting research. All training provided.

**MAINTENANCE COORDINATOR** ☎ 541.773.6536, EXT. 1005 ✉ HELP\_US@SOHS.ORG

SOHS owns and operates many structures that require ongoing maintenance. A volunteer is needed to conduct routine preventative maintenance and to help coordinate the work of various contractors.

**AUTO REPAIR** ☎ 541.773.6536, EXT. 1005 ✉ HELP\_US@SOHS.ORG

SOHS owns several vehicles that require standard auto maintenance and the occasional repair.



# The Heroism of Sarah Brotherton

Oliver Cromwell Applegate (June 11, 1845–October 11, 1938) was the seventh child of pioneers Lindsay Applegate



Oliver C. Applegate (SOHS #1238)

(September 18, 1808–November 28, 1892) and Elizabeth Basham Applegate (née Miller) (September 27, 1816–July 6, 1882). Lindsay emigrated from Kentucky, while Elizabeth hailed from Tennessee.

Born in what is now Polk County, Oliver began his career as a teacher, conducting the Ashland school for four years before joining an independent cavalry company known as the Mountain Rangers in 1863. He served as a scout during the Modoc War as well as editor of the Ashland Daily Tidings.

In his diary, Applegate penned poems, drawings, and accounts of his interactions with soldiers, farmers, and Indians. One such poem was published in his obituary, which appeared in an unknown newspaper on August 13, 1938. According to the obituary, the poem recounting the “heroism of Sarah Brotherton during the Modoc insurrection” was still widely quoted at the time of Applegate’s death at ninety-three years old. The article continues, “Mr. Brotherton and an older son were caught a-field and slain. The younger boy ran for home, and Mrs. Brotherton, with her husband’s rifle, went out to cover his retreat.” Below are excerpts from the poem. The original spelling and punctuation have been copied verbatim as closely as possible.

*A* TALL ATHLETIC woman,  
With long and streaming hair,  
Going out against the redskin,  
To save a fleeing son,  
And with her strong hand grasping  
Her husband’s trusty gun.

And there on guard we found them,  
When four long days had fled.  
Half crazed and sleepless watching,  
And sorrow for the dead.  
And still that faithful mother,  
When came, a saving band,  
Stood by the open doorway,  
With the rifle in her hand. §

# Census of the Ulaloma

Oliver Cromwell Applegate was appointed general Indian agent for all of Oregon. In 1898, he became the Klamath Reservation Indian agent.

This census of the Ulaloma band of Klamath Indians was recorded by Chief Jackson Jones and endorsed by Applegate on September 20, 1866.



Census of the Ulaloma, courtesy of the University of Oregon

# War & Rumors of War

These excerpts are taken from Welborn Beeson’s 1861 diary. The original spelling and punctuation have been copied verbatim as closely as possible.

**FEBRUARY 26, 1861**

SAM ROBISON, CALLED in last night and staid all night, I commenced to grub out a potatoe patch Been cool day slight snow storms, Wallace caught 41 Salmon yesterday, about six oclock the neighbors commenced to gather in, after some desultory talk about the news of the day and new discoveries of Gold Mines the meeting was called to order by, Jacob Wagner, making a motion that David Stearnes be Chairman Joe Andersen seconded it, and it was carried, W Beeson Secretary, After a great deal of superfluous gass Mr Stearns suggested a plan of a school house, 20 x 26 to be weathered boarded and planed and painted &c &c . . .

**MARCH 4, 1861**

I made a grindstone frame and then put out some more stricknine there are lots of squirles coming out I shall kill all I can, after noon I plowed finished plowing for corn, Wallace was out among the cattle found yet another cow down she had a little calf he brought the calf home but the cow will die that makes the fift one, I am afraid the dream I had some time ago will come true, I dreamed then that seven head were dead there are now three dead and two down, Wallace will kill them tommorrow Been beutiful day, Lucinda Low went passed, Indian Charly was with her . . .

This is the day that Abraham Lincoln takes his seat in the White house, The Southern fireaters have threatened to prevent him but I guess when it comes to the point they will think better of it, Gen Scotte says he shall be inaugaterd to day, I think the Union will be Saved yet awhile

**APRIL 28, 1861**

Beutiful day Mother and I got ready to ride down to Rockefellerws Mr Walker called, Mother rode Jane I rode Jessie on a borrowed saddle Wallace rode to meeting on Betty We had a very pleasant visit at Rockefellerws, Wagner and wife came over, and Thornton and wife called we staid all day, the first time Mother ever rode Jane and she was a little afraid but she is perfectly gentle, News has come by pony Express that the South Carolinans have fired into and blown up Ft Sumter and killed four men, Maj Anderson surednded and they let go to Washington, So War has realy commenced and we have no union no government and no Nation! alas! alas that such should be the case, It is all brought about by a few fanatics in bothe sections of the country, The fanatics of the south wishing to propagate and extend slavery all over the union and the fanatics of the North wishing to abolish slavery where it now exists, both were wrong had they both been satisfied to let Slavery alone it would peaceably died out of its own accord and we would have been a permanett and firm Nation the leaders of the World, Now we are broken and split up and the country, the Fathers of the revolutions fought and died to save is no longer ours we are the by-word and shamefast of other nations, but now blood is spilt it is no time to bewail but to work if fight we must fight we will, untill we conquer or die, and either preserve the union or never have peace

**MAY 21, 1861**

Wallace helped me to hoe potatoes untill noon, I helped them haul the shingles onto the roof after noon, It is raining quite hard makes everything look fine, I helped nail on some shingles for the first time, I can do it pretty well, War and rummors of War are in the fresh papers, Jef Davis of Missipi at the head of Seventy thousand southerners are marching to the Capitol of our Union, Abe Lincoln at the head of seventy five thousand Union loving Cittizens is awaiting him, so there will be a terrible battle §

A farmer, Welborn Beeson (July 22, 1836–April 29, 1893) was born in Vermilionville, Illinois, to prominent pioneers John and Ann Beeson. The Beesons, who had originally immigrated from England, crossed the plains to Oregon in 1853, settling along Wagner Creek.

Welborn kept a daily diary from his fifteenth birthday until his death of apoplexy at the age of fifty-six. His diaries provide a unique glimpse into rural southern Oregon during that era, covering significant historical topics such as the pioneer era, the treatment of Indians, early settlement, gold mining, the Civil War, the arrival of the railroad, and the orchard boom.

During the Civil War, Welborn served as a second lieutenant in the Mountain Rangers. In 1866, he married Mary Catherine Brophy, with whom he had eight children.

His father was rumored to have provided a safe house for slaves on the Underground Railroad. Author of *A Plea for Indians*, John Beeson spent twenty years agitating for Indian rights. He met with Abraham Lincoln, who promised to work on the Indian situation when the war ended. A date was set for a future meeting—ten days after Lincoln’s assassination.



Mary Catherine (née Brophy) and Welborn Beeson (SOHS #15991). Welborn Beeson diary excerpts courtesy of the Talent Historical Society (special thanks to Bob Casebeer and Jan Wright).



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Alan & Davida Bender  
Ben Benjamin & Sally Jones  
John & Susan Bies  
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Barnes & Noble  
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Lois Bateham  
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Christian Buys  
Helen Byers  
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Jeannine Cantrall  
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Darlene & Wayne Casteel  
Rene J. Casteran  
Maria Cates  
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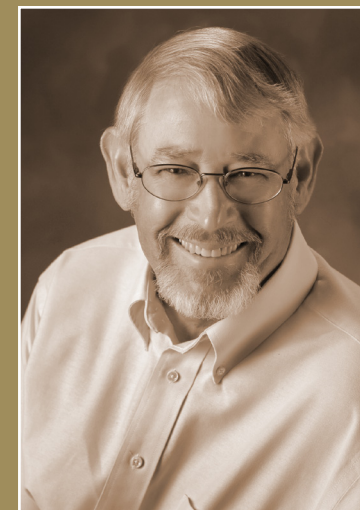
# Volunteer Spotlights



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*I love working in the Research Library—I get to share in the delight people feel when I've been able to find a special photo or story for them. It makes my day! Being a part of the Gold Diggers Guild is a bonus. The Gold Diggers have been fundraising and providing the help needed for SOHS events since 1977. They are such a great group of can-do attitude ladies.*

— PICKI ANNE BRYDEN, Volunteer Coordinator, Research Library



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*Every time I get behind the reigns, I look over my shoulder and see a string stretching back in time, to history, and that makes me feel comfortable. I don't think the farm or the Historical Society is about old things—it's about the people who used to work together, play together, die together. The Farm is how people connect to that past.*

— JOHN CASAD, Coordinator of Hanley Horsepower Flour, Hanley Farm



# Volunteer Spotlight



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*I've seen kids' eyes light up as their churned butter turns to cream and they pan for "gold" during the Hanley Farm summer camp. Adults are thrilled to find information in our library files about long-lost relatives. Southern Oregon Historical Society makes this happen, and much more.*

*For over 60 years, the Southern Oregon Historical Society has been collecting the stories of our region, including the gold miners and Chinese in Jacksonville in the 1850s and oral histories of the county's citizens living today.*

*I love stories, as most people do—tales of people's lives, tales of events in history. I give to SOHS because I want these stories to come to life for all.*

*The legacy of SOHS can be profound and lasting. We all need to share in preserving and cherishing the history and culture of this remarkable valley. I hope you join me, our staff, and our dedicated volunteers in generously supporting SOHS.*

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Sue Naumes  
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Dane & April Smith

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Jerry Hayes, Bella Union  
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Gayle & Jim Lewis  
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Terrie Martin  
Bill & Shirley Patton  
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Douglas Wobbe

# Volunteer Spotlights



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*My wife is a fifth-generation Jacksonville native whose teen summer employment was with SOHS. Her deep and broad family connections to this area inspire me.*

*Knowledge of local history enhances our sense of our culture and awareness of our community, helping us move into the future civically and progressively.*

— **JIM LEWIS, Board of Trustees**

*I grew up in Jacksonville and witnessed its rebirth after its designation as a National Historic Landmark. Preserving the stories and treasures of our past gives us perspective and direction for the future. The way we present our heritage is vital to our tourist industry. And there is nothing more entertaining to me than the stories of the past.*

*Working with SOHS is exactly the activity I had hoped. I look forward to any job there is to be done. Working with the collection has been like returning to my years growing up. I worked summers at the Museum through college. I was always in the presence of the Hanley sisters, Claire and Mary. I feel them with me now, looking over my shoulder.*

— **GAYLE LEWIS, Volunteer**



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 Gretchen Anderson  
 Marilee Apperson  
 Roberta Armstrong  
 Tina August  
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 Barbara Baehr  
 Elmer & Colista Bailey  
 Richard Barney, Heat of Medford  
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 Josephine Brew  
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