

# THE SOUTHERN OREGON HISTORICAL SOCIETY QUARTERLY



MAKING HISTORY TOGETHER

## THE GLORIOUS FOURTH: SOUTHERN OREGON CELEBRATES INDEPENDENCE DAY

By Sharon Bywater

On July 4th, 1854, the southern Oregon town of Wilbur held a parade and picnic in a grove near the Umpqua Academy, the town's newly established school. The birth of America had long been a big event in the settled parts of the United States, celebrated on July 4th with cannon fire, fireworks, parades, concerts, barbecues, games, and even hot-air balloons. But, for its scale, this was a first for Southern Oregon.

Recording the events of that day, Reverend James H. B. Royal, the principal of the fledgling public school, wrote in his journal of the hard work needed to plan a dinner for 500 people. Three cooks were required to prepare beef, venison, pork and 40 chickens. The dishes and silverware were borrowed and set at a 300-foot-long table. Before the feast, children from five Sunday schools, waving a large banner and carrying miniature flags, formed a procession that marched to the grove along with townspeople and visitors. Activities included prayers and singing, orations, toasts, and the reading of the Declaration of Independence. For the next several decades, the Fourth of July was the region's most important event on the calendar, eclipsing even Christmas.

The celebrations at Jacksonville soon eclipsed other events in the region. In the late 1860s, the day began with the firing of a cannon at dawn, and it is reported that the young Alice Hanley rode a float in the town parade.



SOHS #29348

*The "float of the states," each represented by a small white dressed girl was a standard feature of the Jacksonville parade for more than forty years.*



The arrival of the railroad in 1884 shifted attention to the new town of Medford as a prominent venue for Fourth of July celebrations. Medford even offered discounted rail tickets, attracting visitors from as far away as Portland. That same year, Ashland's brass band was the centerpiece of the Medford parade, while Yreka's Mount Shasta Cornet Band played in Ashland. Although the towns competed for attendance, they often traded resources

and appeared in each other's parades.

Early Fourth of July celebrations often featured rowdy participants who styled themselves "Callithumpians," a nineteenth century Americanism with early roots in England. Callithumpians (sometimes spelled Kalithumpians) followed the parades playing noisy in-

*(Continued on page 2)*

**Masthead:** An unidentified child with flags in her hair celebrates the 1908 Fourth of July event.

SOHS #6207



SOHS #11879

*Jacksonville parade scene in 1899. Notice the young man in the sailor suit. With naval action of Spanish American war concluded in Cuba and the Philippines just one year earlier, the role of the US navy was a common feature of this era's patriotic events.*

#### Fourth of July (Continued from page 1)

struments such as cowbells, tin horns, pots, pans and saws, and performed humorous skits. At the Medford 1887 Centennial, the afternoon activities featured a parade of "Hoodlumites" and "Wapsyturnikans," (local versions of the Callithumpians). One read the "Declaration of Hoodliums" [sic], and another, dressed as Uncle Sam, gave an amusing speech. Such rowdy antics

were followed by wheelbarrow, sack, and horse racing. Afterward, everyone was invited to the Grand Ball at a cost of \$1.

Elaborate efforts were made to emphasize the uniqueness of America, its heroes and values. In the Jacksonville Centennial parade of 1876, Master Ben Beekman dressed as George Washington and Master Eddy Farmer dressed as General U.S. Grant. Thirteen young ladies in colonial attire represented the original 13 colonies. They rode in a decorated Liberty Cart drawn by four white horses. Another decorated wagon held 38 little girls representing the 38 states. Dressed in white, they carried miniature flags and wore sashes featuring each state's name. Two girls rode in the front of the wagon representing the Goddess of Liberty and the Angel of Peace, a longtime Independence Day tradition. In addition to patriotic readings and songs, the Ashland Centennial parade featured two companies of soldiers in Revolutionary War dress, one in grey with powdered wigs, and the other in blue.

The nature of these celebrations remained unchanged well into the Twentieth Century.

In 1921, Ashland held a three-day celebration that included participants

from all of Jackson County and beyond. Jacksonville's float, which represented the early mining industry, was given the lead position in the parade.

*(Continued on page 3)*



SOHS #29357

*The figure of Columbia, portrayed on this Jacksonville float by a young woman, symbolized American freedom.*



SOHS #19724

*A rare machine and hand-sewn patriotic gauze flag dress in the society collection, date unknown.*



After that came the Medford band and a Medford float decorated with pine trees. There were floats for the friendship between California and Oregon, and even one representing the "Future Mothers of America." Ashland seemed to have room for all.

By this time, games also featured prominently in these celebrations. After the parade, everyone spent the afternoon picnicking in Lithia Park, enjoying wrestling matches, baseball games, and horseshoes until dark, when fireworks capped off the evening.

Although celebrations in town were spectacular, those who chose to remain home in the country enjoyed the holiday, too. In small, outlying areas, such as Eagle Point, Gold Hill, and Climax, families decorated their houses with flags and red, white, and blue bunting. They relaxed by nearby creeks and picnicked under groves of trees. At dusk the children would shoot off firecrackers.

With three sizeable cities and many small towns to choose from, residents of southern Oregon celebrated Independence Day with abandon. All of these events engendered the sense of unity and pride felt by Southern Oregon in America and its national independence.



SOHS #2561

*High school classmates Berth Prim and Leona Ulrich ride their safety bicycles in the 1908 Jacksonville Parade.*

## ROBBY COLLINS: SAVING JACKSONVILLE AND THE WORLD

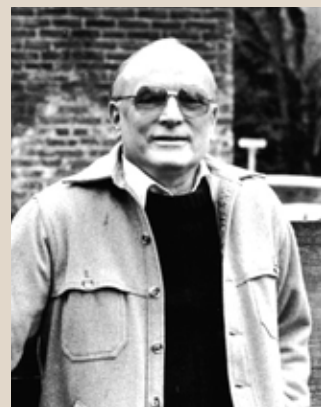
*By Dennis Powers*

Born in 1921 in Riverside, California, Robertson "Robby" Collins grew up in California and later graduated from Stanford University. After serving in the Army Air Corps in World War II, he moved to the Rogue Valley in 1948, where he was very successful in the lumber and wood-crate fruit-transportation business. Moving to Jacksonville in 1962, he mounted a successful opposition in the 1960s to a proposed four-lane highway connecting I-5 with the Applegate that would have destroyed historic structures and cut Jacksonville in half.

Robby went on to bring about the restoration of various Jacksonville historic structures and protected them with historic preservation easements: The designated organization has the right to approve--or disapprove--any proposed changes and ensure that the structure's historic nature is preserved. This culminated in a large swath of Jacksonville's downtown core in 1966 being designated a National Historic Landmark. In learning the ins-and-outs from this success, he became a heritage preservation specialist when this movement was first starting.

Collins served on numerous boards, including the Southern Oregon Historical Society, as well as being a president of the Oregon Shakespeare Festival. No matter how busy he was as a businessman, however, he traveled all over America and Alaska, sharing his experiences with other small towns to help save their heritage. He eventually became a trustee and later vice-chairman of the National Trust for Historic Preservation.

Collins began accepting overseas projects to use his Jacksonville and small-town experiences to assist third-world countries in their



Larry Smith Collection

*Robby Collins*

preservation work. He received the University of Oregon's Distinguished Service Award in 1980 for his role in Jacksonville's preservation; three years later, the governor awarded him the Distinguished Preservationist Award. In 1984, he retired at age 63 and devoted full time to the international front, later moving to Singapore to be a teacher and consultant on historic preservation projects from Singapore, Bangladesh, India, and Nepal to Thailand, Fiji, the Philippines, China, and other countries.

Collins joined numerous travel-industry task forces (teams of hotel experts, bus, and airport operators) as the "heritage specialist" to help others protect their heritage. He assisted the people in Macao (the land seaport accessed from Hong Kong) in developing a "heritage tourist package" that included their old Portuguese buildings and churches, not just the gambling casinos. In Cairns, Australia, he helped preserve an old railroad, coffee plantation, and historic Queensland houses built by settlers a century before--plus he even worked to preserve Cambodia's famous temple complex at Angkor Wat.

His commitment, energy, and enthusiasm for historical preservation around the world were legendary. Robby Collins died on May 23, 2003 in Singapore at age 81 from dengue fever.



# LET FREEDOM RING: THE LIBERTY BELL COMES TO ASHLAND

By Joe Peterson

July 16, 1915 may have been the noisiest night in Ashland history. To assure an enormous, if sleepy crowd, whistles, bells, and fireworks were to begin at 2:00 a.m. throughout town, according to the July 15, 1915 *Ashland Tidings*. Forget sleep! After all, this was a chance to view one of the most prized relics of American Independence.

Other than Fort McHenry's Star-Spangled Banner flag, it is difficult to imagine a more revered icon than the Liberty Bell, today secure in the custody of Philadelphia's Liberty Bell Center. So why does SOHS have in its collection a July 16, 1915 picture of the Bell strapped to a gondola car at the Ashland depot? Ashland is nearly 3,000 miles away. Even more intriguing, the obvious night-time picture was snapped at 3 a.m. in the morning! Here is a local history question deeply embedded in American national politics of a hundred plus years ago.

Who would advocate this, fragile, cracked, symbol be transported all the

way to the West coast by rail? Philadelphia city officials loudly opposed the idea. Yet, the trip was endorsed by former President Teddy Roosevelt, President Woodrow Wilson, 500,000 school kids, San Francisco Mayor James Rolph, and ordinary Americans shocked by the May 7, 1915 sinking of the *Lusitania*.

Besides the obvious potential physical damage, many thought the proposed trip ending at the Panama-Pacific Exposition was disrespectful. After all, fairs connote livestock pens and food booths. Clearly, the symbol of freedom belongs on permanent display in Philadelphia, not ingloriously strapped to a railroad car for a bumpy road trip to end up at yet another fair.

Debates continued even though both Roosevelt and Wilson argued that the appearance of the Liberty Bell Special would enhance patriotism at a time when the country most needed it. Years of unassimilated immigration from Eastern Europe, coupled with war clouds abroad, seemed to be the right time to remind Americans of a shared heritage and love of country.

Playing a classic booster role, Mayor James Rolph of San Francisco lobbied hard for the trip once his city was selected for the first American world fair on the far away West Coast. He maintained that it would help westerners identify with America's European beginnings. Organized by San Francisco teachers, thousands of California school children joined the effort by writing letters to Philadelphia officials urging a Liberty Bell visit.

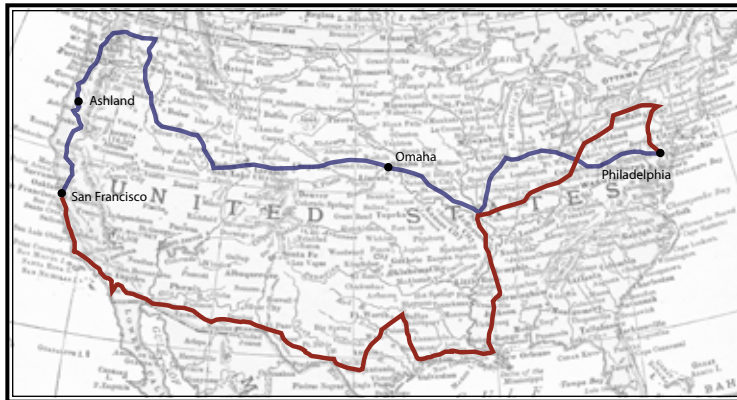
Back in Philadelphia, though, no plans or funding were forth coming. Most officials still opposed any movement of the priceless national treasure. Only a stunning attack at sea, killing more than a hundred American citizens, would temporarily wrestle the icon away from Philadelphia. The German sinking of the English ship *Lusitania* in early May caused Philadelphia's city fathers to re-examine their opposition. The need to unite the nation now took on new urgency.

With great haste and no previous planning by the Pennsylvania Railroad, a route was put together across the Midwest and through the Pacific

(Continued on page 5)



Lester Perry Photo The Durham Museum



<http://www.ushistory.org/libertybell/photos.html>

By the time the bell arrived in Ashland it had traveled almost 5000 miles and stopped at some 100 towns and cities. At left the liberty bell train departs Omaha Union Depot on the westward leg of the journey (shown in blue on the above map). Often only children, such as the young girl in Moline, Illinois (at right), were allowed to touch it. Illuminated at night by lights powered by the train's generators, the bell was seen by thousands in remote places as made its way west its way for a four-month display at San Francisco's Pan-Pacific International Exposition. Returning on a southerly route (shown in red) it was greeted by enthusiastic crowds at every step of the journey.





SOHS #28328

A large crowd gathered at Ashland Depot at 3 in the morning for the Liberty Bell's short visit.

#### Liberty Bell (Continued from page 4)

Northwest culminating in San Francisco. The return would follow a southern and northeastern pattern. Stops in nearly 175 towns were scheduled leaving Philadelphia July 5, 1915. The specially cushioned final car carried the object of all the fuss, which many viewers reported to be a surprisingly smallish-looking worn bell. Powered by a generator, stage lights kept it aglow for night viewing.

Regardless of size, the Bell was wildly popular. Tens of thousands were eager to touch, kiss, and have photos taken beside it. Assigned Philadelphia police officers quickly gave up any hope of keeping folks at a distance once the train came to a stop in each town.

The published list of towns and cities in Oregon did not include any stops south of Roseburg. How do we account for the SOHS Ashland photo when no stop was scheduled? The answer appears to be linked politically to Oregon U.S. Senator Chamberlain. Once the cross-country route was announced, as many as 100 additional town mayors begged their elected officials to secure a stop in their town, even if it had to be a short one. Word

from Roseburg indicated that the senator's efforts had garnered ten minute early morning stops in Medford at 2:15 a.m. and at 3:00 a.m. in Ashland.

Upon learning of the senator's success, Ashland Mayor Johnson issued a front-page proclamation in the *Ashland Tidings* urging a demonstration of "Ashland Spirit."

Nearly 3,000 answered the call, but

silently. Ashland's greetings differed dramatically from most, and certainly from the hour before. Several minutes of silence were observed once the train arrived, followed by a more boisterous scene. Soon, a baby was seated on the relic and even more Chinese fireworks were ignited. It seems SOHS's photo turns out to be a testimony to the excitement and patriotism Southern Oregonians of a hundred years ago shared with their countrymen at a crucial time in American history.

For a more complete account of the 1915 nationwide trip see:

"How the Liberty Bell Won the Great War," Stephen Fried, April 2017, *Smithsonian Magazine*, pp. 36-47, 90-94.

*The Liberty Bell* (Icons of America), Gary B. Nash, Yale University Press, 2010. ISBN: 978-0-300-13936-5

For accounts of the Ashland stopover see:

*Ashland Tidings*, "Entire City Will Greet Liberty Bell at Early Morning Hour," July 15, 1915, p.1

*Ashland Tidings*, "3,000 Pay Tribute of Silence," July 19, 1915, p.1



Library of Congress

Following the 1915 tour the Liberty Bell was an inspirational force behind several national bond drives.

The 1915 Liberty Bell tour changed what had been a popular but little celebrated artifact into a powerful, national icon. Its trip across the country, soon after the German sinking of the *Lusitania*, aroused an unusual degree of patriotic fervor. Two years later, the image of the bell revived a faltering campaign to raise war bonds, when other approaches such as movie star appearances, bill boards and street car ads failed to produce the desired revenues. Thanks to the bell, Americans contributed \$21 billion dollars to the war effort, leading one author to describe it as the bell that "won the Great War."



Snow-capped Mt. McLoughlin has had a long and chequered history of names. SOHS #15422

## “WHAT’S IN A NAME?”

By Jeff LaLande

The highest point in southern Oregon is Jackson County’s beautiful Mt. McLoughlin. Named for Dr. John McLoughlin, the British Hudson’s Bay Company’s (HBC) powerful boss of the “Oregon Country” during the 1820s-1840s, it rises to just a bit less than 9,500 feet above sea level. Part of the volcanic Cascade Range, the bulk of the mountain’s mass came from eruptions between 500,000 and 700,000 years ago.

It’s a mountain that has had many names. The Takelma people called it “Alwilamchaldis”, after an important culture hero; the Shasta called it “Mayakax”; and the Klamaths called it “Kesh yainatat” – the mountain abode of “dwarf old women” who made the west wind blow away the mosquitoes that plagued the villages around Upper Klamath Lake.

Since the coming of White explorers

and settlers, Mt. McLoughlin has seemingly attracted different names the way its summit attracts the lightning strikes of summer thunderstorms. When exploring the Rogue Valley in 1827, the famous HBC fur trader Peter Skene Ogden gave the peak its first non-Native name: Mt. Sastise (i.e., Mt. Shasta) because he’d been travelling among the Sastise (or Shasta) Indians. Ogden was also probably the first non-Native to see our present-day Mt. Shasta, in northern California, and he even mentioned the high snowy mountain in his journal; however, he never gave it a name of any kind.

But, Ogden did note the Indians’ elk-capturing pits that he found along what he called Pit River, just to the east of today’s Mt. Shasta. And thus, for a short period, maps showed our Mt. McLoughlin as Mt. Sastise/Sastey/Shasty (etc.) and our present Mt. Shasta as “Pit Mountain.” Alas, during the 1830s and 1840s, due to cartographic errors and other reasons, those two names became transposed. Thus,

today’s Mt. McLoughlin became Mt. Pit (and then “Mt. Pitt”), and the Pit Mountain of Ogden’s day became Mt. Shasta. Many local old-timers still insist on calling our Mt. McLoughlin “Mt. Pitt.” Other names for Mt. McLoughlin that were used by Southern Oregon’s early white settlers included “Snowy Butte,” “Big Butte,” and “Mt. Clear View.”

As we celebrate Fourth of July, we should note that in the 1830s one patriotic American, Hall J. Kelly, urged that the Cascade Range be re-named the “Presidential Range”; Kelly tried to re-name all the high peaks after U.S. presidents. Mt. McLoughlin was to be called “Mt. John Quincy Adams.” In Oregon only the name Mt. Jefferson lasted; Kelly’s intended “Mt. Washington” is still called Mt. Hood. Yes, it’s complicated! However, no matter the bewildering variety of names that Mt. McLoughlin has been called, we can all agree that its snow-capped peak remains a stunning landmark when viewed from our valley.



## Windows In Time

June 6 & 13 — *Lost Beneath the Waters: Lost Creek Lake Villages*  
— Dennis Ellingson

July 11 (Ashland) & 18 (Medford)—*State of Jefferson 1920s Auto Tour*—  
Todd Kepple

August 1 & 8—*NewsWatch 5: Rogue Valley TV News from 1965* —Ben Truwe

September 5 & 12—*Stories of Southern Oregon: Landscape Changed*—Maureen Battistella

October 3 & 10 — *What to Do? The 1918 Killer Flu Hits Southern Oregon* —  
Joe Peterson

November 7 & 14 — *Oregon Outcast, John Beeson: Indian Rights Activist* —  
Jan Wright

December 5 & 12 — *Cameras, Compass, Castle and Vines: The Legacy of Peter Britt* —Jan Wright

Windows in Time talks are free monthly lectures held at the Medford Library and Ashland Library on the 1st and 2nd Wednesdays from noon to 1pm.



## A MESSAGE FROM THE PRESIDENT: LOOKING BEYOND THE MOUNTAINS

The 1904 Chautauqua assembly in Ashland invited the public to come and hear leaders “who have thought down, thought up and thought through the mountains that shut you in.” Though the Southern Oregon Historical Society is one of our state’s most dynamic heritage organizations, we also need to look beyond the mountains.

SOHS is in an enviable position this spring and summer. We offer an incredibly diverse range of programs and services. Member volunteer involvement is at an all-time high and we are financially stable. Equally important, we are in a position where we can pause to review the role we play in the life of the Southern Oregon community.

We find ourselves in a region that is growing, whose demographics are changing, and whose expectations are also evolving. The young people of today are fascinated by the past, but they approach their historical roots in different ways than previous generations. Organizations within the community are also changing, bringing with them new needs and opportunities. To better fulfill our mission as both primary caretaker and sharer of our regional heritage, we need to be open to this larger picture.

Beginning this summer, the Society will sponsor a series of “Community Conversations” within and outside the Society to explore how we might provide better access to our programs, services, and collections and evolve along with the communities we serve. Initially our seven operating committees will host open houses inviting Society members to share their insights. These will be followed by conversations in different parts of the county in which key stakeholders and potential partners will be asked to join in this process.

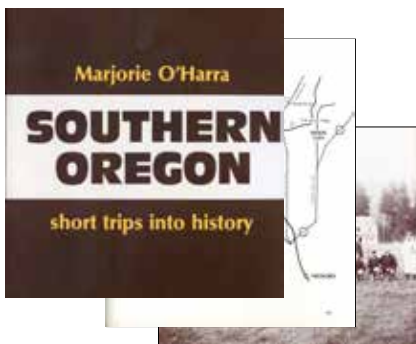
These open-ended conversations will be opportunities for the Society to listen, learn, and grow. The results will inform SOHS’s long-range planning efforts, guiding our strategy and direction as we move forward. The Board of Trustees anticipates completing this process by fall and publishing our “SOHS Strategic Directions for 2019 and Beyond” in November.

We encourage all members to be part of this process and invite you to share your insights, feedback, thoughts, ideas, and suggestions! Look for specific details about these ongoing conversations in our monthly *SOHS Newsletter*.

Come help SOHS link the past to our future. It is time for us to look beyond the mountains!

With Gratitude,  
Doug McGeary, SOHS President

## Summer Membership Drive



SOHS membership is a gift that keeps on giving. If you enroll an individual or a family, the gift of membership provides early announcements of events, reduced ticket prices, and an opportunity to meet others interested in our rich regional heritage.

As a summer bonus, new members who enroll by September, will receive a copy of Marjorie O’Harra’s beautifully illustrated book, *Southern Oregon: Short Trips Into History*, describing 27 timeless sites in Southern Oregon accessible by car or foot day-trips. Copies of this valuable resource may also be purchased at the SOHS Research Library.



## UPCOMING EVENTS

SOHS events celebrates the history and life of our region in family-friendly programs, accurately rendered, that are enjoyable and enriching.

For event details go to our website at [www.sohs.org](http://www.sohs.org)

### Sundays at Hanley

May 27 through Sept. 2 Noon - 4pm

Enjoy the ambience only Hanley Farm offers. The farm is open every Sunday afternoon this summer. Bring a picnic, take a guided tour of the historic farm house. Free admission to the grounds. If you'd like a house tour, it is only \$5 for adults, \$3 for children or SOHS members.

Hanley Farm, 1053 Hanley Road  
Central Point OR 97502



&



Invite you to Join us for

## Living History Days 2018

Living History Days are an opportunity to experience an authentic Civil War encampment, costumed interpreters, hands-on activities - agriculture, music, cooking demonstrations, games, and much more. Bring the whole family for a fun and educational day!

**WHEN:** July 7 & 8, 2018  
**WHERE:** Historic Hanley Farm  
1053 Hanley Road,  
Central Point  
**TIME:** 11:00 am to 4:00 pm  
**COST:** \$7.00 per person  
\$4.00 for members  
and children 6-12.  
\$2.00 House Tours



See the Past  
Comes Alive With:

- Civil War Encampment
- Barn Bug Tours
- Wagon Rides
- Old Time Fiddlers
- Chuckwagon
- Blacksmithing
- Fiddles and Banjos
- Faux Cow Milking
- Belles & Beaus
- Costume Photos
- Hanley House Tours
- Food and More!

You can register to attend and purchase your tickets online at: [www.sohs.org](http://www.sohs.org)

## THE SOHS ROOTS



MUSIC FESTIVAL

Hanley Farm - This Year Featuring  
**The Bluegrass Promenade**

September 8, 2018 from 3:00 to 8:30

Music 3:00 - 7:00 pm Hoedown - 7:00 to 8:30 pm

On September 8, 2018 from 3:00 to 8:30 pm the shaded grounds of iconic Hanley Farm will come alive to the music of banjo, fiddle, guitar, mandolin and bass as music ensembles perform in small groups on the lawns, on the main stage, and the dance pavilion. The event blends the best of bluegrass classic and contemporary sounds from the popular groups  
**Rainy & the Rattlesnakes, Waking Hazel, and Siskiyou Summit.**



Rainy & the Rattlesnakes



Waking Hazel



Siskiyou Summit



Presents the Annual  
Historic Hanley Farm

## SCARECROW FESTIVAL

October 6 & 7, 11:00am-4:00pm  
1053 Hanley Road, Central Point



### Make A Scarecrow!

Your family can enjoy building a full-size, straw-stuffed scarecrow for \$15 (\$10 for SOHS members). All materials provided.

### Free Admission

Hayrides, apple bobbing, heritage games, pumpkin painting: fun for the whole family. Vote for the best-looking scarecrow.

### House Tours

Adults \$5 - SOHS Members \$3

### Food & Drink

Available for purchase

### People's Choice Awards

Voting results announced: 3pm  
October 7.





## SPOTLIGHT ON MEMBERS

### PADEN VOGET: SERVING THE COMMUNITY AT HANLEY



File

*Paden Voget: She helps keep Hanley Farm functional and beautiful.*

Paden Voget, Southern Oregon Historical Society Board member and Chair of the Hanley Farm Operations Committee, is no stranger to farms. "I grew up on 50 acres on Ashland Creek with horses, chickens, goats, and bunnies," she recalls. Today she lives on a family farm and compound that was originally part of the 1850s Hanley acreage.

When the two donation land claims that Michael Hanley purchased and farmed were divided among his children, Edward Burnett Hanley, the sixth child, inherited the 160 acres the Vogets now own. Edward gave his wife Elizabeth a landscaping allowance, and she turned the property into one of the valley's showplaces.

"My mother fell in love with the gardens," Paden explains. "She's the actual farmer." Paden and her family now live in the main house. Her sister and brother-in-law occupy an adjacent

farmhouse and operate the acclaimed Coquette Bakery out of the old dairy barn.

Paden was recruited for the SOHS Board by former Board President Dick Thiereoff, a family friend. Soon after, she found herself being Board Secretary. Having termed out of that office after four years, she's turned her time and attention to Hanley Farm.

In her role of Operations Committee Chair of SOHS's Hanley Farm, Paden finds herself overseeing general operations, which includes everything from irrigation repair to vehicle maintenance. It helps that she is a civil engineer specializing in hydraulics and environmental consulting. Farm duties also include volunteer and employee management, project management, and event oversight.

Events are playing an increasingly large role in the farm's revenue stream, so much of Paden's time is spent as "wedding and event coordinator." She touts Hanley Farm as a multi-purpose site as well as one of the

most affordable venues in the Valley.

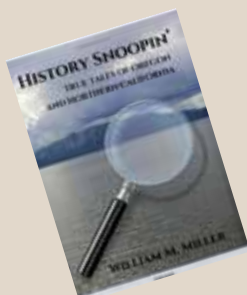
"It's perfect for weddings, company picnics, baby showers, family reunions, and other gatherings. You can get different 'feels' depending on where you are. You can be 'shabby chic' in front of the barn, historic formal in front of the house, or experience a woodland fairy tale setting near Jackson Creek. There are unlimited possibilities for set up. We've invested in all new furniture and can seat up to 200. Plus, there's a full outdoor kitchen and a covered pavilion that can be enclosed for early and late season events. We're adding theme props and decorations that can be loaned out. And on weekdays we're trying to accommodate smaller groups looking for a unique private venue."

You'll find Paden at Hanley Farm almost every day, yet she remains modest in terms of the time and energy she devotes to the property. She's quick to state, "It's convenient since I'm the next-door neighbor. But I'm just one of many dedicated volunteers who keep Hanley Farm functional and beautiful!"



*A wedding at Hanley Farm*

Courtesy of Betsy Blue Photog-



#### BILL MILLER BOOK SIGNING JUNE 23RD AT HISTORY CENTER RESEARCH LIBRARY, 2-4PM.

In his new book, *History Snoopin': True Tales of Oregon and Northern California*, popular Medford Mail Tribune history writer Bill Miller takes the reader on a visit to lives and places of individuals he admires. It is a book about a curious history snooper who is fascinated by the past yet never quite satisfied with the way history was told. Come and meet Bill Miller who will sign books purchased that day.



Courtesy of the Newberry Library

## THE MILK RUN

By Clinton "Pete" Charley

It was about 1936 when I left the orchards and decided to try my hand at something different. I was offered a job driving trucks for the Rogue Valley Creamery. The first time I met the owner, Mr. Vella, I'd stayed late to wash down the creamery floors. Mr. Vella came into the creamery and introduced himself; he asked me where everyone else had gone. He wanted to know what I was doing. I told him that the other folks had gone home for the day, and I had stayed to clean up. He told the bookkeeper to give me a \$5.00 raise. That put my wage higher than some of the guys that had been there a while.

Mr. Vella had hired Ernestyn Thompson right out of high school. She was the company bookkeeper. It was quite a job to keep the accounts in order, and get the statements and checks out on time. We had over three hundred milk patrons. When I first worked at the creamery, I was known as "Red Cap." That was Ernestyn's only clue to my identity. Going to work at the creamery gave me the chance to meet the lady I would someday marry. It was quite a while before I realized she was a bit interested in me.

In those days, things were such that if you would apply yourself, you

could move up pretty fast. I could see that there was far more opportunity for advancement inside the plant than driving the truck, so I changed jobs. I had a chance to learn about making cheese. I soon earned both milk and cream-grader licenses. I went to Oregon State College and got my butter maker's license. I had already had some experience in the creamery, so I did well in my classes. In fact, I was invited to stay at Oregon State College and work in the creamery there on the campus. I did some serious thinking about that opportunity, but it didn't seem right when Mr. Vella had paid to send me there that I would jump ship and leave him.

While I was at the cheese factory, we



Courtesy of Patsy Edwards

*Clinton and Ernestyn on the posing in front of the Creamery's new 1938 Dodge truck.*

made Kraft Elkhorn Cheddar Cheese in twenty-five-pound cheese triplicates, five-pound loaves and two-pound mini-loaves. The creameries in the area were pretty competitive, and butterfat was between twenty and thirty cents per pound. We sold a five-pound brick of cheese for somewhere between forty-five and fifty-five cents per pound, making the cheese about ten cents a pound.

While I was working in the plant, there was a small window into the office area. I could see the office girl peeking out, and I became interested in her little smile. After about a year of her peeking out and me peeking in, I decided that was enough of that foolishness, and I got enough nerve to take her for a ride on my 45H Harley Motorcycle. After a while, she became my girlfriend.

Once in a while I would take Ernestyn for a ride on the milk route. During the time period (1930s-1940s), creameries did not have refrigerated trucks to transport their products. During the warm weather, it was necessary to get around the route as quickly as possible to prevent the milk and cream from spoiling. Some of our routes were ninety-five miles long with fifty or more stops, and should a truck break down, the milk would likely spoil. The creamery would have to pay for the products, even though they had to dispose of them. It was important for the driver to use a bit of ingenuity to keep the truck running. On this particular occasion, I was driving one of the cheese factory's five routes. I had talked the bookkeeper into postponing her work and going with me; I was planning to have her back in time to report to work in the office. The route had a new 1937 Dodge truck, a truck that looked to be dependable, but about halfway around the route (about forty-five miles from the creamery) on this nice warm day, things began to get exciting. I loaded the patron's milk and got back in the truck. The truck would not start.

The main reason I took Ernestyn

*(Continued on page 11)*





*After their marriage in 1938, Clinton and Ernestyn remained together for the next 68 years.*

Courtesy of Patsy Edwards

### The Milk Run (Continued from page 10)

with me was that I had hoped to impress her. She had traveled and lived in many places: the Virgin Islands, Norway, Louisiana, and Upland, California. I had barely been out of the county. I had tried to impress her by lifting one hundred and ten-pound milk cans up high in the air. I saw no clue that she was particularly impressed by that feat.

Here we were, forty-five miles from the creamery; the day was warming up, and we were getting late. Worries began to cross my mind, like, "Maybe I could be fired; or worse, maybe the bookkeeper might be fired." I remember thinking that I had better figure out a way to get this truck started, and right quick.

I knew that the gas had to get to the

cylinders, so by removing the gas line that was hooked to the carburetor, I found that the fuel pump was working. So it must be in the electrical system; there was no spark at the spark plugs. My next move was to check the distributor and there I discovered that the fiber arm that was on top of the rotor shaft was broken off and could not make contact with the firing pin. I tried to think of some way to make a temporary arm out of a non-combustible material. I asked Ernestyn if she had a comb.

Using her comb, I was able to shape it into an arm with a bit of modification via my pocket knife. I was able to find a wire to fasten the comb-arm in place. Much to my surprise and joy, the motor just took off and we were able to deliver the load. When I took the truck in to be repaired, the service guys at the Dodge garage were very impressed that I was able to fix the problem. Now this happened in 1938; it was more than sixty-five years later that Ernestyn mentioned that she was impressed with my ability to fix the truck with her comb.

Our marriage took place in the residence of our pastor, Werner Jessen. When we got to the part of the ceremony where we were to exchange rings; I remembered that the ring was still at the jeweler's. To make matters worse, my car was being worked on, so the pastor held up the ceremony. While Ernestyn and I walked ten blocks (each way) to get the ring. Ernestyn was wearing her first pair of high-heeled shoes: they were pretty awkward and ill-fit. It made for a long, difficult walk. Upon our return, the pastor, concluded the ceremony. It was witnessed by his wife and daughter. He must have done a good job, as it has lasted many years. You might think it was a foolish move on the part of the bride. She had a chance to get out of it, but now it's too

*Clinton Charley's complete memoirs, And a Good Time Was Had by All (n.p.2007), can be read at the SOHS Research Library in the SOHS History Center.*



*(Above) The Creamery today and (left) in 1940s*

THE ROGUE VALLEY CREAMERY

The Rogue Valley Creamery was founded by Gaetano "Tom" Vella, regarded as developer West Coast's Italian-style cheese industry. Vella expanded his Sonoma County California operations to southern Oregon where he established the Rogue River Creamery in Central Point and later Rogue Gold

Cheese in Grants Pass. He was highly regarded not only for his skills as cheesemaker and businessman, but for his humane attitude toward his workers. He made a practice of hiring as many locals as possible, and when men left for World War II, he hired their wives, and often purchased milk at a higher price to help

wives and children of soldiers keep their dairy farms in operation. In 1981, Tom turned the operation of today's Central Point-based Rogue Creamery, to his son

Ig Vella, also a legendary figure in the cheese trade. Tom Vella died at the age of 100 in 1988, but the tradition of quality cheese is maintained by owners David Gremmels and Cary Bryant, and prize winning cheeses today are sold world-wide.



Rogue Valley Creamery Photos



*All is in readiness for a busy summer at Hanley Farm*

## CURRENT RESIDENT OR



## From the SOHS Research Library

### CONSERVING ARCHIVAL COLLECTIONS

*By Pat Harper*

Occasionally, SOHS receives an archival collection so large that hundreds of hours are required to organize and catalog the materials. For example, SOHS received the Fruit Growers League archives in 2010, along with \$10,000 for processing and conserving the materials. Dawna Curler was hired to cull the collection, reorganize it and create catalog records. Now, 698 records that represent the contents of 42 well-organized boxes can be found in our online catalog (<http://sohs.pastperfectonline.com>).

After Eugene Bennett's death in

2010, SOHS was offered his papers, photographs, and records of the many paintings he created in his lifetime.

Although this bequest also came with funds, SOHS asked Gayle Lewis and Bob Holbrook, two incredibly dedicated SOHS volunteers, to organize the collection. Gayle's participation was valuable not only for her organizing skills, but her knowledge of Jacksonville history and her friendship with Gene Bennett. Gayle was able to identify people and places, and add context to the records. Now, all of Bennett's archives are properly stored in archival boxes, and the inventory is searchable at <http://sohs.org/bennett>.

And Gayle's work in the Archives continues. SOHS recently received letters, photos and papers from the Hayes/Deuel families. Gayle has begun reading and organizing the letters,

spending time on them to assure that significant and interesting details are captured in our indexes.



Vicki Bryden photo

*Library Volunteer Gayle Lewis specializes in the meticulous work of organizing, inventorying, and preserving major new document collections.*