

THE SOUTHERN OREGON HISTORICAL SOCIETY QUARTERLY



MAKING HISTORY TOGETHER

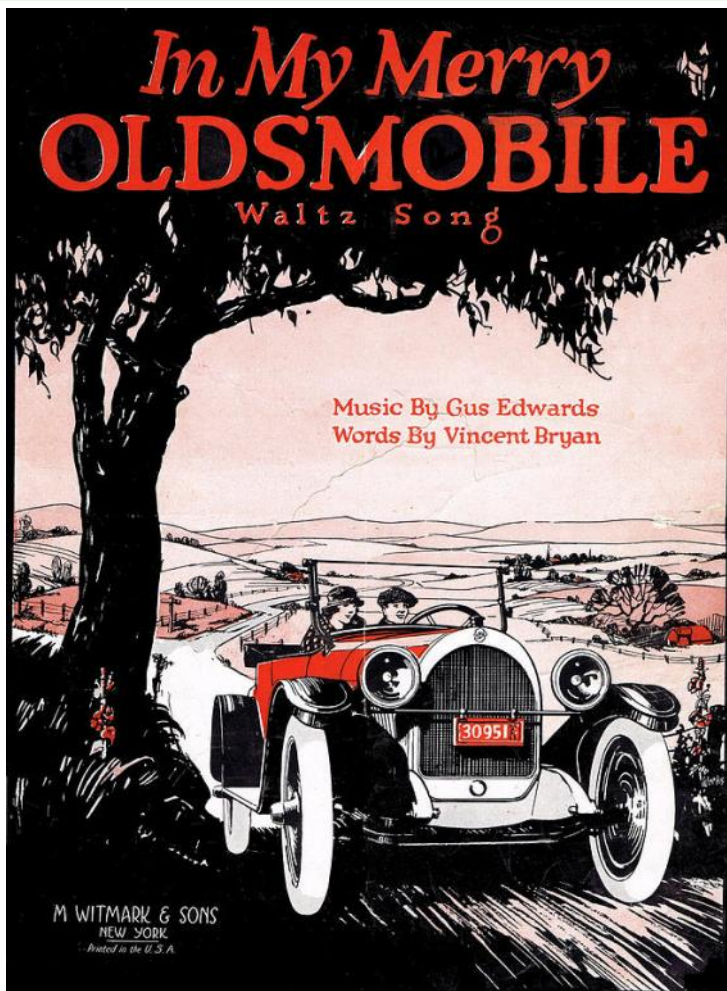
OUR LOVE AFFAIR WITH THE AUTOMOBILE BEGETS OREGON'S INTERSTATE 5!

By Sharon Bywater

Oregon was the first of the three West Coast states to finish its portion of the new interstate highway system, numbered Interstate 5, which would eventually stretch from the Canadian border to Mexico. Oregon's portion of I-5 covered 308 miles and cost nearly \$300 million dollars, over 90% of which was financed by the federal government.

No longer would Oregonians have to stop and go through every small town along the way from the Columbia River to the California border. It was not a road for "auto-bubbling*" or "joyriding," but a system of smooth freeways, with on-and off-ramps, that bypassed smaller cities and towns and circled around and over larger ones, a road for getting from one place to another with maximum efficiency.

If anything spurred the need for freeways it was the nation's love affair with the automobile. At first a novelty, the number of motor vehicles in North America grew from about 8,000 in 1900 to 10 million by 1920. With huge numbers of people driving, there were few improved roads and no large-scale plans for building or paying for



*The term "auto-bubbling" came from a 1910 song by Gus Edwards
"In My Merry Oldsmobile":

*Come away with me Lucille
In my merry Oldsmobile
Over the road of life we'll fly
Auto bubbling you and I.*

them. Counties were largely responsible for raising funds through bonds, while automobile clubs and good roads associations lobbied for state and federal funding.

In 1900, the whole state of Oregon had only 25 miles of paved road. Even though construction of the Pacific Coast Highway (Highway 99) had begun in 1913, most of it was dirt and gravel until the 1920s. The first section in its entire 1,687-mile length to be paved was our own Ashland-to-Central Point link, completed November 24, 1914.

A proactive supporter of the project, Jackson County issued \$500,000 in bonds for highway construction and purchased the right-of-way over Siskiyou Pass from Dudley Dollarhide, whose family had been operating a toll road over the pass for

some 30 years. In 1919, the state passed the nation's first gas tax (of one cent per gallon), using the money to help fund the new highway. Federal money did not become available until 1921.

In 1926, the highway was completed, and the name officially changed to U.S. Highway 99. It was celebrated as the longest improved highway in the world. *(continued on page 2)*

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Federal Funding for an Interstate Highway System

For many years, Congress had been discussing development of a national highway system. Norman Bel Geddes' popular "Futurama" exhibit at the 1939 New York World's Fair depicted a model of the future world complete with superhighways curving over and around modern cities.

President Franklin Roosevelt supported the idea of an interstate highway system as a huge public works program that would provide thousands of jobs for Americans recovering from the Great Depression. However, as the country turned its focus to WWII, a national highway system was put on hold.

After the war, Congress passed the Highway Act of 1956, and President Dwight D. Eisenhower signed it into law. Eisenhower's experience with interstate transport had come in 1919 when, as a young army officer, he was put in charge of a truck convoy to test the feasibility of driving across the country. It had taken two months to complete the slow, difficult journey on the nation's patchwork of muddy roads.

While Roosevelt thought about jobs and the economy, Eisenhower's post-war vision considered national defense, with highways and bridges designed to speed transcontinental movement of military vehicles. Eisenhower extolled the plan for a national highway saying, "Together, the united forces of our communication and transportation systems are dynamic elements in the very name we bear – United States. Without them, we would be a mere alliance of many separate parts."

Construction of the Medford Viaduct over Bear Creek was controversial in the 1960s and remains so today! (SOHS #15043)

Oregon Was Highway Construction Leader

Even before passage of the Interstate Highway Act, the State of Oregon had begun planning to upgrade Highway 99. Controlled-access "throughways" were authorized in Oregon as early as 1947, and the gas tax was increased to six cents per gallon. Between 1951 and 1953 the state authorized more than \$70 million in highway bonds. Oregon was actively building limited access highways (accessible only at on and off ramps) such as the Portland-Salem Expressway.

The influx of federal funds allowed Oregon to turn Route 99 into a true freeway with non-stop travel from the Columbia River to the California border. Oregon was the first state west of the Mississippi to finish its work.

Constructing the Medford Viaduct

By its very nature, such a huge project had its share of problems, and two of the more difficult ones were in Southern Oregon: Medford's controversial elevated overpass, known as the Medford Viaduct, and the steep grade through the mountains at the Siskiyou Pass.

A proposal to route Interstate 5 around the city of Medford through valuable orchard and farmland was defeated in favor of an elevated road over a section of downtown. The City Planning Commission was in favor of a different route through town, but the City Council and Chamber of Commerce leadership were almost unanimous for an elevated highway along the east bank of Bear Creek, displacing some homes and passing
(continued on page 3)



Interstate 5

(continued from page 2)

over a city park despite 600 signatures on a citizen petition against it. A prominent dissenter was Medford *Mail Tribune* editor, Eric W. Allen, Jr., who argued that the Bear Creek route would hinder development of downtown and the expansion of a city park along Bear Creek.

The Bear Creek route was dedicated December 20, 1962. The Medford Viaduct, at 3,220 feet, is the longest elevated overpass of its kind in Oregon. Still controversial, as late as 2001 the Medford City Council discussed moving I-5 out of the city of Medford. However, given the difficulty and expense involved, it looks like the Medford Viaduct is here for the foreseeable future. Most drivers cruising along the viaduct have little knowledge of the controversy it caused.



Governor Mark Hatfield dedicates the opening of Interstate 5 (SOHS #15073)

Route through the Siskiyou Pass

The steepest grade on Interstate 5 is the one over the Siskiyou Pass south of Ashland. Some cost-conscious highway engineers suggested following an easier, less-expensive route east of the Cascades between Eugene and Klamath Falls, connecting to Weed, California. However, those who wanted it to parallel Route 99 through the Rogue Valley prevailed. The Siskiyou grade proved the most difficult section of I-5 to construct, and at 4,310 feet the Siskiyou Summit is the highest point on the whole highway between Canada and Mexico.

To cope with a ridge often covered by ten feet of snow, the terrain on this section of I-5 was lowered by 150 feet, taking it below the heaviest snow line. It was an engineering feat requiring scores of workers and equipment to move hundreds of tons of earth. Although much safer to drive on, chains are still required during much of the winter.

Dedication Ceremony

On a rainy day in October 1966, Governor Mark Hatfield led a dedication ceremony at the Cow Creek Rest Area south of Roseburg after completion of the final section of the I-5. State Highway Commissioner Glenn Jackson, from Medford, hailed the new freeway as one of "the most significant achievements of the state" that would reduce driving time from Portland to Ashland by two hours. Governor Hatfield enjoined Californians to hurry up and finish their portion of the I-5, welcoming tourists from the neighboring state.

Washington State completed its section of I-5 in 1969, and California followed in 1979. The completed highway was 1,381 miles long, the only continuous interstate highway to touch both the Mexican and Canadian borders.

End Notes:

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OREGON'S "MAIN STREET" by Carolyn Kingsnorth

It's summer vacation time so many of you may be driving over the Siskiyou to visit family and friends in California. Others may be looking forward to guests making the trip in reverse.

Possible weather and traffic issues aside, drivers and passengers will be experiencing the luxury of riding on a four-to-six-lane interstate highway in a comfortable automobile. Our pioneer forebears would have been amazed and envious!

When Cornelius Beekman came to Jacksonville in 1853 as an express rider for Cram Rogers & Co, he made the 65-mile trip to Yreka twice a week by horseback or mule. He followed the Siskiyou Trail blazed by Hudson Bay Company trappers in the 1820s that roughly followed an ancient network of Native American footpaths.

In 1837, Ewing Young, an enterprising early Oregon settler, formed the Willamette Cattle Company. He purchased a herd of 630 cattle in California and drove them back to Oregon over the Siskiyou. This three-month effort, a monumental task, helped widen and establish the trail.

When gold was discovered in California in 1848, Oregonians dreaming of striking it rich poured over the Siskiyou Pass en route to the Mother Lode. With the 1851 discovery of gold in Southern Oregon, the migration reversed directions. The mountain crossing was a rough and difficult passage best made on foot or horseback. Few wagons tried it, and only in summer months. But soon enough, entrepreneurs stepped in to fill the demand for a "real road" brought on by the "population explosion."

In the 19th Century, governments didn't usually build roads; they granted permission for residents or private investors to spend money and labor on such projects. Investors in toll roads

were allowed to collect a toll for their enterprise. In 1857, the Oregon Territorial Legislature granted permission for a toll road over the Siskiyou. It was built by the Thomas brothers, and owned and operated for the next 10 years by

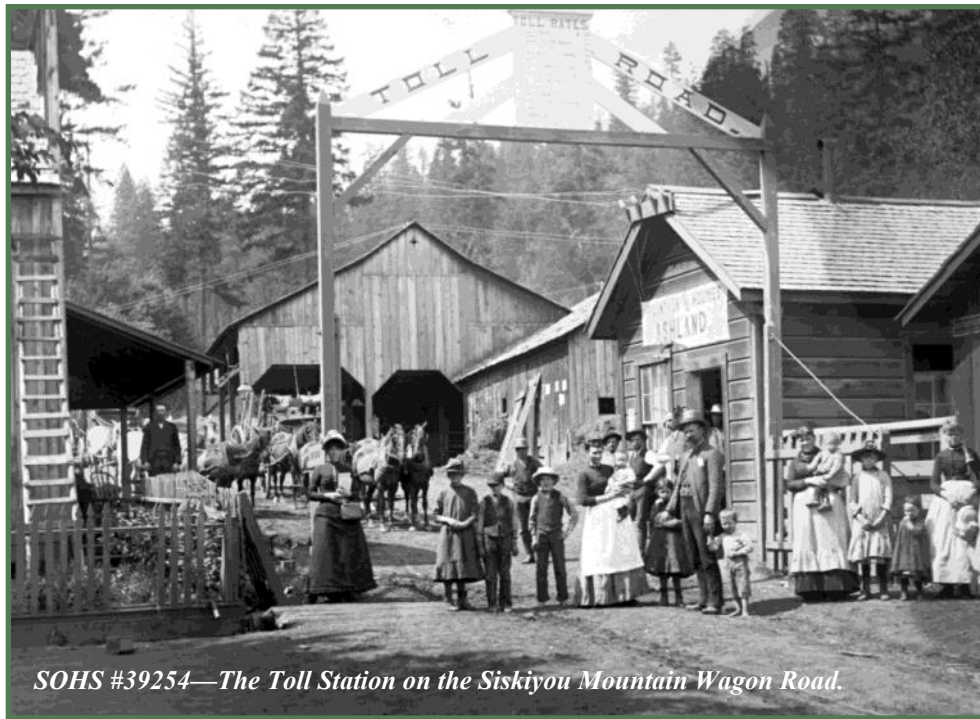
Lindsay Applegate of Applegate Trail fame. The first toll was collected in August 1859.

Known as the Siskiyou Mountain Wagon Road, it was the first "engineered" road over the mountain crest that separates California and Oregon. Surveys were done to determine a routing that varied slightly from the Siskiyou Trail; a little excavation was done; a few culverts put in. Road construction, done

largely by hand with the aid of slip scrapers, followed the circuitous route designed to avoid serious obstacles, soft soil, and Indian encampments.

A toll station was built just north of the pass. In a 1921 article for the Oregon Historical Society Quarterly, Applegate's daughter Alice described her experience as a child growing up in that toll station.

Every day the road was thronged. There were immense freight wagons drawn by six and eight yoke of oxen, towering Marietta wagons drawn by six span of horses. The leading span had...bows of iron hung with little bells... to warn other teams, as there were only occasional places on the narrow grade where these teams could pass one another.... There were the long trains of 50, 60, 80 pack mules all following the bell mare in single file. Twice daily the great red and yellow stage coaches [came] swinging by, drawn by six splendid horses.



SOHS #39254—The Toll Station on the Siskiyou Mountain Wagon Road.

There were peddlers, wagons piled high with apples, heading for the mining camps near Yreka. And there were travel-stained immigrants with their weary ox teams crossing from California into Oregon.

Think what the feelings of these people must have been when they crossed the Siskiyou mountains and beheld far below them the promised land, the Rogue River Valley, lying like a beautiful garden between the mountain ranges.

But life in the toll house was not always easy or safe. Natural elements contributed to the difficulty and danger. The wagon road had to be maintained and the snow packed to keep the road open in winter.

When winter came and the snow fell deep on the Siskiyou...father used several yoke of oxen and a big bobsled to keep the road open to travel. Sometimes the snow would fall steadily, filling the road behind them, and all day long the weary oxen would have to travel back and forth over the long mountain grade.

The human elements could be equally dangerous since not everyone traveling the toll road was a savory character. Alice recalled that all sorts of adventurers—men and women alike—came across the Siskiyou seeking their fortunes. “Predators” of every description frequently made travel unsafe.

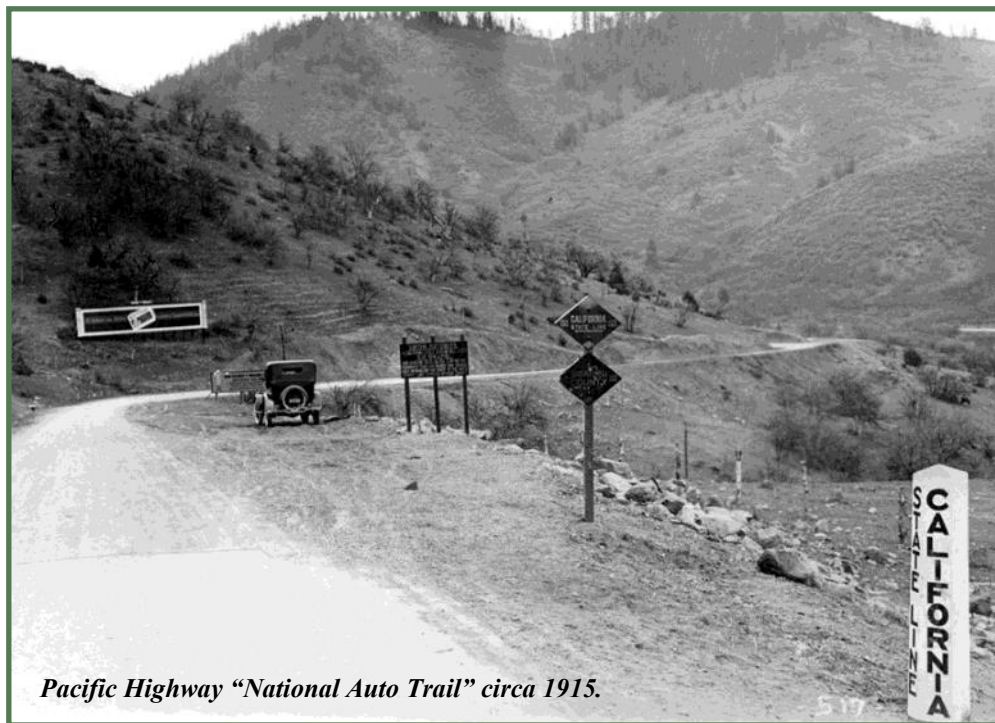
Profits hardly justified the danger and effort. At \$1.50 per loaded wagon, and five cents for a horse, cow or pig, the venture was not a source of riches. There would have been little profit at all if not for the two daily stages which paid \$40-\$80 a month for passage. Of the \$107 in tolls collected in December 1866, \$80 was paid by the California Stage Company.

The stages ran from Sacramento, California, to Portland, Oregon. What made them profitable was a lucrative contract to carry the U.S. Mail. The contract required that the mail be carried from beginning to end in seven days in summer, twelve days in winter. This 710-mile route was the second longest stage run in the U.S.

With completion of the railroad, the last stage coach traversed the pass on December 18, 1887, the day following the official golden spike ceremony in Ashland. However, the toll road continued to operate until 1914, when the Pacific Highway, a “national auto trail,” was constructed over essentially the same route. It was straighter and wider, but it was still a dirt road. Following a statewide “Get Out of the Mud” campaign, Jackson County voters approved a half-million-dollar bond issue to improve and grade the road. By 1921, the Jackson County portion of the Pacific Highway offered a paved surface from county line to county line.

In 1945, the Oregon Highway Commission designated the Pacific Highway the “official inter-regional north-south route through Oregon.” The federal government designated it U.S. Highway 99.

When the old highway was replaced by I-5 in 1967, bits and pieces of the Siskiyou Road were incorporated into the Interstate. So the next time you cross the Siskiyou, appreciate your ease of travel and give a salute to the road that historian George Kramer dubbed “Oregon’s Main Street”!



Pacific Highway “National Auto Trail” circa 1915.



DRIVING OREGON'S HIGHWAYS WHILE BLACK

by Joe Peterson

“*The Green Book*,” winner of this year’s Academy Award for best picture, has brought a renewed awareness that traveling by car through the United States was not always a “*vacation without aggravation*” for African-Americans. The movie title comes from a series of travel guides published for thirty years beginning in 1936. Book titles varied, including: *The Negro Motorist Green Book*, *The Negro Traveler’s Green Book*, and *The Traveler’s Green Book*, but each was an attempt to help African-Americans safely navigate a segregated America by car. The books were sold through mail order and at some service stations. AAA also offered the guides.

Editor and publisher Victor Green pointed out in his 1954 edition that “the White traveler for years has had no difficulty in getting accommodations, but with the Negro it has been different.” Travel for African-Americans was much more complicated than dealing with back-seat children repeatedly asking “are we there yet?”

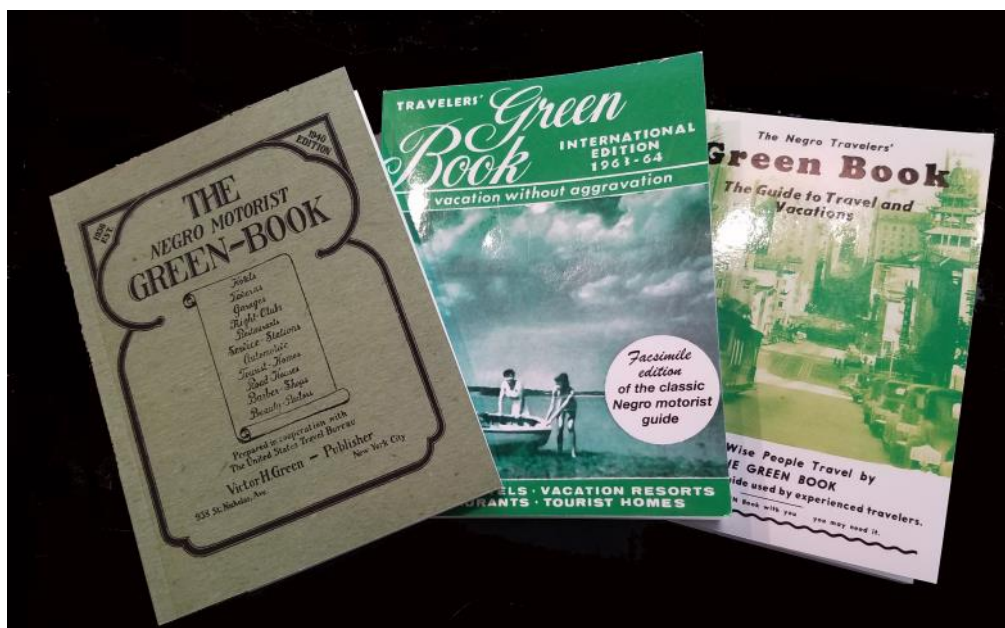
America was segregated by law in some states and by custom in others for over seventy years. Hotels, boarding houses, restaurants, taverns, beauty salons, night clubs, even gas stations, were listed as places where African-Americans would be welcome to spend their travel money. Much better than word-of-mouth, Green’s books were known by black motorists from coast-to-coast as the source for vacation and business travel information.

A first look at the 1954 Green Book, makes Oregon look as inhospitable as most states and regions during the “Jim Crow” era. No establishments are listed south of Portland. Those in Portland included one hotel, the YMCA, one restaurant, three beauty salons, one barber shop, one night club, one road house, and one taxi cab business. It

should be noted though, until the 1960 census, less than one percent of Oregonians were identified as African-Americans. Further, most lived within the city limits of Portland. In fact as late as 2016, *The Atlantic* magazine featured an article identifying Portland as “*the Whitest Big City in America*.”

With such a lack of diversity, Victor Green may have skipped over Oregon towns and cities other than Portland in 1954. Yet, the 1963-64 issue of *The Travelers’ Green Book* identifies several other Oregon towns and a national park with accommodations. Astoria, Bend, Crater Lake, Eugene,

Klamath Falls, Pendleton, Salem, Waldport, and of course, Portland, all offered at least one hotel or motor court to “*the Negro motorist*.” By the early 1960s many states had established a Civil Rights Commission, including Oregon, which Green listed as a place to take any grievances in case one’s trip included “aggravation.”



So what do we make of the absence of *Green Book* listings for southern Oregon (with the exception of one motor court in Klamath Falls) as well as few African-Americans residing here as late as the 1960s?

Some historians are quick to point to Oregon’s extensive racist past including Ashland and Medford Ku Klux Klan activities of the 1920s, and reluctance at the state level to even address the 14th and 15th amendments to the U.S. constitution until the late 1950s and early 1970s. In 1950, when the Oregon Shakespeare Festival added its first African-American actress, she found it difficult to get served lunch or dinner in Ashland cafes if unaccompanied by other festival members. Perhaps more overt, Ashland’s Palace Café on Main street during this time period featured a neon sign advertising “All White Help.”

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"GET OREGON OUT OF THE MUD!"

With the rallying cry of "Get Oregon Out of the Mud!", the Oregon Good Roads movement of the early 1900s pursued the goal of paving significant portions of the state's dirt road system. The national Good Roads Movement to improve America's roadways had been initiated in the 1880s by the burgeoning numbers of bicycle enthusiasts. By the beginning of the 20th Century, it had been taken over by the automobile lobby and became national policy when President Woodrow Wilson signed the Federal Aid Road Act of 1916.

Spearheading the movement in Jackson County was Judge Frank TouVelle. Frank LeBlond TouVelle was part of the later wave of pioneers who came to Southern Oregon during the "Orchard Boom" of the early 1900s. Born in Kansas in 1870, he was one of the "Easterners" who arrived by train in 1905 when the boom was beginning and buyers were competing for land and orchards. He invested heavily in agricultural land and reaped a small fortune before boom turned to bust.

Having graduated from the Cincinnati Law School and begun his career at the age of 23 as the elected County

Treasurer of Mercer County, Ohio, TouVelle became an active Jackson County Democrat, well liked throughout the community.

When he ran for Judge of Jackson County in 1912, he even gained the support of Republican stalwart J.S. Howard, the self-proclaimed "Father of Medford," who declared TouVelle to be "a splendid gentleman" and "a man of wide experience and broadness of mind." TouVelle's campaign was successful, and he was elected to the position of Jackson County Judge—the equivalent today of County Commissioner.

TouVelle promoted the local "Get Out of the Mud" campaign which resulted in County voters approving a half-million-dollar bond issue to improve and grade what is now Highway 99. By 1921, the Jackson County portion of the Pacific Highway offered a paved surface from the county line over the Siskiyou to California.

In 1935, Governor Martin appointed TouVelle as State Highway Commissioner. In this capacity, TouVelle oversaw many road improvements as well as more advantageous relocations of highways.



TouVelle died in 1955, but his name survives in the form of TouVelle State Park, a beautiful 50-acre day use park located along the Rogue River built on property he donated at the base of the Table Rocks.

Three of TouVelle's heirloom Spitzenburg apple trees, thought to be Thomas Jefferson's favorite, still bear fruit every year on the 1.3 acres of his North Oregon Street home in Jacksonville. The house itself is considered one of the best examples of Orchard Boom Craftsman-style homes in the Rogue Valley.



Windows In Time

Monthly Pub Talks

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

First Tuesdays' Pub Talks are free monthly informal presentations held at 4 Daughters Irish Pub, 126 W. Main, Medford. Talks begin upstairs at 7pm.

July 3 & 10—*Pears and POWs: New Perspectives*—Lina Cordia

August 7 & 14—*The Chinook Salmon Migrations to the Upper Klamath River*—John Hamilton

September 4 & 11—*The Grand Dams of the Upper Rogue*—Dennis Ellington

July 2—*Framing Nature: How Culture Shaped Crater Lake and the National Parks*—Steve Mark

August 6—*Sarah Ann: A Jackson County Mystery*—Anne Billeter

September 3—*Journeying to Crater Lake, 1889*—Alice Mullaly

WHAT'S IN A NAME? - "SOME ROADS THAT WE TRAVEL"

By Jeff LaLande

How many Jackson County residents know that Hanley Road is actually County Road 751?



SOHS #10278—Samuel Colver House in Phoenix, Oregon
Below right—SOHS #241—Samuel Colver

Not many. We tend to call our local roads by their names rather than by their numbers. How and when did those names come about?

Some of our region's road names have obvious origins. One example is "Foothill Road," which goes along the base of the Cascade Range foothills that rise east of Medford; another is "Wagner Creek Road," which follows much of that stream's winding course up into the Siskiyou. We have a number of roads named "Valley View" hereabouts and, again, for obvious reasons.

However, we have many, often older, road names that can give us a flash into history even as we turn right or left onto the road traveled by generations before us.

Colver Road:

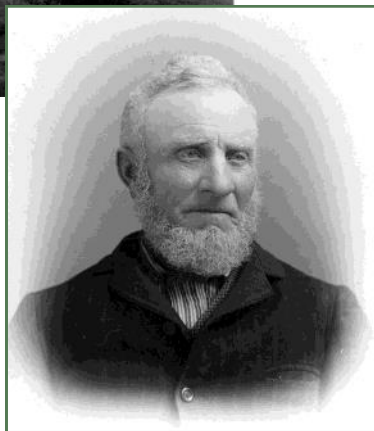
Brothers Samuel and Hiram Colver came to the Rogue River Valley with their families in 1852, during the earliest years of white settlement.

Each of the brothers claimed for himself a 640-acre (one square mile) Donation Land Claim situated along the west side of Bear Creek, between Anderson Creek and Coleman Creek. Their large farms abutted each other – Hiram's on the south and Samuel's on the north.

Hiram died less than five years after coming to Oregon, but Samuel, who had served as a Texas Ranger during the Lone Star State's successful

1836 rebellion against Mexico, lived until 1891. (Our Samuel's last name is sometimes misspelled by later historians as Culver, due to the confusing presence of an 1850s Indian agent in the Rogue Valley named Samuel *Culver*.)

It was Samuel Colver who in 1854 donated a portion of his claim as the site for the town of Phoenix. Later, a vocal supporter of Abraham Lincoln, he became one of the founders of the Republican Party in Jackson County – at that time an area heavily dominated by Southern-sympathizing Democrats. His large, hewn-timber, clapboard-sided house stood for over 145 years at the south end of town (on the west side of Highway 99) until it tragically burned in 2008.



The road that took its name from the Colver family long served as part of a main wagon route between Ashland, Wagner Creek, Phoenix, and Jacksonville. This heavy usage was likely due, at least in part, to the Colver route skirting the Siskiyou foothills,

thereby avoiding the stream crossings and many marshy wetlands located on the valley floor—unlike the wagon road that closely paralleled the west side of Bear Creek. Today, this historic link between Talent and Phoenix still has the look and feel of a country road.

Old Stage Road/South Stage Road:

As is obvious from the name, these are two separate sections of the original Sacramento-to-Portland stage route

through the Valley. First used in 1858 by horse-drawn coaches of the California Stage Company (later called the California and Oregon Stage Company), regular stage service through the Rogue Valley continued until the railroad arrived in 1884. The very same route of today's Old Stage Road is labeled on an 1855 land-survey map as the "Road to the Umpqua Valley" – indicating that its use preceded the coming of stagecoach service. (As with Colver Road, by hugging the base of the foothills, this stretch of the stage road avoided the Valley's often muddy soils.)

Today's *South Stage Road* apparently came a bit later in the 1860s since several older wagon roads that follow different routes between Phoenix and Jacksonville appear on various 1850s maps. South Stage Road has several right-angle turns, a legacy from when the stage road had to make 90-degree turns in order to follow the straight, compass-line property boundaries between the fields of neighboring farms. Due to the U.S.

General Land Office's rectangular-grid land-survey system, such turns remain very common throughout the Far West and elsewhere.

Although the railroad replaced the stagecoaches traveling to major points north and south, less frequent horse-drawn stage service continued to operate elsewhere in Jackson County into the early years of the new century. These included stagecoach routes between Klamath Falls and Ashland, and from Jacksonville to the mining communities of Hutton and Steamboat in the upper Applegate Valley.

Green Springs Highway: Okay, so it's called a highway, not a road. However, the name "Green Springs" dates well back in time. The *original* Green Springs road was a challenging dirt road used by wagon travelers (as well as brave automobile owners) during the late 19th and early 20th centuries. This early Green Springs road closely followed a portion of the 1846 Applegate Trail.

The section in question went along the Tyler Creek ridge, between Emigrant Creek and the cluster of early 20th century buildings today known as "Summit Ranch." For many years this bumpy dirt road served as the main access route between the ranches of the southern-most Bear Creek Valley and the heavily forested Cascade Range above. Today this rarely traveled section is known as the Tyler Creek road.

So why "*Green Springs*"? Towards the top of the Tyler Creek ridge's steep grade, a series of natural springs next to the road provided water and green grass all summer—a rare thing in this dry country. These springs were a crucial rest stop for thirsty wagon teams (or the nearly dry radiator of a Model T Ford), becoming a noted landmark known to locals as the Green Springs.

In the 1920s, when a new (and very expensive) paved two-lane road between Ashland and Klamath Falls
(continued on page 10)

SOHS #05044—George Coverly at Green Springs Highway Sign, 1933



The Green Book

(continued from page 6)

Ample examples exist of visiting black entertainers being denied Medford hotel rooms when performing in the 1950s and 1960s. These rejections were in spite of a 1953 Oregon Civil Rights law banning discrimination in places of public accommodation on grounds of race, creed, color, or national origin.

Still another explanation revolves around the small number of African-American travelers who came through southern Oregon in the 1950s and 1960s. Judy Wade, whose mother operated the Ashland Motel during this period, does not recall any African-American motorists and insists her mother would never have turned away a

paying customer, regardless of skin color. “There just weren’t any.”

Al Willstatter, who ran *Twin Plunges* swimming pool in Ashland for nearly 10 years beginning in the 1960s, remembers only a few African-American kids from Yreka, California who came by bus with their white classmates to swim and enjoy the pools. “We never turned away any kids because of color. Kids are just kids.”

Green, himself, may have answered the question when he pointed out that “No travel guide is perfect! There are thousands of places that aren’t listed.” In each yearly issue he solicited names and addresses of businesses for him to include in a

future edition.

Pattern or not, overt or subtle, few of the African-American travelers Victor Green targeted with his publications seem to have made much of a presence south of Portland in the 1950s and 1960s making judgements about why little mention of southern Oregon appears in Green’s books more complicated at best. Victor Green died in 1960. Others continued to produce similar guides but national anti-discrimination laws passed in the 1960s would make them less necessary.

Facsimiles of his paperback books have been recently reproduced and offer a fascinating look at highway travel in a hopefully different America.

What’s in a Name?

(continued from page 9)

(Oregon Highway 66) needed a name, the logical choice was Green Springs Highway—even though that winding highway not only passes well to the north of the old road but Highway 66 never provides even a glimpse of the original place known as “the Green Springs.”

End Notes:

Bob Wright, long-time resident of Highway 66; personal communication (Green Springs).

National Register nomination: Samuel Colver House, as well as other on-line sources.

<http://truwe.sohs.org/files/news1858.html>

Various 1850s General Land Office township-survey plats; on-line through Land Status and Cadastral Survey Records: Oregon/ Washington, Bureau of Land Management. <https://www.blm.gov/or/landrecords/survey>

THE SOHS ROOTS MUSIC FESTIVAL

Celebrate the 60’s at Southern Oregon’s premier historic site.

Break out your bell bottoms and love beads and join us to celebrate the music of the era with The Southern Oregon Allstars featuring Shae Celine, Jennifer Davis, Greg Frederick, Don Harriss, Dirk Price, Matthew Kimmelman and some very special guests!



The Southern Oregon Historical Society presents

Living History Days

at **Historic Hanley Farm**



Featuring the **Cascade Civil War Society**

Saturday and Sunday, June 29-30, 11 am—4 pm



Experience 19th Century life through costumed interpreters, hands-on activities, and an historic Civil War encampment. Bring the whole family for an enjoyable and educational adventure!

- Civil War Encampment and Reenactments
- Horse-drawn Wagon Rides
- Little Butte Mountain Men
- Milking and Clothes Washing Chores
- Belles and Beaus
- Old-Time Fiddlers; Tom Clunie Banjo Music
- Rogue Valley Handweavers
- Suttler's Tent
- Costume Photo Booth
- Classical Blacksmithing
- Historic Hanley House Tours

**Adults, \$7; Children 4-12, \$4; SOHS Members, \$3;
House Tours, \$3**

**1053 Hanley Road
Central Point, OR 97502**



HANLEY FARM: FOREVER A FARM!

The Southern Oregon Historical Society's Hanley Farm is over 150 years old!

Originally a 635-acre land claim filed in 1852 by David Clinton and his son-in-law Archibald Welton, it was purchased by Michael Hanley in 1857 for \$6,000. The farm remained in the Hanley family until 1982 when Mary Hanley willed it to the Society.

With the goal of keeping Hanley “Forever a Farm,” SOHS trustees and committee members recently met with multi-generational family farmers from around the Valley to share ideas, learn from their experiences, and create new partnerships.

One of the participants was Ali Mostue, shown here with her husband Nick Stevenson. Ali, a fourth-generation member of the Carpenter family, helps manage Dunbar Farms, a 110-year-old Century Farm along the foothills of east Medford.

Ali emphasized the need for farms and farmers to adapt to changing times. Established in 1909 during the Orchard Boom, Dunbar Farms began as a pear orchard, planted with horse-drawn plows and irrigated by hand. Her grandfather, Dunbar Carpenter, added chickens, cattle, and pigs. In the 1990s, the pear trees were phased out and the acreage converted to grass hay and wine grapes. When the family decided to make wine under the Rocky Knoll label, vineyard acreage was expanded.

When her brother David Mostue joined the family business, his passion for farming and innovative ideas led to a shift in the farm’s focus from outside markets where the main product was pears to an on-site market serving the local community. He incorporated plantings of grains, legumes, vegetables and fruits— “a full-fledged diet”—selling them through an “honor barn” and wine tasting room.

David considers their multigenerational farm both a gift and a burden. “Working the land daily causes you to appreciate the infrastructure developed by those who came before. It’s also a demanding lifestyle, and sometimes choices made by prior generations create problems in current times which you must dismantle.”

Ali’s husband Nick describes his role as a “modern farmer.” It includes everything from “traditional tasks like fixing old tractors and planting row crops to modern needs



such as managing social media pages, creating fun events, and forming community partnerships.”

Ali believes “every community needs farmland that can grow local food for the community; provide valuable wildlife habitat; offer scenic views, open spaces and green spaces; and act as a carbon sink, drawing down carbon from the atmosphere to combat climate change.”

With less than 6 percent of the earth’s surface suitable for agriculture to grow food and over 10 percent of those

lands in the U.S., Ali feels compelled to advocate for farmland awareness and preservation since farmlands and particularly small farms are threatened. “The average age of farmers is nearly 60, and much of our agricultural base is facing retirement. More than 40 percent of American farmlands will change hands over the next 10 to 20 years. Small scale farms are threatened by large scale industrial farming and urban expansion. Once developed there’s no return for that land. It would bring immense grief and loss to see our farm turned into sprawling subdivisions, and it would be short sighted for the health of our community.”

The family envisions Dunbar Farms as “a welcoming and beautiful place for the community to experience the magic of our farm via the Honor Barn, Tasting Room, and surrounding fields and spaces. We want them to enjoy our farm products and wine as well as pastoral scenic landscapes, row crops, farm animals, and a comfortable space for relaxation and events—all accessible to Medford and the Rogue Valley.”

Ali recognizes that Hanley Farm faces similar challenges and similar opportunities, and many of Dunbar Farms’ “lessons learned” can be applied at Hanley. As Hanley expands its goal of being a designated “living history farm” through partnerships with organizations such as the Family Nurturing Center, through programs such as “Farm to School,” and through a growing number of events that share the farm, its ambience, and its resources with the community, Hanley can also look to other Century Farms and multi-generational farm families for help and guidance.

“I am proud to support SOHS,” says Ali, “and the continuance and preservation of Hanley Farm.”

A MESSAGE FROM THE PRESIDENT

We're coming off a spring of major restoration work at Hanley Farm, a successful Heritage Plant Sale, and three days of Children's Heritage Fair that saw close to 900 fourth graders learn to milk a cow, churn butter, make candles, and other essential activities of 1800s farm life.

Now we're heading into a full summer of activities and events at Hanley Farm—"Sundays at the Farm," a week-end of Living History, a children's Nature Camp, our third annual Roots Music Festival, and more. And that doesn't include our on-going monthly "Windows in Time" and "Pub Talks," or our "From the Collection" exhibits, or the regular access to our Research Library Archives, or the weekly Saturday tours of these Archives.

Obviously, I'm excited about how the Southern Oregon Historical Society is moving forward and exploring new and different ways to share the rich heritage of our region with you and the public and bring it to life. These events and activities are made possible by grants and donations, but our basic under-writing comes from our membership. You provide the consistent "cash flow" that allows us to budget, plan, and expand.

Since, we want to make sure you are also the beneficiaries of your support and want you to join us for as many of these events and activities as your schedule permits, we've looked for ways to enhance your membership options.

As a result, we're introducing a new Sustaining Membership. It allows you to space your membership payments into quarterly installments and also have them automatically charged to your credit or debit card so that it becomes a "no brainer." It also allows you to enhance your membership level and the associated benefits without having to come up with one "lump sum." And, of course, annual membership renewal always remains an option.

You'll find additional details in the membership form on the next page.

You, our members, play a major role in making the Southern Oregon Historical Society an on-going, "living, breathing" entity. Thank you for believing in us! And thank you for your continued and on-going support!

- Doug McGeary



SUMMER SUNDAYS AT HANLEY FARM!

Every Sunday this summer through September 2, you can enjoy a relaxing Sunday afternoon at Hanley Farm. Escape the summer heat in the shade of the Hanley trees, bring a picnic, take a docent-led tour of the historic Hanley House, or take a self-guided farm tour, enhanced with brochures about the unique plantings and the Hanley Family history. And every week there's a different event. In June there will be crafts, jewelry, hand-made

goods, books, and much more. In July you won't want to miss the Bluegrass Circle Jam and barbeque. Something new every Sunday!

Admission: Free; Hanley House tours: \$5/adults; \$3/SOHS Members & Children 12 years and younger. Gates open at 11 a.m., and events generally begin an hour or so later. For times and events, visit www.sohs.org.





SOHS MEMBERSHIP: MAKING HISTORY TOGETHER

Membership in Southern Oregon Historical Society entitles you to many benefits:

- The SOHS Quarterly Journal and monthly on-line SOHS Newsletter
- Advance notices of events and volunteer opportunities
- Discounted Member Rates
- Early Admission to the Annual Heritage Plant Sale
- A 10% discount on gift shop purchases at the Research Library and Hanley Farm.

ADD COLOR TO OUR BLOOM: BE A SUSTAINING MEMBER.



A Sustaining Membership is an unrestricted gift that you can pay in a convenient, ongoing way. Each quarter, we will charge your credit or debit card a portion of your annual dues—for single members as little as \$9 every four months. Your Sustaining Membership will automatically continue unless you choose to cancel or change it. You can increase, decrease or stop your donation at any time by calling us at 541-773-8536. SOHS Sustaining Members provide invaluable support to our programs and services.

Southern Oregon Historical Society
106 N. Central Ave., Medford, OR 97501
www.sohs.org

ENROLLING ONLINE IS EASY!
VISIT US AT: www.sohs.org/membership

ENROLLING BY MAIL:

Fill out this form (circle the enrollment category)

INDIVIDUAL - \$35: *Member benefits for one person*

FAMILY - \$50: *Benefits for one family*

BUSINESS - \$75: *Benefits plus 5 free scans of SOHS photographs (a \$75 value)*

PATRON - \$100: *Benefits plus 10% off Hanley Farm rentals*

CURATOR - \$250: *All Patron benefits plus private tour of the Research Library Archives*

DIRECTOR - \$500: *Curator benefits plus SOHS Research Library Archives tour privileges for six guests.*

HISTORIANS' CIRCLE - \$1,000: *All of the benefits of a Director membership plus a private tour of the artifact collection.*

LIFETIME - \$3,000: *All of the benefits of the Historian's Circle membership plus one free rental at Hanley Farm.*

BILLING PREFERENCE:

☐ Sustaining Membership ☐ Annual Billing

Name _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ Email: _____

Check enclosed ☐ Bill my Credit Card ☐:

Visa ☐ Master Card ☐ Discover Card ☐

Card #: _____

Exp. Date: _____ Sec. Code: _____

Signature _____



SPOTLIGHT ON VOLUNTEERS:

Peter & Linda Kreisman
Pat Harper

The Southern Oregon Historical Society would not exist today without its cadre of dedicated volunteers. However, there are always individuals whose efforts consistently fall into the “above and beyond” category, receiving accolades from trustees, staff, and other volunteers. At our March Annual Meeting we recognized three of them.

The contributions of *Peter and Linda Kreisman* were acknowledged with the 2018 Heritage Award “for their outstanding commitment to preservation and devotion to history.” The Kreismans are lead library volunteers, opening and closing, serving researchers, scanning photos for the on-line collection, and sharing “handyman” skills.

They moved and staged the original SOHS “History Made by You” project between libraries, airport, mall, banks, and other locations, and in the process found many ways to make our mobile display easier, simpler, and more durable. The second-generation design incorporates their recommendations.

As dedicated “birders” roaming the countryside in pursuit of new species, they have come across historical markers and become historical marker collectors. On the SOHS website you can find their exhibit of Jackson County historic markers along with descriptions, GPS locations, and often further research on the sites. Both Peter and Linda have served on the SOHS Foundation Board. They continue to be regular volunteers at Hanley Farm, recruit family members to help with projects, and say “yes” whenever they can to a job that needs doing.

Pat Harper, our former Archivist who officially “retired” at the end of December, received the 2018 Outstanding Service Award “in grateful recognition of her dedication and hard work on behalf of SOHS.” However, calling Pat merely our former Archivist is a gross understatement. Before moving to that role, Pat was SOHS Library Manager. She and volunteers moved the Library into the 21st Century, creating a Mega Index of SOHS materials—photos, oral histories, SOHS magazines, items in the artifact collection, library resources, and more—making all of it searchable and making the index and much of the research itself available on the SOHS website.



Peter and Linda Kreisman
SOHS 2018 Heritage Award Recipients

She was, and is, the SOHS webmaster, creating and maintaining our Internet website. Pat also served six months as the Society’s interim Executive Director, overseeing the operation of the entire organization. She was one of the driving forces behind the 2018 Community Conversations that led to the new Strategic Plan plus played an active part in creating that plan.

We sincerely thank these individuals for their time, energy, and devotion. And we also thank the many “unsung” heroes who work in our Research Library; at Hanley Farm; care for our collections; and work on all the many tours, programs, activities, and events that the Society puts on each year, many of which they have also created and organized. Thanks to all of you, SOHS not only survives; it thrives!



Pat Harper
SOHS 2018 Outstanding
Service Award Recipient



Milking a cow requires concentration and a good aim. Try your hand during Living History Days!

CURRENT RESIDENT OR



From the Library

And the Collection!

*Did you know the SOHS Research Library is not only a place to explore over 125,000 papers, photos, and documents from our 2-dimensional collection; it's also a place to experience selected artifacts from our 3-dimensional collection! Stop by through mid-July and check out the new **Hair It Is!** Exhibit.*

Hair is personal. The significance of hair in human life is tied to cultural and personal identity. Objects and jewelry made from the hair of deceased loved ones were once a way to hold them close even after death. Hair is used to define our social, religious and cultural status and is an outward symbol of human beauty, strength and power.

The artifacts in this exhibit tell a small part of the story about the importance of hair and how we have revered and

cared for it in the generations spanning the 19th and 20th centuries. From 1960s era jumbo pink curlers to Victorian hair art pieces, a Sexto Blade straight razor, blade sharpening strops, ornate hair combs and porcelain shaving mugs, you will find something to amaze you.

These artifacts from the Southern Oregon Historical Society General History Collection illuminate how simple, yet deeply personal items reflect daily life.

*Shown here:
brooch &
earrings
fashioned
from hair;
ornamental
Victorian
hair combs.*

