



Hugo Whistle Stop

HUGO NEIGHBORHOOD ASSOCIATION & HISTORICAL SOCIETY

2013 NEWS AT A GLANCE

Membership Dues

By Karen Rose

Happy Holidays to all our HUNAHS (Hugo Neighborhood Association & Historical Society) members. It's time to remind everyone that our annual voluntary family dues are due. If you are like me, I always need a friendly reminder.

The name of this newsletter is the result of a contest to name it. Gary Bean submitted the name "Whistle Stop" and we voted to add the Hugo in front.

The Takelma

By Hugo Native American Team (HNAT)

The Takelma are the Native American people who originally lived in the Rogue Valley of interior southwest Oregon, with most of their villages sited along the Rogue River. The name *Takelma* means "Those Along the River." Their homeland was settled by Euro-Americans late in the history of the American Frontier, because the surrounding mountainous country protected it.

The discovery of gold spurred the first white settlement of the region in 1852 after which it proceeded rapidly. The Takelma who survived were sent to reservations in 1856. Settlers and natives lived in the region together for less than four years.

Hugo Trivia

Hugo Boss is a German luxury fashion and style house based in Metzingen, Germany. It is named after its founder, Hugo Boss (1885–1948). Hugo Boss has sponsored the successful British sailing skipper Alex Thomson Racing since 2003. Thomson's HUGO BOSS is a 60ft monochrome yacht. As part of the renewed commitment to the solo-round-the-world skipper, Alex will be participating in the 2014 Ocean Masters New York to Barcelona Race, the 2014 Barcelona World Race. An interesting stunt by Thomson was his infamous 'keel walk' stunt on the HUGO BOSS. (<http://www.youtube.com/watch?v=B2PQFJ2SAg4>). Sailing angle of yacht to lift keel out of the water is 45°. Maximum angle of yacht: 70°

Effective Land Use Testimony Workshop Program

By HLUC

Three partners have a new "Effective Land Use Testimony Workshop Program." The Rogue Advocates, *Hugo Neighborhood*, and the Goal One Coalition believe that *Effective Land Use Testimony* is taking responsibility. Verifying the proposed land development activity. Identifying the potential impacts of the proposal. Discussing any concerns with planning staff. Being sure of your facts when presenting or preparing comments. Sticking to the issues, standards, and/or criteria of the land use application. Critically, testimony that does not address the issues and standards and/or criteria for approval will not be considered by the decision makers. Want more information? Contact Mike Walker, HLUC, at 541-471-8271 or check out our web site at (<http://www.hugoneighborhood.org/effectivelandusetestimony.htm>).

March 1, 2014

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1855 General Land Office(GLO) Surveys

By Mike Walker, HETC

Farmers had most of the region's arable lands in the Rogue Valley under donation land claims (DLCs) after the heavy 1852 and 1853 emigrations.

The 1850s GLO surveyors were the elite scientists of the pioneer days. Because land claims acquired in Oregon

after 1850 had to conform to the rectangular survey system, their surveys determined the future location of roads, houses, barns, and, in some cases, towns. The GLO surveyors expected government employees and map makers to use their notes and sketches; they knew too, that later surveyors would check their calculations in the search for old corners.

Terry Nickerson, a long-time, experienced, BLM surveyor for the Medford District Office did just that as a government surveyor. He observed "Keep in mind that doctors bury their mistakes, but surveyors monument them." In a speech to the Rogue River Chapter of the Professional Land Surveyors of Oregon, he rated the work of GLO surveyors Ives, Hyde (Hugo region), and Lake as excellent to satisfied with the work of

very excellent. He was not as His opinion for work performance for the 13 1800s GLO surveyors he had knowledge of ranged from *very excellent, excellent, very accurate, fairly good, and fair to a little sloppy, poor, very poor, very disappointing, terrible, and barely adequate.*

Josephine County Justice System Public Safety Services (JO CO JS & PSS) Issue

By Mike Walker, *Hugo Neighborhood* Education Chair

The 2012 expiration of federal funding in JO CO, used mostly for public safety services, resulted in JO CO proposing two tax levies as solutions. They both failed.

1. May 2012 JO CO-wide Measure 17 - 43, Criminal Justice System Operations Four Year Local Option Tax (i.e., \$1.99 per \$1,000 of assessed value), failed 57 - 43 percent.

2. May 2013 JO CO-wide Measure 17 - 49, Criminal Justice and Public Safety Three Year Local Option Tax (i.e., \$1.48 per \$1,000 of assessed value), failed 51 - 49 percent.

On June 17, 2013 the officers of the *Hugo Neighborhood* established the *Hugo Justice System Exploratory Committee*. The mission of the committee is to independently research the JS&PSS issue and publicly provide its analysis through web page publications. The *Hugo Neighbor-*

hood believes in the sanctity of freedom of speech and the right to vote.

The JS&PSS issue will be on the May 2014 ballot as another proposed levy. The *Hugo Neighborhood* believes this is reasonable as we need public safety services even though the form and the cost are a concern. Want more information? Go to Hugo's web site at (<http://www.hugoneighborhood.org/justicesystemexploratorycommittee.htm>).



NW Chapter of Oregon-California Trails Association (NWOCTA)

By Jim & Rene Ford, Hugo Emigrant Trails Committee (HETC)

The *Hugo Neighborhood* and the Josephine County Historical Society are partners with the NWOCTA in researching, mapping, and marking the Applegate Trail in Hugo's region of interest. 541-471-1235.

Hugo Grave Creek Hills Trail Hike

By Mike Walker, *Hugo Neighborhood*, Education Chair

Trip Leaders, Larry McStravog and I lead almost two dozen participants on an October 25, 2013 hike along Grave Creek Hills Trail (GCHT). What a wonderful day!

The GCHT is located in a 240-acre BLM-administered parcel located along the ridge of Grave Creek Hills. Its management purpose is timber production, but it is managed as a Late-Successional Reserve because it was also designated as a Northern Spotted Owl core area. If you're lucky deep forest birds

will be seen or heard like the Mt. Quail, Hermit Warbler, and Pileated Woodpecker.

The BLM's operations inventory was minimal. The *Hugo Neighborhood* believes there is ample room for updating this inventory. The BLM estimated the units' birth date was 1870 which would make the grove 143 years old without logging during that time. This date defines the grove as mature which exists from the point where stand growth slows to the time when the forest develops structural diversity, approximately age 80 to 200. "Old Growth Seral Stage" constitutes the potential plant community ca-

pable of existing on a site from approximately age 200 until when stand replacement occurs and secondary succession begins again.

The GCHT is approximately 1.5 miles north of the Hugo Hitching Post Store as the crow flies and 11 plus miles driving to the west trail access site up Quartz Creek. The trail's elevation ranges from 2,119' to 2,530'. The terrain is rugged and extremely steep on both sides of the ridge of Grave Creek Hills. The trail can be very steep, but is not considered technical by the trip leaders. A couple comments from the hikers follows.

"It was like walking to Rainie Falls on the Rogue River, once you experienced it you would want to share it with others."



"This hike reassures me that I made the right choice moving here from Texas. Lovely hike, lovely people, lovely views, lovely forest!"

Inventory Project for Hugo Grave Creek Hills Trail

By Larry McStravog, *Hugo Neighborhood*

The inventory goal is to revisit the GCHT to collect detailed measurements and observations of the trail's delights and characteristics, including the botany and wildlife of the area. Would you like to be part of the group that will quality control and update the inventory for the GCHT after we establish GPS stations, perhaps every 100' of the trail? You're invited to help inventory the trail the summer of 2014. Contact me if interested at 541-479-3684.

Takelma Indians Without Horses

By Karen Rose, HNAT

The development of the Takelma culture was focused on human power without the benefit of the draft animals. For at least 10,000 years prior to arrival of the white man, the Takelma Indians did not have horses and their trails were made by being used, by walking - "the beaten path."

Peter Skene Ogden was a fur trader and explorer for the Hudson Bay Company. His party's 1826 - 1827 expedition made the first documented exploration through the terrain that would be southern Oregon, including Hugo. On March 1-3, 1827 he was at an Indian village in present day Gold Hill. His men in the village noted a sickle and two China bowls. Ogden described the country as wild and the rivers too rushing and rocky to have good beaver hunting. On March 15, 1827 Ogden describes the difficulty of moving over the Grave Creek Hills without a horse track on an Indian guided trip from the Jumpoff Joe Creek area to Cow Creek.

"... we did not start until the arrival of our Trappers in the rear who made their appearance at 10 a.m. . . . at 11 a.m. we started and soon after commenced ascending which continued for an hour when we again descended . . . it was almost two [too] steep for our loaded Horses . . . our Guide has no idea of a Horse track and supposes where he can pass it will answer for Horses. . . ."

WE'RE ON THE WEB!!
www.hugoneighborhood.org

Old Cistern on Historical Beveridge Place

By Bruce Martin, *Hugo Neighborhood*.

This project was to investigate my 86-acres with an easement off 5916 Tunnel Loop (mostly the hill above the railroad tracks). I am a retired agricultural engineer having spent almost 20 years working in China. My father, Harold Martin, was pastor at the Hugo church in the late 40's or early 50's. He was 92 when he passed away May 27, 2013. Now I am home to

my roots working to develop a forest dwelling permit for my Hugo property.

I discovered a cistern/tank on the property and I was interested in assistance in learning about its history. The *Hugo Neighborhood* estimated the cistern was over a hundred years old. Its 10' x 12' x 6' size was a major piece of old construction with the gravel in the concrete being of irregular sizes.

A rustic 20-foot diameter wooden railroad water tank had been a local historical feature along the railroad south (approximately one half-mile) of Tunnel No. 9 from 1883 to at least 1910.

Was the cistern the water source for the steam engines' "Railroad Water Tank?" If so, it could have been built as early as 1883 when the railroad tracks were constructed through Hugo.



Shooting High

Shooting High

By Jon Whalen, HNA&HS
Storyteller

Brother Dale was probably the true hunter of our family, probably still is the one who likes hunting more than the rest of us do. We all have hunted with Pop and we all like hunting, but Dale, who we also call Fuzz, not because he has any link or anything to cops but because he is one hairy little dude. I recall one morning, way back when we were both sharing a room next to Mom and Pop's bedroom. Dale and I were up very early this one morning, getting our gear ready to go deer hunting. Funny, but I don't recall what gun he carried then but I remember what I was shooting. I had this old Russian or German or Polish, whatever it was, gun. I think I had paid something like \$24.30 for it at some place like Mister X's swap shop. Bullets were not hard to find, which I found amazing even then. An old gun from someplace I would never likely see and ammo easy to find. There were probably lots of young fellas like me carrying those 15 pound scarred and gouged and greasy things in the woods. Anyway, we were up in the early hours, still more than dark outside, getting things ready for our hunt. Even back then Fuzz had more equipment than I. He even had a backpack of sorts to stick his stuff into. I had some pockets for my bullets and a knife. We were almost ready to go now and for some reason I will never know because even to this day Fuzz can't or won't tell me why, but he picked up that gun,

maybe to compare it to how heavy his gun was so I couldn't use the difference in weight as an excuse when I couldn't keep up with him, anyway, he picked up my gun and closed the bolt and pulled the trigger. I was sure glad he had it pointed up, but then we found out we might have been better off had he pointed it down. The gun went off and the noise it made can't be compared to anything I had heard up to that time and I wouldn't be hearing anything else to compare it to for a few hours at least, unless it was to hear what Pop had to say when he came frantically into our bedroom. He looked up and there was this little hole in the ceiling next to the overhead light but Dale had missed the light, thank God for that. After Pop chewed us both out proper, we left for our hunt. I remember being really pissed at Dale. I didn't deserve to get chewed out. I told Pop it wasn't me that did the shooting. He pointed out that it was me that had shells in my gun in the house. He had a point alright, I guess. So we went hunting and I don't think we were successful at shooting anything other than the house that day. When we got back we got another chewing out. Pop took us up on the roof and made us start helping him repair the BIG hole there. Seems the bullet had hit a rafter on its way out of the house and the rafter came apart and tore off a big section of roof shingles. We didn't get to go hunting for a few days after this incident.

Dreaming of Halley's Saw Mill

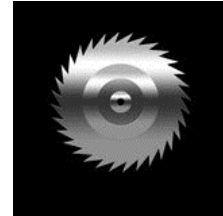
By Wayne McKy,
Hugo Neighborhood Chair.

Saturday morning, February 22, 2014, I told my wife Janet that I had a dream about the Halleys and she was in it with me. In the dream the Halleys wrote me a letter about moving their Hugo sawmill. They wrote that I could go up and get the mill's two saw blades.

In real life the Halley's sawmill was built in Hugo around 1935 - 1936, just after Carrol Brown left for the Navy. It had a big 24 inch one-cylinder engine - the biggest cotton picking gas engine that most folks had ever seen. It was water cooled and a one-lunger. Its chunk, chunk, chunk would actually shake the ground. They would have the most difficult time getting it started by hand cranking. Many a time my Dad, Glen William McKy, started it with the belt pulley on his Fordson tractor.

The Halleys had a couple of big horses which moved the logs around at the mill, which had operated in Hugo until the 1940s. One time my brother Blaine and I were at the mill and they put us on those horses. Wow, they were as big as a barn under us!

My Dad was a miner and farmer, and also raised cattle in Hugo, and he did a little logging. He loved gold mining and worked at it quite a bit, but he did not make much as he was always about 10 feet from the mother lode. If he could have just got another 10 feet he would have had it made, but he never made that ten feet. He might have brought the first gas powered Fordson Tractor into Hugo in the 1920s. My Dad's Fordson was quite a tractor in its day and he did a lot of work with it. It does not compare to today's tractors, but it was way ahead of the horse and buggy and plowing with horses.



And, it was cheaper to maintain than horses. I heard of a 1920s government test which concluded that farmers spent \$.95 per acre plowing with a Fordson compared to feeding eight horses for a year and paying two drivers, which cost \$1.46 per acre.

In my dream I did not worry that I was only 12 years old and not married yet - that I did not know who my wife, Janet, was yet. She was with me in my dream going to the Halleys, but I woke up before I remembered the problem, and I'm not sure I got those two saw blades.

Expanded Signage For Applegate Trail

By Hugo Emigrant Trails Committee, *Hugo Neighborhood*

The HETC has an Applegate Trail (*Trail*) location sign program which consists of placing professional carsonite markers at verified locations of the *Trail*.

This year the HETC is focused on expanding into interpretive signage program for the *Trail*.

Interpretation is a communication process designed to reveal the meanings and relationships of our cultural and natural heritage to our neighbors, through first-hand involvement with objects, artifacts,

landscapes, and sites. It does not just provide facts. Interpretive signs communicate specific messages to visitors such as for self-guiding trails or for wayside exhibit at points of interest, such as viewing areas and resource management areas. They are mounted so they are visible to all viewers and can be constructed of many different materials into different viewing structures.

Available *Trail* materials being considered by the HETC include wood, plastic, anodized aluminum, photometal, polycarbonate, porcelain enamel, and screened sign board.

These materials are for a range of types of interpretive signage from the standard to high access and profile, such as trailhead kiosks. Examples range from panels (e.g., from standard fiberglass sign panels to high pressure laminate phenolic interpretive sign panels, etc.), kiosks (e.g., simple wooden kiosks to custom designed kiosks, etc.), and simple monuments (e.g., wood, bricks, cement, stone and rock, etc.). The signage program could include educational *Trail* pamphlets and guides. The ultimate types of signage will depend on private and public interest, labor, and funding (i.e., private and/or public).

Remodeling Old 1920's Kolkow Service Station

By Mike Walker, *Hugo Neighborhood*, Education Chair

The 1922 completion of the 345 mile Pacific Highway in Oregon came with the distinction of being the first state west of the Mississippi to have a paved highway the entire length of the state. The Pacific Highway was officially dedicated the length of Oregon and Washington October 1923.

The Pacific Highway became U.S. 99 in 1926. It was re-routed to a new location east of the old 1922 location (i.e. today's Oxyoke) ca., 1941-1942.

In 1924 the Kolkows acquired property at the junction of the Pacific Highway and Jump-off Joe Creek Road. Ethel Kolkow with the help of her elder son built a one-room shelter. This was the family's home until the husband and father, Edwin, sold his garage/service station in Little Lake, California.

The shelter, with additions, became home for the family, which grew to include four more children, Clarence, Charles, Ralph, and Mary.

The Kolkows built and ran the Oxyoke Service Station from 1924 to 1934. In 2010 it was located at what is now the junction on Monument Drive, Three Pines Road, and Oxyoke Road.

Their home became known as the Oxyoke Service Station, a Shell Station. The station had a 55 gallon drum-and-funnel-setup.

The family sold pop and eventually the iceman would deliver big blocks of ice to the station to keep the pop cold. It was about a nickel for a 50-pound block of ice. The service station had the small functional overhanging canopy to provide protection from rain, snow, and hot sun when filling vehicles with gas. They had a two-holer outhouse up the hill a little ways. One time

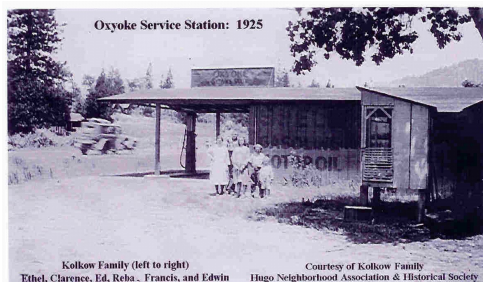
some people pulled in for gas in a big fancy 1932 Lincoln and the lady asked Clarence's mother where the restroom was. After she was told the lady asked if there was running water in it. Clarence's mother replied, "Not until you get up there." The ritzy people had a very difficult time using an outside toilet. Many of them "held it."

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Oxyoke Service Station: 1925
Kolkow Family (left to right)
Ethel, Clarence, Ed, Reba, Francis, and Edwin
Courtesy of Kolkow Family
Hugo Neighborhood Association & Historical Society

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