



MEDICAL TREATMENT WAS DECLINED, said Illinois Valley Fire District (IVFD), by the lone occupant of a car that rolled on Laurel Road near Rail Lane at approximately 10:20 p.m. Tuesday, July 4. The female driver suffered a laceration by climbing from the wreckage, said IVFD, but refused treatment from American Medical Response. Other accident data were unavailable from Josephine County Sheriff's Office. (Photo by Dale & Elaine Sandberg/IVFD Media Dept.)



The Grants Pass-Crescent City stage at a rest stop. Note the passengers' belongings piled on the back, and the curtain rolled up above the windows. There is no step to get into the stage; passengers probably had to use the thorough brace, seen between the wheels, to step up into the coach. (Photo courtesy of Josephine County Historical Society)

Coaches set transportation stage

By ROGER BRANDT
For IVN

Clouds of dust, cramped conditions, and enough rocking motion to make a sailor sea sick were the things that passengers probably remembered the most about a stagecoach ride from Illinois Valley to Crescent City, Calif.

Regardless of their reputation for uncomfortable rides, stagecoaches played an important role in the transportation history of Illinois Valley for more than 50 years.

Stage lines throughout the nation were usually set up to have a station with stables located approximately 10 to 15 miles along the travel route. In Illinois Valley, the stations most often mentioned in history books were located at Fort Hay, Kerbyville, and Waldo, all of which offered lodging

and food for passengers. Besides these facilities, the stage companies also had stations where additional horses could be added for pulling each wagon up a long grade. One such stop was located near O'Brien, where the trail climbed out of the valley and followed ridge tops toward Crescent City. Once on the ridge tops, accommodations for travelers were scarce until the stage arrived in Crescent City. It was a long, dusty ride. The most pleasant memory in this section of road may have been the trout dinners provided by an old man who had dug a little pond near the road which he kept stocked with fish caught from nearby streams. The bone-jarring ride over rough roads was smoothed out by a type of shock system called a thoroughbrace. These were

4-inch-wide leather straps piled one upon another to a thickness of 6 inches and suspended between the axles in a way that formed a cradle-like sling for the coach. The rocking motion was better than having no shocks at all, but we can only imagine how challenging it must have been for riders who were prone to seasickness. The stagecoaches that made the trip from Illinois Valley to Crescent City were capable of carrying six to eight passengers. Baggage was tied atop the coach or piled on a shelf-like rack at the back of the coach. Curtains were available to roll down during a storm and to help keep out the dust although it was probably not effective at either. Stagecoach companies made a fair income from passengers, but much of the profit for the lines came from transporting mail and freight.

This might include payrolls or gold shipments that had to be carried over routes in remote areas where robberies could have occurred at any time. Around the turn of the century, automobiles began to appear on local roads, and by 1915 the motorized auto-stage pushed the era of horse-drawn stagecoach transportation into history.

Laurel Road partition request passed conditionally by 3-0 city council vote

Considerable discussion of "moot points" ensued prior to Cave Junction City Council conditionally approving a request for a land partition Monday night, July 10 in city hall. Eventually, the council voted 3-0 to OK the request from John Crook, and Larry & Donna Stocking, of Grants Pass. They sought to partition a 4.85-acre parcel at 1744 Laurel Road into a 1-acre parcel and a 3.85-acre parcel. Mayor Tony Paulson and Councilors Margaret Miller and Russell Ehrman voted 3-0 approval, as long

Parking rule approved by CJ Council

Despite a Kerby resident claiming that a city of Cave Junction parking ordinance is "unenforceable," the city council voted 3-0 to approve the ruling. The council -- with one seat vacant and Councilman Dan Fiske absent -- met in city hall Monday night, July 10. Kerby resident John Bowler protested Ordinance 491, modifying an existing ordinance. Mayor Tony Paulson, and Cpl. Sean Rarey of the Josephine County Sheriff's Office, were among those in favor of the new rule. "I think it will be a useful tool," said Rarey. Paulson stated that the revision "is to address vehicles parked indefinitely on city streets. If they are, they can be cited" with a fine not to exceed \$100. The ordinance refers to "any vehicle parked on a city street or in a city right-of-way longer than 72 hours." It also lists motor homes and campers and travel trailers, prohibiting "use of such as a residence." Bowler attempted to make the case that the ordinance would adversely affect residents with several vehicles, particularly those who park, drive to work, and return to park again. But the mayor and Rarey said the intent is not to cause problems for residents, but for persons with vehicles that are never moved or who are living in their vehicles. Should a citation be issued, they said, and the owner feels that it was in error, the circumstances can be explained to the city Municipal Court judge. "We're just trying to be reasonable," said the mayor.

as staff recommendations are met. One council seat is vacant, and Councilman Dan Fiske is on vacation. Protesting the request were Kerby resident John Bowler, and Sally Palmer, who lives in the 4000 block of Caves Hwy. They questioned possible future development. They were supported by Ehrman with regard to addressing potential problems should such development, perhaps a subdivision, occur. However, such questions at this time "are moot" indicated the mayor, Planning Clerk Helen Early, City Recorder Jim Polk and Miller. Should any development be pursued subsequent to the approved partition, the applicants will have to meet all necessary criteria.

"I think we're jumping the gun here," said Miller. "We're only looking at the partition at this time." Numerous criteria would have to be met, including installation of a bona fide road running from Laurel Road to Fir Drive. For example, it was pointed out, if perhaps a 19-lot subdivision plan were submitted, each lot would need to have 25-foot frontage on a public street. There also was concern by protestors about a cul de sac, but that issue also would have to be addressed, and Josephine County Public Works must approve driveway access for such lots. Applicants were represented by Alex Palm, of i.e. Engineering in Roseburg.



Mark's Pest Prevention Tip:
Mosquitoes - "Anything that can hold even the smallest amounts of water can be a potential breeding site to thousands of mosquitoes. Identify items where water has collected and keep them drained."

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Cave Junction's comprehensive plan review needs volunteer unit

City of Cave Junction residents and others can apply to voluntarily serve on a special body to update the CJ comprehensive plan. A minimum of 10 are needed as members of the Committee For Citizen Involvement. Details will be announced, or phone city hall at 592-2156.

Following are the high-and-low temperatures, and rainfall, recorded in O'Brien by Cheryl & Harry Johnson.

*Fri., June 30: 97-63
*Sat., July 1: 97-59
*Sun., July 2: 93-61
*Mon., July 3: 95-56
*Tue., July 4: 87-55
*Wed., July 5: 73-54
*Thurs., July 6: 83-57

Following are the high-and-low temperatures, and rainfall, recorded in Cave Junction at Mountain Wind Farm.

*Fri., June 30: 95-55
*Sat., July 1: 92-53
*Sun., July 2: 91-53
*Mon., July 3: 92-50
*Tue., July 4: 86-52
*Wed., July 5: 72-49
*Thurs., July 6: 78-57

To reach the valley, advertise in the 'Noose.'

Weather Watch
Illinois Valley

Wednesday, July 12
Cloudy, Chance of Rain
High--84 Low--52



Thursday, July 13
Partly Cloudy
High--86 Low--50



Friday, July 14
Sunny
High--92 Low--52



Saturday, July 15
Mostly Sunny
High--93 Low--51



Sunday, July 16
Sunny
High--92 Low--50



Monday, July 17
Sunny
High--92 Low--55



Tuesday, July 18
Sunny & Warm
High--94 Low--54



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Thank you!
The LBMS students and staff who recently went to Washington, D.C. to participate in the National History Day 2006 competition would like to sincerely thank these community members, businesses and groups whose financial contributions made this exciting trip possible:

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All those who bought raffle tickets
All who donated or bought items at the yard sale

**** Extra special thanks to Kathy Mechling, for her unparalleled generosity!!**