

IV. AUTO CAMPS AND SERVICE STATIONS IN HUGO REGION, OREGON

A. Introduction

The wilderness of Southwest Oregon may have been tamed, but the basic needs of travelers remained the same - safe roads, reliable maps, prompt roadside service, and information on affordable, clean accommodations.

In the 1920s the shift from free to pay camps was important for small-scale entrepreneurs. Pay camps favored rural property owners away from the cities. More important, now there could be several camps within a given area rather than one per town. This was certainly true for the Hugo region which would soon have around a dozen strung like popcorn on a string on the Pacific Highway between Merlin Hill and Mt. Sexton Pass. Some local property owners became auto camp pioneers as they provided grocery stores and gasoline stations along with the campground.

In 1983 - 1984 Kay Atwood recorded there were five buildings left in Josephine County outside of the cities of Grants Pass and Cave Junction, Oregon that functioned as lodges or auto courts (Atwood, Kay.1983 - 1984. *Josephine County Historical Resources Inventory*. Developed for the Josephine County Planning Office. Volume I. Grants Pass, OR). In her summary introduction she then only identified four buildings. It is presumed that the fifth one was the Hicks' Auto Court (#213)(1925 - 1926) which was in Hugo.

“The five buildings which functioned as lodges or auto courts were constructed between 1924 and 1935 to serve travelers. All were constructed along major travel routes through the County. The Weasku Inn, (#251)(1924), the earliest, was constructed to house vacationers and travelers on the Pacific Highway east of Grants Pass. It continues to function as it was originally planned. The Skyline Lodge (1928)(#248) was built west of the Weasku Inn. It also took advantage of the Rogue River's popularity as a vacation spot for tourists. The Triangle Motor Court was established at Wolf Creek in 1928 to serve the large numbers of tourists using the Pacific Highway in the northern portion of the County. Camp O' The Woods was built in 1930 along the Redwood Highway to encourage travelers to stop along their route between Grants Pass and the Coast.”

“The Leidecker Fish Farm (#192)(1935) was established as an attraction for Pacific Highway travelers near Grave Creek, and was a Depression era project for the family who owned it.”

The following were the accommodations in the Hugo region. These auto camps and service stations were providing needed services. They were a reassurance for travelers as they ventured through the mountains that reliable help was nearby. These were not luxury auto camps and service stations like 1920s Grants Pass Auto Court and the 1930s Richfield Beacon Station in Grants Pass, which became the Lantern Tavern and Restaurant. These small camps were of more hardy and utilitarian stuff.

B. Pacific Highway: 1913 - 1926

Evolving Transportation Systems There were several land transportation systems before and after the official Pacific Highway from 1913 to 1926 in southwestern Oregon: from Indian trails to pioneer trails and wagon roads following water courses, and during the auto age from dirt and granite roads to narrow paved roads, and finally the four lane, and larger, interstate 5 (I-5) freeway.

The 345 mile Oregon highway in 1922 was paved or under contract for paving. The completion of this highway in 1922 gave Oregon 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.

C. Hugo's Regional Auto Camps

Fragments of the "official" Pacific Highway are plentiful in Northern Josephine County. These fragments are left-overs not buried beneath later versions of the highway. They are survivors of the grade and pave troops and had been abandoned, reclaimed, and/or renamed.

Historic Auto Camps/Service Stations There were 16 old Pacific Highway auto camps and gas stations from Merlin Hill to Grave Creek. Except for the Hugo Supply Company/Hugo Hitching Post which was not on the Pacific Highway, the auto camp list from south to north follows.

1. Shady Rest Auto Court/Shady Rest Motor Court
2. Scotty's Texaco
3. Willow Springs Gas Station
4. Camp Joy
5. Spokane Auto Court
6. Hamilton's Truck Stop
7. Flying A
8. Antlers Service Station
9. Wildwood Auto Court
10. Oxyoke Service Station
- 11.A Hick's Auto Camp
- 11.B Court Conway

12. Sexton Mt. Auto Camp
13. Shady Rest Motor Court
14. Leidecker Fish Farm/Tourist Camp
15. Radio Park Auto Camp
16. Hugo Supply Company/Hugo Hitching Post

1910s The number of cars in the Pacific Northwest increased after 1905 and many owners outfitted their vehicles with camping equipment. In 1909 81-year old Caroline Sexton of Hugo took her first automobile ride with Sheriff Russell.

D. Merlin Hill to Grave Creek

By the late 1910s there was a change in how the remote mountains of Oregon were perceived. Instead of being viewed as obstructions that stood in the way of their ultimate destinations, say to a fishing stream, travelers now saw isolated mountain areas as escapes from their urban surroundings. Nature, therefore, became a diversion from everyday life that provided an uplifting experience.

1920s In 1921 Oregon stood near the head of the list in the proportion of automobiles to the population. For every 6.76 residents of the state one car was registered, Oregon being seventh on the list. There is one car for every 10.2 persons in the United States, Iowa heading the list with 5.38 and Alabama bring up the rear with 29.5. Oregon Seventh In Ratio Of Cars, State Has One Machine For Every 6.76 Persons.

By the late 1920s visitors took the opportunity to learn about the animal and plant life found in the mountains as well as topics such as geology, paleontology and ecology. These motorists grew to appreciate the mountains for their unique beauty and abundance of wildlife.

E. Auto Camps in Hugo Region, Oregon

1. SHADY REST AUTO COURT: 19?? - 1940s

<u>Location</u>	Section 36, T.35S. R.6W., WM
<u>1954 USGS Map</u>	Two structures (dots) west of U.S. 99 in middle of Section 36. (U.S.G.S. Grants Pass, Oregon Quad (topographic map), 1954, Scale: 1: 62,500).
<u>1996 USGS Map</u>	One structures (dots) west of U.S. 99 (Highland Avenue) in middle of Section 36. (Grants Pass Quadrangle, 1996, 7.5 minute topographic series, scale 1:24,000, and contour interval 40 feet)
<u>2010 Visual</u>	No structure left.
<u>Metsker Map(s)</u>	_____
<u>Photographs</u>	_____
<u>Milage</u>	_____
<u>Contact(s)</u>	Landowner ??; Wayne McKy & Clarence Kolkow

1946 “**Shady Rest Auto Court**, Mrs. David Jenkins & Son, Props., Two-Room Cottages – Single & Double, Electric & Wood Stoves, Laundry – Screened Doors & Windows, 40 Acres Camping Space, Among the Pines & Laurels, If You Enjoy Nature and the Big Open Spaces, Camp Here, 2 Miles North of Grants Pass, Pac Hy N, Grants Ps-502-J-1” (*Grants Pass and Vicinity Telephone Directory, The Pacific Telephone and Telegraph Company*. July 1946)

1947 “**Shady Rest Motor Court**, Mrs. David Jenkins & Son, Props., Two-Room Cottages – Single & Double, Electric & Wood Stoves, Laundry – Screened Doors & Windows, 40 Acres Camping Space, Among the Pines & Laurels, If You Enjoy Nature and the Big Open Spaces, Camp Here, 2 Miles North of Grants Pass, Pac Hy N, Grants Ps-2001” (*Grants Pass and Vicinity Telephone Directory, The Pacific Telephone and Telegraph Company*. August 1947)

1949 “**Pine Camp Tavern**, 4806” (*Grants Pass and Vicinity Telephone Directory by the Pacific Telephone and Telegraph Company*. July 1949).

1950 “Beer Parlors”, “**Pine Camp Tavern**, Hy 99 N, Grants Pass-4806” (*Grants Pass and Vicinity Telephone Directory by the Pacific Telephone and Telegraph Company*. August 1950).

1951 “ Beer Parlors”, “**Shepp’s Tavern**, Hy 99 N, GR-6-4806” (*Grants Pass, Rogue River Pacific Telephone*. August 1951).

1956 “**Shepp’s Tavern**, 3244 Hy 99 N, GR-6-4806” (*Grants Pass, Rogue River Pacific Telephone*. November 1956).

1960 “**Shepp’s Tavern**, Open 11 a.m. - 1 a.m. Everyday, 3244 Hy 99 N, GR-6-4806” (*Grants Pass, Rogue River Pacific Telephone*. January 1960).

1967 - 1968 “**Shepp’s Tavern**, Shuffle Board Tournaments, Open 11 a.m. - 1 a.m. Everyday, 4050 Highland Ave., 476-4806” (*Pacific Northwest Bell Telephone Directory for Grants Pass, Rogue River, including Murphy and Provolt, 1967-68*).

1969 - 1970 “**Shepp’s Tavern**, Beer and Wine to Go, Open 11 a.m. - 1 a.m. Everyday, TV - shuffleboards, Plenty of Parking, 4050 Highland Ave., 476-4806” (*Pacific Northwest Bell Telephone Directory for Grants Pass, Rogue River, including Murphy and Provolt, 1969-70*).

A summary of telephone directories provides that the 1946 - 1947 Shady Rest Auto Court/Shady Rest Motor Court was two miles north of Grants Pass on the Pacific Highway which is the same two mile location as the later 1949 - 1950 Pine Camp Tavern and 1951 - 1970 Shepp’s Tavern. The Pine Camp Tavern and the Shepp’s Tavern had the same telephone number (#4806)

The Shady Rest Auto Court/Motor Court (i.e., Pine Camp Tavern/Shepp’s Tavern) is gone with new development at 4050 NW Highland Avenue (Shepp’s Tavern address).

Johnson Lawrence, Present Owner
.32 Acre Tax Lot 1800, Section 36, T.35S. R.6W., WM
4050 NW Highland Avenue
P.O. Box 1471
Merlin, Oregon 97532

Phipps Trust, John and Susan Phipps, Trustees
1.14 Acre Tax Lot 1901, Section 36, T.35S. R.6W., WM
Phipps Industrial Center
4040 Highland (street)
758 NW 2nd Street
Grants Pass, Oregon 97526



Early Auto Camp

Phipps Trust, John and Susan Phipps, Trustees
5.28 Acre Tax Lot 1903, Section 36, T.35S. R.6W., WM
Phipps Industrial Center
4040 Highland (street)
758 NW 2nd Street
Grants Pass, Oregon 97526

Josephine County Historical Society Research: Old telephone directories for businesses.
Josephine County Historical Society Research: Old history for families running businesses.
Josephine County Assessor Office Deed Research
Josephine County Clerk’s Office Deed
Memories of Hugo’s neighbors.

2. SCOTTY'S TEXACO: 19?? - 1999?

<u>Landowner</u>	Dale Walker Construction , Inc.
<u>Location</u>	3.25 Acre Tax Lot 400, Section 36, T.35S. R.6W., WM 4301 Monument Drive (street) 554 Rogue Rim Drive (mail) Merlin, Oregon 97532
<u>1954 USGS Map</u>	No structure (black dot) east of old U.S. 99 in Section 36. (U.S.G.S. Grants Pass, Oregon Quad (topographic map), 1954, Scale: 1: 62,500).
<u>1996 USGS Map</u>	One structure close to old U.S. 99 (Highland Aveune) and three behind it in a row parallel to the highway. (Grants Pass Quadrangle,1996, 7.5 minute topographic series, scale 1:24,000, and contour interval 40 feet)
<u>2010 Visual</u>	Structure still there. More recently it was known as Skunk Hollow. Reason for Skunk Hollow name? In 2010 it was a cycle business.
<u>Metsker Map(s)</u>	_____
<u>Photographs</u>	_____
<u>Milage</u>	_____
<u>Contact(s)</u>	Landowner Dale Walker; Wayne McKy & Clarence Kolkow

North side of Merlin Hill on the old 99 highway. Burn damage in 1999?

2010

Full Throttle Custom Cycle
Parts Service & Accessories
Harley Davidson Motorcycles
541-474-3000

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3. WILLOW SPRINGS GAS STATION: 19?? - 1960?

<u>Location</u>	Sections 25? or 36?, T.35S. R.6W., WM
<u>1954 USGS Map</u>	On old U.S. 99. (U.S.G.S. Grants Pass, Oregon Quad (topographic map), 1954, Scale: 1: 62,500).
<u>1996 USGS Map</u>	(Grants Pass Quadrangle, 1996, 7.5 minute topographic series, scale 1:24,000, and contour interval 40 feet)
<u>2010 Visual</u>	No structure left; 1-5 took it out.
<u>Metsker Map(s)</u>	_____
<u>Photographs</u>	_____
<u>Milage</u>	_____
<u>Contact(s)</u>	Landowner ??; Wayne McKy & Clarence Kolkow

1942 "Willow Springs Serv Sta Rt 1 20-F-2" (*Grants Pass Jackson and Josephine Counties Telephone Directory*. July 1942).

1949 "Willow Spring Service Station, Pac Hy N 3017" (*Grants Pass and Vicinity Telephone Directory by the Pacific Telephone and Telegraph Company*. July 1949).

Josephine County Historical Society Research: Old telephone directories for businesses.

Josephine County Historical Society Research: Old history for families running businesses.

Josephine County Assessor Office Deed Research

Josephine County Clerk's Office Deed

Memories of Hugo's neighbors.

4. CAMP JOY: 19?? - 19??

<u>Landowner</u>	Keith's Mobile Home Park, George Rev. Trust, Justin and Phyllis George
<u>Location</u>	Tax Lot 1500, Section 26D, T.35S. R.6W., WM 5040 Monument Drive (street) P.O. Box 637 (mail) Mercer Island, Washington
<u>1954 USGS Map</u>	Six structures (black dots) are on the west side of Monument Drive/old U.S. 99 close to the junction of Monument Drive and Camp Joy Road. (U.S.G.S. Grants Pass, Oregon Quad (topographic map), 1954, Scale: 1:62,500).
<u>1996 USGS Map</u>	??? structures (black dots) are on the west side of Monument Drive/old U.S. 99 close to the junction of Monument Drive and Camp Joy Road. (Grants Pass Quadrangle, 1996, 7.5 minute topographic series, scale 1:24,000, and contour interval 40 feet)
<u>2010 Visual</u>	Keith's Mobile Home Park
<u>Metsker Map(s)</u>	_____
<u>Photographs</u>	_____
<u>Milage</u>	_____
<u>Contact(s)</u>	Landowner Justin and Phyllis George; Wayne McKy & Clarence Kolkow

Josephine County Historical Society Research: Old telephone directories for businesses.

Josephine County Historical Society Research: Old history for families running businesses.

Josephine County Assessor Office Deed Research

Josephine County Clerk's Office Deed

Memories of Hugo's neighbors.

5. SPOKANE AUTO COURT: 1930 - 19??

<u>Name</u>	Blue Moon Mobile Home Park
<u>Landowner</u>	Quigley Trust, Anna Lucinda Quigley Trustee
<u>Location</u>	<u>1.00 Acre, Tax Lot 2300, Section 23C, T.35S. R.6W., WM</u> 6150 Monument Drive (street) 311 Connie Way (mail) Merlin, Oregon 97532 541-479-4707 Quigley Trust, Anna Lucinda Quigley Trustee <u>3.1 Acres, Tax Lot 2200, Section 23C, T.35S. R.6W., WM</u> 6150 Monument Drive (street)
<u>Year Built</u>	1930 (Josephine County Assessor Records - GIS February 2010)
<u>1954 USGS Map</u>	One structure (black dot) is on the west side of Monument Drive/old U.S. 99 at an angle change in the route of the road about 3/10 of a mile south of Harris Creek. (U.S.G.S. Glendale, Oregon Quad (topographic map), 1954, Scale: 1: 62500).
<u>1998 USGS Map</u>	??? structures (black dots) are on the west side of Monument Drive/old U.S. 99 southwest of Fleming Middle School across from Mary Harris Way. (Merlin Quadrangle, 1998, 7.5 minute topographic series, scale 1:24,000, and contour interval 40 feet)
<u>2010 Visual</u>	Old structure office for Blue Mood Mobile Home Park?
<u>Metsker Map(s)</u>	1932 O. B. Bennett; 1955 Guinn
<u>Photographs</u>	_____
<u>Milage</u>	Across from Mary Harris Road
<u>Contact(s)</u>	Landowner Linda Quigley; Bill Thatcher (his dad had lived there); Wayne McKy & Clarence Kolkow.

1932 "Spokane Auto Camp route 1 600-F-13" (*Telephone Directory, Grants Pass, Jackson and Josephine Counties, Oregon*. September 1932).

The Spokane Auto Court became the Blue Moon Motel and then the Blue Moon Mobile Home Park.

Blue Moon Mobile Home Park
6150 Monument Drive

1949 "Blue Moon Motel Pac Hy N 3808" (*Grants Pass and Vicinity Telephone Directory by the Pacific Telephone and Telegraph Company*. July 1949).

2010 This property was purchased by the Fred and Linda Quigley in 1965. Linda was in Merlin in 2002. She was still there in 2010 according to the Josephine County Assessor records (January 2010).

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Josephine County Assessor Office Deed Research

Josephine County Clerk's Office Deed

Memories of Hugo's neighbors.

6. HAMILTON'S TRUCK STOP: 1943 - 19??

<u>Landowner</u>	Williams Rev Trust, David and Tina Williams, Trustees
<u>Location</u>	4.3 Acre Tax Lot 301, Section 23, T.35S. R.6W., WM 6661 Monument Drive (street) 400 Sunrise Drive (mail) Grants Pass, Oregon 97526
<u>Year Built</u>	Tax Lot 301 - 1943; living area 1,216' (Josephine County Assessor Records - GIS February 2010) <u>or</u> James H. Hunt Jr. 5.03 Acre Tax Lot 801, Section 23, T.35S. R.6W., WM 6575 Monument Drive Year Built - 1960
<u>1954 USGS Map</u>	(U.S.G.S. Glendale, Oregon Quad (topographic map), 1954, Scale: 1:62500).
<u>1998 USGS Map</u>	??? structures (black dots) This location is just south of the approach to North Valley High School on Monument Drive (old US 99). (Merlin Quadrangle, 1998, 7.5 minute topographic series, scale 1:24,000, and contour interval 40 feet)
<u>2010 Visual</u>	Structure is a residence.
<u>Metsker Map(s)</u>	1955 H. Hamilton; 1970 Geotz
<u>Photographs</u>	_____
<u>Milage</u>	_____
<u>Contact(s)</u>	Landowner David and Tina Williams; Wayne McKy & Clarence Kolkow

1932 "Hamilton G. A. r Pacific Hiway S 613-F-3" (*Telephone Directory, Grants Pass, Jackson and Josephine Counties, Oregon*. September 1932).

1949 "Hamilton Erma H. r Pac Hy N 4719" (*Grants Pass and Vicinity Telephone Directory by the Pacific Telephone and Telegraph Company*. July 1949).

Clay Dickerson does not remember this facility being more than a gas station/cafe, but it may have had some cabins although he can not remember them. The Hamiltons were good family friends of the Dickerson family and they visited often. They originally were close neighbors, living in the place which Clay believes is now owned by the Whiteheads. There they raised sheep. They gave the Dickersons a Bummer, which the Dickerson kids and their Mom raised. That sheep (Baa-Baa?) followed the kids everywhere. They didn't dock his tail, but Mr. Dickerson took care of that one day when he was trimming the hedge and the lamb walked by.... The lamb never liked Dad after. (Clay Dickerson February 2, 2010)

Hamilton's Truck Stop was a Shell service station.

Josephine County Historical Society Research: Old telephone directories for businesses.

Josephine County Historical Society Research: Old history for families running businesses.

Josephine County Assessor Office Deed Research

Josephine County Clerk's Office Deed

Memories of Hugo's neighbors.

7. FLYING A: 19?? - mid-1950s

<u>Landowner</u>	James and Susan Lookabaugh
<u>Location</u>	1.09 Acre Tax Lot 409, Section 10DD, T.35S. R.6W., WM 145 Mountain Pine Drive Grants Pass, Oregon 97526
<u>Year Built</u>	1955; living area 1,502' (Josephine County Assessor Records - GIS February 2010)
<u>1954 USGS Map</u>	Four structures (black dots) are on the west side of Monument Drive/old U.S. 99 between the junction Pleasant Valley Road in the north and Jumpoff Joe Creek bridge in the north (U.S.G.S. Glendale, Oregon Quad (topographic map), 1954, Scale: 1: 62500).
<u>1998 USGS Map</u>	??? structures (black dots) are on the west side of Monument Drive/old U.S. 99 south approximately .2 miles south of the junction of Monument Drive and Pleasant Valley Road. (Merlin Quadrangle, 1998, 7.5 minute topographic series, scale 1:24,000, and contour interval 40 feet)
<u>2010 Visual</u>	Residential home.
<u>Metsker Map(s)</u>	1932 F. J. Walker; 1955 W. Chann; 1970 W. Chann
<u>Photographs</u>	_____
<u>Milage</u>	_____
<u>Contact(s)</u>	Landowner James and Susan Lookabaugh; Wayne McKy & Clarence Kolkow

It was torn down in the mid-1950s. Jesse Walker and his son, Mike Walker, helped in the demolition process taking home some of the lumber. (Mike Walker, February 3, 2010)

1.09 Acre Tax Lot 409 at south west corner of Pine Street and Monument Drive

Garage at corner of Pleasant Valley Road & Monument Drive

<u>Landowner</u>	David and Yvonne McDonald
<u>Location</u>	0.57 Acre Tax Lot 1000, Section 10DA, T.35S. R.6W., WM 2693 Pleasant Valley Road (street) 5732 Hugo Road Grants Pass, Oregon 97526
<u>Year Built</u>	1955; living area 2,476' (Josephine County Assessor Records - GIS February 2010)
<u>Zone</u>	Rural Industrial

Josephine County Historical Society Research: Old telephone directories for businesses.
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Josephine County Assessor Office Deed Research
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Memories of Hugo's neighbors.

8. ANTLERS SERVICE STATION: 19?? - 2001

<u>Landowner</u>	IB Property Holdings, LLC
<u>Location</u>	1.02 Acre Tax Lot 3500, Section 10, T.35S. R.6W., WM 8530 Monument Drive (street) Southlake, Texas 76092
<u>Year Built</u>	2006; 3,008 square feet; living area 3,840' (Josephine County Assessor Records - GIS February 2010)
<u>1954 USGS Map</u>	Three structures (black dots) are on the west side of Monument Drive/old U.S. 99 between the junction of Monument Drive and Pleasant Valley Road in the south and Jumpoff Joe Creek bridge in the north (U.S.G.S. Glendale, Oregon Quad (topographic map), 1954, Scale: 1: 62500).
<u>1998 USGS Map</u>	Three structures (black dots) are on the west side of Monument Drive/old U.S. 99 between the junction of Monument Drive and Pleasant Valley Road in the south and Jumpoff Joe Creek bridge in the north; across Monument Drive from Potts Way. (Merlin Quadrangle, 1998, 7.5 minute topographic series, scale 1:24,000, and contour interval 40 feet)
<u>2010 Visual</u>	Empty remodeled structure visible February 2010.
<u>Metsker Map(s)</u>	1932 Francis L. Young
<u>Photographs</u>	_____
<u>Milage</u>	_____
<u>Contact(s)</u>	Landowner; IB Property Holdings, LLC; Wayne McKy & Clarence Kolkow

1945 "Antlers Serv Stat Pac Hy N, 4038" (*Grants Pass and Vicinity Telephone Directory by the Pacific Telephone and Telegraph Company*. July 1945).

1949 "Antlers Serv Stat Pac Hy N, 4038" (*Grants Pass and Vicinity Telephone Directory by the Pacific Telephone and Telegraph Company*. July 1949).

The Antlers had numerous owners including the Richardsons in the 950s - 1960s. (Clay Dickerson February 2, 2010)

Antlers closed in 2001 opened and closed again.

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9. WILDWOOD SERVICE STATION: CA., 1920 - 1966

<u>Landowner</u>	Ricky and Daphne Corbin?
<u>Location</u>	2.35 Acre Tax Lot 900, Section 3D, T.35S. R.6W., WM 9050 Monument Drive Grants Pass, Oregon 97526
<u>Year Built</u>	2000; living area 1,620' (Josephine County Assessor Records - GIS February 2010)
<u>1954 USGS Map</u>	Numerous structures (black dots) are on the west side of Monument Drive/old U.S. 99 (U.S.G.S. Glendale, Oregon Quad (topographic map), 1954, Scale: 1: 62500).
<u>1998 USGS Map</u>	(Merlin Quadrangle, 1998, 7.5 minute topographic series, scale 1:24,000, and contour interval 40 feet)
<u>2010 Visual</u>	Residence.
<u>Metsker Map(s)</u>	1932 K. Buck; 1955 H. Malisch; 1970 A. M. Banks
<u>Photographs</u>	Three photographs courtesy of Jim Malish.
<u>Milage</u>	South of Mountain Paradise Drive _____
<u>Contact(s)</u>	Landowner Ricky and Daphne Corbin?; Jim Malisch, Virginia Harvins Kolkow

1926. Mr. C. E. Carner Owner. Among the auto camps in the vicinity of Grants Pass that are preparing for the coming season's business, is the Wildwood auto camp, located about nine miles north on the Pacific highway. This camp has been taken over by Mr. C. E. Carner who is clearing up all of the small brush around his cabins and installing many improvements for the comfort of his guests. Mr. Carner plans to have ten cabins fully equipped with tables, chairs, running water, and electric lights and very comfortable beds. He maintains a well stocked store and service station on the grounds built out of logs (*Southern Oregon Spokesman*, February 23, 1926).

1934. St. John Owner. O.V. St. John has taken over the Wildwood service station. Mrs. St. John and children moved to the station Saturday but Mr. St. John will remain on the ranch until the fruit is harvested (*Grants Pass Bulletin*, August 10, 1934).

1946. Malisches Settle In Three Pines

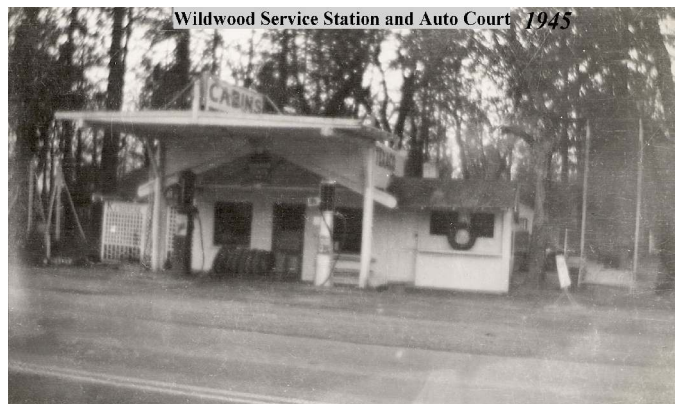
The Wildwood Auto Court was one of 14 old Pacific Highway auto courts/camps from Granite Hill to Mt. Sexton in Josephine County, Oregon.¹⁻³

The Harold and Lorene Malisch family moved to 10 acres of land on Rural Route 1 Box 967 at Three Pines, Oregon April 13, 1946. Their new home, Wildwood Service Station and Auto Court, was a Texaco service station, store, and auto court on the Pacific Highway (U.S. 99). It was built on a log cabin base ... made out of six inch diameter logs.

<u>Malish Family</u>	<u>Date Born</u>	<u>Place Born</u>
Harold Ivan Malisch	05/17/1912	Troy, SD
Imer Lorene Guthre	02/06/1911	Dell, Miss. Co., AR
Virginia Harvins	07/14/1931	Long Beach, CA
John Abrams	02/18/1936	L.A., CA
Richard Carl Malisch	03/25/1943	Compton, CA
James Alvin Malisch	02/05/1945	Compton, CA
Judy Irene Malisch	03/10/1947	Grants Pass, OR

The station had gravity gas pumps and sold gasoline, oil and tires. While viewing the building from the front, there was a small room on the left end of the building where oil and kerosene were kept and dispensed. On the right end of the building was a storeroom where tires and stock for the coffee shop were kept. In the center, there was only one door to enter to the eatery. There were no tables to eat at; you had to sit at a bar or counter. The small restaurant was quickly modified to a mom and pop store to sell a few groceries and other convenience items such as milk, eggs, toilet paper, candy, and pop.

Harold and Lorene were the primary business attendants, but the three children would pump gas and take care of the store. The kids were taught to always put the bill you got from the customer on the register till until after all of the change was counted back.



Wildwood Service Station & Auto Court: 1945
Courtesy of Dick Malisch

Auto Court The court had six cabins, two doubles and four singles, for rent on a nightly, weekly, or monthly basis. For cabin renters it was not unusual to wake up in the morning and find the tenant had gotten on the road at four in the morning and had taken the mattress and all of the bedding with them.

After the war, there were lots of folks who had a few dollars and towed small travel trailers (mostly the tear-drop style), behind their automobiles on the way to Portland or Seattle, or points south. For them, the Malisches had an acre set aside as a campground.



*Wildwood Auto Court
1954*

Courtesy of Dick Malisch

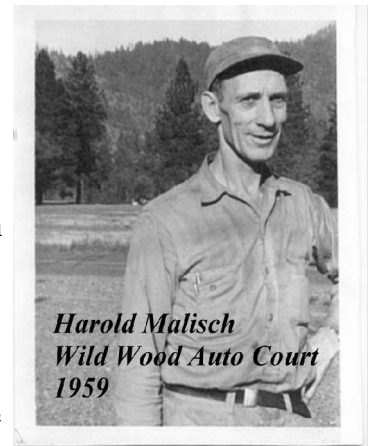
Behind the old station there was a hand-dug well that supplied water. Next to it was a pump house and north of that, were a set of bathrooms with showers for the guests that stayed in the cabins.

In 1951 Red Branham stopped for a cold pop and then drove into the station awnings because his logs were stacked too high on his logging truck to pass beneath. After the renovation, it became the Wildwood Auto Court.

1960 - 1961 The I-5 freeway was built through northern Josephine County in 1960 and the court business hit bottom. The station was run for a year longer. Harold went to work for the Bates Plywood Mill till retirement. Lorene went to work for Laurel Hill Nursing Home until 1974.

1966 The Malisch family sold the court and moved to Grants Pass on Rivaway Lane in 1966.

The Malisch's owned this for all my memory on the little flat stretch on Monument before the dive heading down to Jump-off Joe Creek when going South. I recall being there once when some fellows came in for gas. They told Harold to fill 'er up. Just when he was about to remove the nozzle from their tank after filling it, they suddenly started their car and sped away, without paying and maybe taking the nozzle/hose? with them. They left their gas cap behind. (Clay Dickerson February 2, 2010)



*Harold Malisch
Wild Wood Auto Court
1959*

Courtesy of Dick Malisch

Josephine County Historical Society Research: Old telephone directories for businesses.
 Josephine County Historical Society Research: Old history for families running businesses.
 Josephine County Assessor Office Deed Research
 Josephine County Clerk's Office Deed
 Memories of Hugo's neighbors.

10. OXYOKE SERVICE STATION (KOLKOW SERVICE STATION): 1924 - 1934

<u>Landowner</u>	Phyllis Ruth McFarland Olds
<u>Location</u>	2.12 Acre Tax Lot 1600, Section 2B, T.35S., R.6W., W.M. 101 Oxyoke Road Street (street) 6210 Monument Drive (mail) Grants Pass, Oregon 97526
<u>Year Built</u>	1910; living area 1,060' (Josephine County Assessor Records - GIS February 2010)
<u>1954 USGS Map</u>	One structure (black dot) is on the east side of Oxyoke Road and between Three Pines Road in the south and Bannister Creek in the north (U.S.G.S. Glendale, Oregon Quad (topographic map), 1954, Scale: 1: 62500).
<u>1998 USGS Map</u>	Two structures (black dots) are on the east side of Oxyoke Road and between Three Pines Road in the south and Bannister Creek in the north. (Merlin Quadrangle, 1998, 7.5 minute topographic series, scale 1:24,000, and contour interval 40 feet)
<u>2010 Visual</u>	Residence.
<u>Metsker Map(s)</u>	1955 MacFarland; 1970 MacFarland
<u>Photographs</u>	Two photographs courtesy of Clarence Kolkow (will be added later)
<u>Milage</u>	
<u>Contact(s)</u>	Landowner Phyllis Ruth McFarland Olds 541-479-9434; Charles, Clarence, and Ralph Kolkow

The Kolkows built and ran the Oxyoke Service Station from 1924 to 1934.

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

The shelter, with additions, became home for the family, which grew to include four more children, Clarence, Charles, Ralph, and Mary. In 2001 it was located at what is now the junction on Monument Drive, Three Pines Road, and Oxyoke Road.

Kolkow Family	Date Born	Place Born	Passed
Edwin Reinhard Von Kolkow	Sept. 16, 1891	Orcas Island, WA	Aug. 20 1976 Modesto, CA
Ethel Almeda Shipton	Aug. 10, 1894	Mt. Hope, WI	1989 Merlin, OR
Ed Kolkow			
William Kolkow			
Reba Kolkow			
Francis Kolkow			
Edwin Kolkow			
Clarence Kolkow	Nov. 24, 1924	Josephine County, Oregon	
Charles Leroy Von Kolkow	Sept. 14, 1928	Grants Pass, OR	
Ralph Kolkow	1931	Josephine County, Oregon	
Mary Kolkow			

1930 Census. Lucky Queen Precinct, Josephine County, Oregon

Eugene Kolkow	Head	WA	1892	38 yrs
Ethel A. Kolkow	Wife	WI	1895	35 yrs
William R. Kolkow	Son	OR	1912	18 yrs
Reba A. Kolkow	Dau	CA	1914	16 yrs
Francis M. Kolkow	Son	CA	1916	14 yrs
Edwin J. Kolkow	Son	CA	1923	7 yrs
Clarence R. Kolkow	Son	OR	1925	5 yrs
Charles L. Kolkow	Son	OR	1928	2 yrs

1925 Oxyoke Service Station In 1925 Edwin Kolkow went into the same business he had in Little Lake and their home became known as the Oxyoke Service Station, Shell Station. The station had a 55 gallon drum-and-funnel-setup. Edwin Kolkow had work experience in many areas and was kind of a "Jack-of-all-trades." He was a timber faller, a mechanic, he could run equipment, and drove truck. He did a little bit of everything.

The family also sold pop there 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 has the functional box with overhanging canopy.

1928 Magazine Paper The Three Pines Elementary School had two outside pit toilets. The uphill two-holer was the boys and the downhill four-holer was the girls. They did not have rolls of paper in the 1930s and 1940s and the students used magazine paper for wiping. Clarence and the other children at the school would make carts and take them up *Reservoir Hill* behind the school. They would go tearing down the hill in their carts past the boy's two-holer and hopefully no one was in the way by the time they went flying to the lower road by the girl's four-holer.

1932 - "Held It" The Kolkow's service station 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."

1934 During the summer of 1934 Edwin and Ethel Kolkow traded the Oxyoke Service Station for a 15-acre place, part of which Charles and Virginia Kolkow lived at in 2001. They traded it with a professional cook who decided he could not make a living in Josephine County and needed to move back to California and go to work again. The cook wanted the trade because the station was on U.S. 99 and had a higher visibility that he thought would help sell it quicker.

This facility was never functional from all my memory. During that time, 1945 - 2010 it was always owned by McFarland, but was run by the Kolkows earlier. (Clay Dickerson February 2, 2010)

1. Walker, Michael. 2001. *Clarence and Bernice (Brazille) Kolkow's Memories*. Prepared for the Hugo Neighborhood Association & Historical Society. Hugo, OR.

Josephine County Historical Society Research: Old telephone directories for businesses.
Josephine County Historical Society Research: Old history for families running businesses.
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11.A. HICK'S AUTO CAMP: 1926 - 1944

<u>Landowner</u>	Dorothy J. Schmidt and Ella Lou Staples
<u>Location</u>	10 Acre Tax Lot 2400, Section 35C, T.34S. R.6W., WM 350 Oxyoke Road Grants Pass, Oregon 97526
<u>Year Built</u>	1926; living area 872' (Josephine County Assessor Records - GIS February 2010)
<u>1954 USGS Map</u>	A group of five structures (black dots) are on the west side of Oxyoke Road about one fifth of a mile north of it junction with Three Pines Road. (U.S.G.S. Glendale, Oregon Quad (topographic map), 1954, Scale: 1: 62500).
<u>1998 USGS Map</u>	A group of three structures (black dots) are on the west side of Oxyoke Road about one fifth of a north of it junction with Three Pines Road. (Merlin Quadrangle, 1998, 7.5 minute topographic series, scale 1:24,000, and contour interval 40 feet)
<u>2010 Visual Metsker Map(s)</u>	Old unused structure still there. 1932 J. B. Hicks; 1955 O. Conway; 1970 O. Conway
<u>Photographs</u>	Photographs courtesy of Connie Conway and Jim Malisch (will be added later)
<u>Milage</u>	Three tenths (.3) of a mile from junction of Oxyoke Road and Three Pines Road
<u>Contact(s)</u>	Landowners Dorothy J. Schmidt and Ella Lou Staples; Charles, Clarence, and Ralph Kolkow

The J. B. Hicks Auto Court was constructed on land which was part of the Hiram Niday Donation Land Claim #40. Caroline Niday Sexton came west with her husband and the two took the Donation Land Claim in December o 1853. Niday died in 1856 and she and their children inherited the property. Mrs. Niday later married David Sexton and the two acquired additional land in the area. The earliest trail and stage route led directly through the land calim, and the “widow Niday’s” house is noted in all earliest survey records. Mount Sexton was named for the Sexton family.¹

Caroline Niday Sexton died in 1911 and the portion of the property on which the auto court was constructed eventually passed into other hands. In September of 1926, John Wiseman sold the pertinent property to J. B. Hicks who immediately constructed the buildings which comprised his court. They included the store, gasoline pumps, and cabins to house travelers. A tavern was also conducted in the store buildings. The court flourished through the years of increasing auto travel, but near the end of WWII, when the major route was moved east of the store, the business did not survive. Hicks sold the auto court to the Conways in the fall of 1944. For the last forty years the structure has continued to serve the surrounding area as a store. The cabins, with the exception of one are gone, and a tavern no longer exists in the building. The small store and station is a

significant representative of the period of transportation through the rural area which heightened the economic and social opportunities in the Hugo-Three Pines area.¹

J. Bert Hicks

Born: 1856
Birth Place: Illinois
Father's Birth Place: Ohio
Mother's Birth Place: Illinois

1900 Census. Minneapolis Ward 4, Hennepin County, Minnesota

Bert J. Hicks Roomer IL 1878 22 yrs

Bert's occupation was railroad mechanic.

Mr. J. B. Hicks is building an addition to his service station consisting of a dining room and dance hall (Hugo — Three Pines, Grants Pass Bulletin, September 8, 1933).

Advertisements on the main auto court building follow

“LUNCHES”

“HICKS AUTO COURT”

“EATS”

“CABINS”

“Hicks ??”

“SHELL”

The Conways discovered that the J. B. Hicks Auto Court was for sale. Hicks had purchased the property in 1926 and had immediately constructed the buildings which comprised his court. The Conways purchased the court and had moved in by the fall of 1944. The Hicks Auto Court had a restaurant specializing in grilled food, tavern which served beer and wine, two gasoline pumps, a small grocery section, and several small cabins. The auto court had electricity and two outhouses, one for the men and one for the women. The two pumps were the gravity hand pumps where you pumped the gas up into a glass cylinder until you reached the magic five gallon order amount. After that you put the pump nozzle into the vehicle and let gravity transport the gas into the vehicle.²

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1. Atwood, Kay. 1983 - 1984. *Josephine County Historical Resources Inventory*. Developed for the Josephine County Planning Office. Volume I. Grants Pass, OR
 2. Walker, Michael. 2002. Draft *Connie Conway's Oral History: 1937 - 2002*. Prepared for the Hugo Neighborhood Association & Historical Society. Hugo, OR.

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11.B. COURT CONWAY: 1944 - 1965

<u>Landowner</u>	Dorothy J. Schmidt and Ella Lou Staples
<u>Location</u>	10 Acre Tax Lot 2400, Section 35C, T.34S. R.6W., WM 350 Oxyoke Road Grants Pass, Oregon 97526
<u>Year Built</u>	1926; living area 872' (Josephine County Assessor Records - GIS February 2010)
<u>1954 USGS Map</u>	A group of five structures (black dots) are on the west side of Oxyoke Road about one fifth of a mile north of it junction with Three Pines Road. (U.S.G.S. Glendale, Oregon Quad (topographic map), 1954, Scale: 1: 62500).
<u>1998 USGS Map</u>	A group of three structures (black dots) are on the west side of Oxyoke Road about one fifth of a north of it junction with Three Pines Road. (Merlin Quadrangle, 1998, 7.5 minute topographic series, scale 1:24,000, and contour interval 40 feet)
<u>2010 Visual</u>	On the ground there is the main building (old store/gas station). Northeast of that building is an old unuseable cabin in the weeds. Southeast is the old laundry building. Behind the main building are two smaller buildings.
<u>Metsker Map(s)</u>	1932 J. B. Hicks; 1955 O. Conway; 1970 O. Conway
<u>Photographs</u>	Photographs courtesy of Connie Conway Smith and Jim Malisch (will be added later)
<u>Milage</u>	_____
<u>Contact(s)</u>	Landowners Dorothy “Dot” J. Schmidt and Ella Lou Staples since 1993; Connie Conway; Charles, Clarence, and Ralph Kolkow

1933 Owen Conway and Lena E. Downs were married June 19, 1933 in Bakersfield, California.

<u>Conway Family</u>	<u>Date Born</u>	<u>Place Born</u>	<u>Passed</u>
Owen Conway			1984
Lena E. “Downs” Conway		Alabama	2002
Danny Conway	1927		
Connie Conway	May 10, 1937	Bakersfield, California.	

WWII In 1942 the Conways moved to the Los Angeles area where Connie’s father was a welder. Later he worked as a welder on the Golden Gate Bridge, but it scared him because they worked way up there in the air.

During World War II Owen Conway was a welder in the shipyards in Redondo Beach, California. The family, like everyone else had to use gas and food coupons. During these food rationing times Lena Conway would come home with this brick of Nucoa — white margarine. It had a little tube of yellow dye with it which everyone was supposed to mix into the Nucoa so that it

would look yellow like butter. She would mix it up and tell Connie this was really butter. She would put it on toast, and Connie would say it is not either. At the time this white margarine was so gross tasting. Later Lena would try to trick her daughter, Connie, and she put butter all around the edge of the piece of toast and Nucoa in the center. Connie could not see the Nucoa, but she could smell it and she would eat the rim of the toast and leave the rest.

1944 Owen and Lena Conway moved to Grants Pass from southern California in 1944. The Conways discovered that the J. B. Hicks Auto Court was for sale. Hicks had purchased the property in 1926 and had immediately constructed the buildings which comprised his court. The Conways purchased the court and had moved in by the fall of 1944.

1944 - 1959 The Hicks Auto Court had a restaurant specializing in grilled food, tavern which served beer and wine, two gasoline pumps, a small grocery section, and several small cabins. The auto court had electricity and two outhouses, one for the men and one for the women. Owen Conway put a sign on the wall in the restaurant that legal venison was 35¢ a pound, illegal venison was \$1.35 a pound. He had quite a sense of humor when it came to entertaining the public.

However, the income was not enough for them to make ends meet and Owen went to work in the woods as a faller. Lena ran the business all by herself while Owen was gone working all day. It was soon decided that she could not stretch herself far enough and the Conways gave up the liquor license and restaurant and they decided to specialize in groceries.

It was not yet a year before the two outhouses were replaced with indoor plumbing. Daughter Connie Conway thought, "It was not that long, but it was too long, way too long." She just hated those outhouses. The two pumps were the gravity hand pumps where you pumped the gas up into a glass cylinder until you reached the magic five gallon order amount. After that you put the pump nozzle into the vehicle and let gravity transport the gas into the vehicle. Connie's dad made her work in the store and pump gas. It hurt her hands to pump the gas and she would get so mad at her folks when they said, "Go out and pump the gas for that car."

Connie also split wood and carried it in a wheel barrow to the wood box in their home. In the winter time there were three wood burners that continually had to be stoked with wood: 1. a wood cook stove in the kitchen, 2. a fireplace in the livingroom, and 3. a big square wood heating stove in the store.

They had to walk through the stove to get to the livingroom, or kitchen. The livingroom had her folks' bed in it which was next to the couch.

Owen and Lena Conway remodeled two of the little cabins into a house which it remains to this day (2002).

They purchased the service station and store 10 miles north of town at the south foot of Mt. Sexton. It was located on the "old" highway that paralleled the then Hwy. 99. They named it "Court Conway." The Ox Yoke service station was just down the street; however, it was closed and a family lived there. Mom and dad continued for awhile as a Mobil Service Station, a general store and also served food. They closed the "cafe" portion and continued with the general store. They added a "feed and seed" warehouse at one point in time and also built a "laundry mat" at the south end of the store.

1949 "Court Conway Grocery Pac Hy N, 2842" (*Grants Pass and Vicinity Telephone Directory by the Pacific Telephone and Telegraph Company*. July 1949).

1965 Court Conway continued under their ownership (I believe they leased it out a couple of times) through about 1965 when they sold it and retired.

1984 - 2002 Owen Conway passed away in 1984 and Lena Conway passed away in 2002 at the age of 95.

1. Walker, Michael. 2002. Draft *Connie Conway's Oral History: 1937 - 2002*. Prepared for the Hugo Neighborhood Association & Historical Society. Hugo, OR.

Court Conway is the one I remember the best. It was owned by Owen and Lena Conway, daughter Connie and about 3/8 mile up Oxyoke Road (old North Pacific Hwy) from Three Pines Road. I recall people actually renting these cabins on an extended basis. We kids frequently (whenever we had an extra dime or so) hiked up there for a soda, candy, etc., sometimes our pet lamb or our pet skunk, Peeyuw, following. Owen was kind of a grouch (until he joined AA), but Lena was always real nice. Connie was much older than I and moved away when I was still young. The facility was later owned by two ladies named Dot and Ella. (Clay Dickerson February 2, 2010)

A lady policewoman was murdered at Court Conways in that front cabin by the street in the late 40's or early '50's ? That was when 99 was still the main highway. Mr. Conway remodeled and updated all of the cabins and added one large (I think) unit or duplex with laundry facilities. I do remember he would let us kids go there and buy dad's beer and cig's for him and he would make us take it home in a brown paper bag, so nobody driving by could see what we had. We had strict orders that we couldn't accept a ride from anyone when we had his cig's or the beer, nor could we ever tell. Dad etched it in our brains how much trouble he and Mr. (Owen) Conway would be in. They would both go to jail and all. We sure didn't want dad to go to jail. (Vi Sims Colley, February 2, 2010).

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Connie Conway Smith
Landowners Dorothy J. Schmidt and Ella Lou Staples

12. SEXTON MT. AUTO CAMP: 1924 - 1942

<u>Landowner</u>	Federal National Mortgage Association
<u>Location</u>	.39 Acre Tax Lot 900, Section 27DD, T.34S. R.6W., WM 1291 Oxyoke Road (street) P.O. Box 650043 (mail) Dallas, Texas 75265
<u>Year Built</u>	1948; living area 1,491' (Josephine County Assessor Records - GIS February 2010)
<u>1954 USGS Map</u>	Two structures (black dots) are south of Oxyoke Road at its junction with Hugo Road. The west one is the old Mt. Sexton Auto Court. The east one is the last Sexton home (U.S.G.S. Glendale, Oregon Quad (topographic map), 1954, Scale: 1: 62500).
<u>1998 USGS Map</u>	Two structures (black dots) are south of Oxyoke Road at its junction with Hugo Road. The west one is the old Mt. Sexton Auto Court (or a newer structure?). The east one is the last Sexton home (Merlin Quadrangle, 1998, 7.5 minute topographic series, scale 1:24,000, and contour interval 40 feet)
<u>Metsker Map(s)</u>	
<u>Photographs</u>	Two photographs courtesy of Wayne and Janet McKy. Photo 1: Store sign advertizes "Union gasoline - non detonating; groceries, soft drinks." Photo 2. Garage sign advertizes " Mt. Sexton Garage, Vulcanizing, Repairing".
<u>Milage</u>	Junction of Oxyoke Road and Hugo Road
<u>Contact(s)</u>	Landowner Federal National Mortgage Association; Charles "Bud" Freeman; Candy Freeman Brumitt; Doug Freeman; Wayne McKy, and Clarence Kolkow

Art Erickson built and ran the Sexton Mt. Auto Camp from 1924 to 1942.

Chester Arthur "Art" Erickson

Born: 1884, Oregon
Died: September 7, 1960, Josephine County, Oregon
Father's Birth Place: Sweden
Mother's Birth Place: Indiana

Florence (Norton) Erickson

Born: 1887, Michigan
Died: January 16, 1939, Josephine County, Oregon
Father & Mother's Birth Place: Michigan

1917 C. A. Erickson, a well known auto repair man and volcanizer, was arrested Friday night by Sheriff Lewis on a bootlegging charge. When arraigned before Judge Gillette Saturday afternoon he pleaded guilty and was sentenced to 90 days in jail and a fine of \$250. *Rogue River Courier*. May 25, 1917. Guilty Is Plea To Bootlegging Charge.

1920 Census. Portland Precinct, Multnomah County, Oregon

Chester A. Erickson	Head	OR	1886	34 yrs
Florence Erickson	Wife	MI	1888	32 yrs

Chester's occupation was stationary engineer working in logging.

1927 "Sexton C. D. Route 1 611-F-15" (*Medford, Jackson and Josephine Counties, Oregon, Telephone Directory*. December 1927).

1928 In 1928 the Kolkows would go about a mile north up U.S. 99 to the Art Erickson Auto Court when they wanted to use a phone. Art had one of the first phones in the area.

1928 "Sexton C. D. Route 1 611-F-15" (*Medford, Jackson and Josephine Counties, Oregon, Telephone Directory*. May 1928).

1930 Census. Lucky Queen, Josephine Co., OR

Chester A. Erickson	Head	OR	1885	45 yrs
Florence Erickson	Wife	MI	1888	42 yrs
Catherine Norton	Mother-in-law	MI	1863	67 yrs

Chester's occupation was service station owner.

1931 *Mr. Wilber Walker helped at Erickson's service station, Monday (Grants Pass Bulletin, January 9, 1931).*

1932 Erickson owned 38 acres on U.S. Highway 99.

Tuesday as two young men were on their way to British Columbia driving north over Sexton Mountain they came in contact with a freight truck which demolished their car. Erickson's wrecker was sent for and they brought it to Erickson's garage. The boys resumed their journey by stage (Grants Pass Bulletin, February 6, 1931).

Mrs. Bill Shaw and young son have returned to their home at Sexton mountain auto camp, all doing nicely (News From Route 1 - Grants Pass Bulletin, Friday, May 22, 1931).

Mrs. Wm Shaw has returned to her home at Mt Sexton garage, bringing with her the new baby, Arthur. Little Billy stayed with friends during the three weeks that his mother was absent (Hugo Items - Grants Pass Bulletin, Friday, May 29, 1931).

Mrs. Figole of San Pedro, Cal. Is staying at the Mr. Sexton auto camp several days while her Essex coupe is being repaired. Last Saturday her car skidded on the wet pavement and plunged across the ditch into the bank. They had to have some new parts, causing delay, The lady had some severe bruises. She was on her way to Bremerton, Washington where Mrs. Figole had previously gone by sea (Hugo Items, Grants Pass Bulletin, Friday, June 19, 1931).

Last Monday Mrs. Norton, while working in one of the cottages at Sexton Mountain auto camp, had the misfortune to have a window fall, striking her on the head, breaking the glass and cutting her head quite badly (News From Route 1, Grants Pass Bulletin, Friday, June 26, 1931).

1932 *Wm. Shaw and family, who have been living near Mt. Sexton auto camp for some two years, departed last Sunday to visit relatives and friends in Wisconsin and Michigan (Hugo Items, Grants Pass Bulletin, September 2, 1932).*

1932 "Sexton Mountain, C. A. Erickson, Agent, Call Long Distance", Erickson C. A. Service station. Route 1, 611-F-3" (*Telephone Directory, Grants Pass, Jackson and Josephine Counties, Oregon. September 1932).*

1933 *The ladies circle met last Thursday with Mrs. Erickson at Mt. Sexton auto camp. Twenty-six ladies were present. A quilt was made for the Red Cross and plans of contribution to relief work were discussed (Hugo, Grants Pass Bulletin, February 24, 1933).*

Mrs. Norton of Mt. Sexton auto camp is making visits to relatives and friends at various places between our state and Chicago (Hugo — Grants Pass Bulletin, May 19, 1933).

Mr. and Mrs. Arthur Erickson of Mt. Sexton auto camp left last week for a three-month vacation trip including a visit to the world's fair in Chicago and a visit with relatives in Michigan. Mr. and Mrs. Manfull of Grave Creek are caring for the station during their absence (Hugo — Three Pines, Grants Pass Bulletin, August 11, 1933).

1939 Florence Erickson passed 1939 at her home on Mount Sexton. Her nurse had been Fern Larson.

1940 During July 1940 a bridal shower was held at the Community hall in honor of bride elect Fern Larson who became the bride of C. A. Erickson. Mr. and Mrs. C. A. Erickson would later travel on an extended honeymoon.

1941 Almost two miles of the Pacific Highway near the top of Mt. Sexton was being rebuilt during the fall of 1941. It was finished the next summer along with other sections for a total of

almost seven miles rebuilt from north of Mt. Sexton south to Jump-off Joe Road. The new route eliminated much of the narrow, twisting highway in the area. It also bypassed Art Erickson's Service Station.

1955 The C.A. Erickson Service Station property was owned by others in 1955.

Pleasant Valley Cemetery

Erickson, Arthur	b. 1884	d. 1960
Erickson, Florence	b. 1887	d. 1939

Research

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13. Mt. Sexton Summit Motor Court

<u>Landowner</u>	Oregon State Highway Commission?
<u>Location</u>	Section 14, T.34S. R.6W., WM
<u>1954 USGS Map</u>	No structure is shown at the Mt. Sexton Summit. (U.S.G.S. Glendale, Oregon Quad (topographic map), 1954, Scale: 1: 62500).
<u>2010 Visual</u>	Gone from U.S. 99 reconstruction.
<u>Metsker Map(s)</u>	1932 Phoebe A. Ward; 1955 Oregon State Highway Commission?; 1970 Oregon State Highway Commission?
<u>Photographs</u>	One photograph courtesy of Josephine County Historical Society (will be added later)
<u>Milage</u>	_____
<u>Contact(s)</u>	Landowner Oregon State Highway Commission?

Conflict with photo from the Josephine County Historical Society labeled “Shady Rest Motor Court” on Pacific Highway at Mt. Sexton Pass and the Shady Rest Auto Court/Shady Rest Motor Court two miles north of Grants Pass on the Pacific Highway which is the same two mile location as the later 1949 - 1950 Pine Camp Tavern and 1951 - 1970 Shepp’s Tavern (see # 1).

1946 “Shady Rest Auto Court, Mrs. David Jenkins & Son, Props., Two-Room Cottages – Single & Double, Electric & Wood Stoves, Laundry – Screened Doors & Windows, 40 Acres Camping Space, Among the Pines & Laurels, If You Enjoy Nature and the Big Open Spaces, Camp Here, 2 Miles North of Grants Pass, Pac Hy N, Grants Ps-502-J-1" (*Grants Pass and Vicinity Telephone Directory, The Pacific Telephone and Telegraph Company*. July 1946)

1947 “Shady Rest Motor Court, Mrs. David Jenkins & Son, Props., Two-Room Cottages – Single & Double, Electric & Wood Stoves, Laundry – Screened Doors & Windows, 40 Acres Camping Space, Among the Pines & Laurels, If You Enjoy Nature and the Big Open Spaces, Camp Here, 2 Miles North of Grants Pass, Pac Hy N, Grants Ps-2001" (*Grants Pass and Vicinity Telephone Directory, The Pacific Telephone and Telegraph Company*. August 1947)

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14. LEIDECKER FISH FARM/TOURIST CAMP: ca., 1935 - 1960?

<u>Landowner</u>	Dennis L Owen & Jeri J. Lemaster
<u>Location</u>	5.6 Acre Tax Lot 400, Section 14, T.34S., R.6W., W.M. 868 Old Stage Road Wolf Creek, Oregon 97497
<u>Year Built</u>	Two-story home 1892, 952 square feet, living area 1904' (Josephine County Assessor Records - GIS February 2010)
<u>1954 USGS Map</u>	In 1954 a fishpond is located and identified just north of the junction of Rat Creek and the East Fork of Rat Creek. Three structures (black dots) are north and very near the pond. (U.S.G.S. Glendale, Oregon Quad (topographic map), 1954, Scale: 1: 62500).
<u>1998 USGS Map</u>	Three structures (black dots) are very near the pond. (Merlin Quadrangle, 1998, 7.5 minute topographic series, scale 1:24,000, and contour interval 40 feet).
<u>2010 Visual</u>	Barn, home, and pond.
<u>Metsker Map(s)</u>	1932 William Light; 1955 Hugh Long; 1970 R. R. Leidecker.
<u>Photographs</u>	
<u>Milage</u>	
<u>Contact(s)</u>	Landowner Dennis L Owen & Jeri J. Lemaster

The Leidecker Fish Farm was established about 1935 as a tourist camp and recreation spot by Robert and Thelma Leidecker on the Pacific Highway route south of Grave Creek just as the route cleared Sexton Mountain. Ponds were formed from the waters of Rat Creek, fish raised and the ponds stocked. Locations for campers were established and visitors came to stay, fish and vacation in the rural setting.¹

<u>Leidecker Family</u>	<u>Date Born</u>	<u>Place Born</u>	<u>Passed</u>
Robert Leidecker			
Thelma Leidecker			

The seclusion of the spot was altered as highway development increased. Interstate 5 created a steep embankment just east of the property, altering the gentle slope which had existed to the Pacific Highway.¹

1. Atwood, Kay. 1983 - 1984. *Josephine County Historical Resources Inventory*. Developed for the Josephine County Planning Office. Volume I. Grants Pass, OR.

1950s - 1960s. The Leidecker Fish Farm/Tourist Camp was on the north side of Sexton Mountain and was not accessible directly from either the U.S. 99 Highway or the North Pacific Highway (they were way up the mountain from that location). The Leideckers were more recent owners of this facility. In the 1950s - 1960s when driving up the north side of Sexton Mountain on the U.S. 99 Highway, you could look down the steep mountain side and see "FISHING" painted on the roof of a large barn at the fish farm. (Clay Dickerson February 2, 2010)

2010. There is an old ranch south of JA-16 location on the old Applegate Trail on today's Old Stage Road, including an old large barn, an old two-story home, and pond along Rat Creek owned by Lemaster. The house and barn are located on Tax Lot 400 which is on both sides of the Old Stage Road. The house, barn, and pond are clearly visible on 2002 aerial photographs and from I-5 above. Josephine County Assessor records identify the house was built in 1892 with 1,904' of living area. (Mike Walker, February 3, 2010).

It is presumed that the Leideckers purchased the property from the Light family about the time William Light passed away. The following information is from Atwood.¹

“The William Light farmstead lies in the narrow valley formed by Interstate 5 and hills to the west. Rat Creek, a tributary of Grave Creek courses the valley. The house is located on a gentle slope east of the Creek, and the barn lies west of the house, across Old Stage Road, on pasture land. The route of the Interstate has dramatically changed the landscape east of the house; a gradual slope originally led to the Pacific Highway. The integrity of the site to the west, however, remains primarily intact.”

“The William Light House was constructed in approximately 1899 by William Light who purchased the property from Samuel Pettingill in February of that year. William Light was born in 1862 in Illinois and came to California as a young man. He arrived in Oregon with his wife, Ella, in 1898. An uncle, Edward Light, was working in the northern Josephine County area as a bridge builder and in 1890 was responsible for the construction of the Grave Creek and Jump Off Joe Creek bridges. In 1908 the William Light's purchased an additional 160 acres north and east of their land. The property had been granted to Frank A. Davis as a homestead in April 1895. Davis, stepson of Samuel Harkness, and son of Susan Harkness, had selected the land just south of the original McDonough Harkness Donation Land Claim. William and Ella Light farmed throughout their lives. William Light died May 20, 1936.”

“The William Light House retains much of its architectural integrity with Queen Anne details, including leaded glass lights and turned porch posts. Despite the construction of Interstate 5 to the east, the setting of the property continues to project the feeling of a nineteenth century farm which was originally constructed on the main stage road. It is significant also as one of the few remaining 19th century farm houses in the Grave Creek valley.”

Josephine County Historical Society Research: Old telephone directories for businesses.
Josephine County Historical Society Research: Old history for families running businesses.
Josephine County Assessor Office Deed Research
Josephine County Clerk's Office Deed
Memories of Hugo's neighbors.

15. Radio Park Auto Camp: 1925 - 19??

<u>Landowner</u>	Josephine County, c/o Property Manager Phil Killian
<u>Location</u>	2.23 Acre Tax Lot 1600, Section 11, T.34S. R.6W., WM 400 Sunny Valley Loop (street) Josephine County Courthouse (mail) 500 NW 6 th Street Grants Pass, Oregon 97527
<u>Year Built</u>	1932, living area 3,750' (Josephine County Assessor Records - GIS February 2010)
<u>1954 USGS Map</u>	Two structures (black dots) are north and very near the pond. (U.S.G.S. Glendale, Oregon Quad (topographic map), 1954, Scale: 1: 62500).
<u>1996 USGS Map</u>	The rebuilt Radio Park is located (black dot) just east of the Sunny Valley store and gas station at the junction of old U.S. 99 and Sunny Valley Road (Glendale Quadrangle, 1996, 7.5 minute topographic series, scale 1:24,000, and contour interval 40 feet).
<u>2010 Visual</u>	New structure.
<u>Metsker Map(s)</u>	1932 Sidney Chilcott
<u>Photographs</u>	One photograph courtesy of Oregon Department of Transportation
<u>Milage</u>	
<u>Contact(s)</u>	Landowner Josephine County, c/o Property Manager Phil Killian; Larry McLane; Betty Gaustad; Terr Mattis; U.S. Siskiyou National Forest; Larry McLane

1920s *About the time this picture was taken Radio Park Auto Camp was leased by Paul t. Moorehead from F. W. Priebs. Radio Park was previously known as Carr's Corner, named for the owners Florence and Cyrus Carr; who purchased this property January 1922. F. W. Priebs purchased the property from Carrs in 1925 and renamed it Radio Park. McLane, Larry L. 1995. First There Was Twogood. Sexton Enterprises. Page 55. Sunny Valley, OR.*

Radio Park Auto Camp had a Texaco Service Station.

Early 1930's *Mr. Matson operated the store [Sunny Valley] next door until his death in the early 1930's. At this time his son-in-law Paul T. Moorehead and daughter Lillian the leasees of Radio Park Auto Court took over management of the store eventually remodeling and adding to the old store. McLane, Larry L. 1995. First There Was Twogood. Sexton Enterprises. Page 53. Sunny Valley, OR.*

1930s - 1940s *Radio Park Store #2 was originally built as a dance hall by contractor Sam Wiser for Clifford and Hattie Brock. Brocks purchased Radio Park from Frank and Ruth Priebs on November 13, 1936. The Brocks sold the store in 1945 and it was eventually remodeled by Andes and Howard using the arched windows from the old sixth street Safeway store of Grants Pass. Radio Park #2 and the Grave Creek Grocery served as post office sites under Nora*

Dunham and Lillian Moorehead. McLane, Larry L. 1995. *First There Was Twogood.* Sexton Enterprises. Page 53. Sunny Valley, OR.

Kay Atwood recorded in 1983 - 1984, "The Radio Park Store is located within the loop of the Pacific Highway route as it winds down into Sunny Valley from the hill above. The store faces in a northerly direction and overlooks the expanse of valley floor along Grave Creek, through which the old Pacific Highway passed. The covered bridge over Grave Creek lies approximately a half mile north of the Radio Park Store. Interstate 5 nor passes to the west of the structure."

Atwood, Kay. 1983 - 1984. *Josephine County Historical Resources Inventory.* Developed for the Josephine County Planning Office. Volume I. Grants Pass, OR.

"The Radio Park Store was constructed c. 1930 by Clifford Brock, member of the Samuel Light Brock family which arrived in Josephine County and on Grave Creek in 1904. Clifford Brock was born in 1882 in Michigan, the oldest of six children. His father selected land along Grave Creek and raised the family there."

"Clifford Brock constructed the store and cabins which he called Radio Park. The complex welcomed tourists from the Pacific Highway as they progressed down one of the most scenic stretches of the travel route. The building was used as a dance hall for many years. Later it was a store where Brock sold groceries and ice to residents of the Grave Creek and Leland area. The Brock family lived in the back of the building."

"The business had several owners throughout the years and until fairly recently was open to the public. Various endeavors have filled the space, including a second hand store. The Radio Park Store and a remaining cabin behind are in a highly visible location, both from the Sunny Valley Loop Road and Interstate 5, and quite accessible from the Sunny Valley/Leland exit. The structure is representative of the advantage local citizens took of the major highway route through the area, and in its size and design was planned for community use."

August 1940 In 1940 the Oregon State Highway Department recorded the Radio Park building being used as a dance hall. The property was owned by J. E. Chism (89-152). August 1940. *Oregon State Highway Department Right of Way Map. Sexton Mtn. Section, Pacific Highway, Josephine County.* Scale: 1" = 100'. Part I of 2 Parts. Drg. No. 5B-2B-11.

Federal Identifier: ORNW-00-026

Applicant: Sunny Wolf Community Response Team

Grant Name: Radio Park Museum Interpretive Plan

Description: This project will develop the planning and design technical assistance necessary to serve as a road map through the exhibit development for the **Radio Park Museum**. The final document will include overall exhibit conceptual design, a floor plan showing the exhibit layout and the sequencing of exhibit installations and the specific locations for all artifacts,

photographs and other display elements. This project has several benefitting purposes: 1) To educate the public about the rich Southern Oregon heritage and its rich timber and mining resources, 2) To promote tourism in northern Josephine County, and 3) To create local employment opportunities in the economically depressed area.

Contact:	Jonathan Brock, 541-866-2600
Project Start Date:	07/15/2000
Project End Date:	03/30/2002
FS Award:	\$45,000
Leveraged Funds:	\$13,500
Total Project Funding:	\$58,500

USDA Forest Service
Oregon Grants Awarded by State and Private Forestry Pacific Northwest Region, Cooperative Programs 1994 - 2004

Research

Josephine County Historical Society Research: Old telephone directories for businesses.
Josephine County Historical Society Research: Old history for families running businesses.
Josephine County Assessor Office Deed Research
Josephine County Clerk's Office Deed
Memories of Hugo's neighbors.
USDA Forest Service

16. Hugo Supply Company/Hugo Hitching Post

<u>Landowner</u>	Timothy and Kathleen Krushe
<u>Location</u>	0.71 Acre Tax Lot 400, Section 27CB, T.34S. R.6W., WM 6411 Hugo Road Grants Pass, Oregon 97526
<u>Year Built</u>	1973, living area 2,320' (Josephine County Assessor Records - GIS February 2010)
<u>1954 USGS Map</u>	_____ (U.S.G.S. Glendale, Oregon Quad (topographic map), 1954, Scale: 1: 62500).
<u>1996 USGS Map</u>	_____ (Glendale Quadrangle, 1996, 7.5 minute topographic series, scale 1:24,000, and contour interval 40 feet).
<u>2010 Visual Metsker Map(s) Photographs Milage</u>	_____
<u>Contact(s)</u>	Landowners Timothy and Kathleen Krushe

The Hugo Supply Company/Hugo Hitching Post was not located on the Pacific Highway as the rest of the auto courts and/or service stations were. It was located in downtown Hugo, Oregon and was the oldest business providing service station services and products.

1909 “*The Hugo Mercantile Co. has opened their doors and are doing business again.*” (Sparks From Hugo. *Rogue River Courier*. December 11, 1909)

1910 “*J. P. Kenny, our leading merchant, visited Grants Pass Sunday afternoon, returning home Monday morning.*” (Hugo. *Rogue River Courier*. March 4, 1910).

1910 “*Mr. Haines and family left our city Tuesday for Springfield where they will make their home. Mr. Haines sold his building to Mr. Smith.*” (Hugo. *Rogue River Courier*. March 11, 1910).

1910 “*New Store for Hugo Lynn A. Smith, who recently arrived in Grants Pass from Boise, Idaho., has purchased property in this county, is arranging to establish a general merchandise store in Hugo. The building is now being fitted up and the stock ordered and Mr. Smith expects to be ready for business about March 20. The establishment will be known as the Hugo Supply Co.*” (New Store for Hugo. *Rogue River Courier*, March 11, 1910. Front Page)

1910 - 1913 William Mackenzie purchased and/or started operating the Smith’s store, the Hugo Supply Co., ca., 1910 - 1913.

1965 Mackenzie sold the Hugo store to Lester and Irene Lingle.

1965 - 1967 Lester and Irene Lingle sold store to Harvey Lon and Lila Mabel Johnson in 1965. They changed the name to the **Hugo Hitching Post**.

1967 - 1968 Black & Jacque Hardwick

1968 - 1971/75? Harvey Lon & Lila Mabel Johnson

1971- 1975 The Hugo Hitching Post burned down in 1971 when operator Robert Brown was working in building. Lease?/Owners Robert and Elena Brown.

1976 - 1980 Robert B. & Dolores R. MacMurray

1980 - 1984 Leonard M. & Phoebe F. Strobridge

1984 - 1985 Robert B. & Dolores R. MacMurray

1985 - 1987 William R. & Frankie Boyke

1987 - 1990 Kenneth R. & Sally H. Bailey

1990 - 1992 Kenneth R. Bailey

1992 - 2010 Timothy & Kathleen Krushe

Hugo Supply Company Under William Mackenzie: ca., 1910 - 1965

William Mackenzie was born August 4, 1875 in Scotland. He was 92 when he died December 27, 1967 at the Canyonville, Oregon hospital.

1910 Census. William Mackenzie Age 34 – Merlin Precinct, Josephine County, Oregon; Occupation Fruit Farmer; boarding with Robert Crockett Family.

1910 - 1913 Mackenzie purchased the Smith's store, the Hugo Supply Company., ca., 1910 - 1913.

1914 - 1915 William Henry operated the Hugo Post Office from 1897 through 1914. The post office was a free-standing building 30 feet from the Southern Pacific Railroad's tracks until William Mackenzie became Post Master from 1914 through 1915 and it was moved into the Hugo Supply Co.

1920 Census Mackenzie Age 44 – Lucky Queen Precinct, Josephine County, Oregon; Occupation Merchant, General Store

1920 “Wm. Mackenzie is installing an electric light plant in his store.” (Hugo. Rogue River Courier. October 8, 1920)

1920 Mary A. Triplett sold the following premises to William Mackenzie for \$100.00.

*“The said described premises being a tract of land . . . and may be further identified and described as lot numbered 24, in Block Numbered 1, in **Caroline Sexton’s proposed Townsite of Hugo, Josephine County, Oregon.** . . .”*

1925 August 29, 1925 Charles D. and Tarris Sexton and Nellie A. Owen sold the following premises to William Mackenzie for \$1.00. This deed was given for the purpose of curing a defect in the title to the premises above described caused by the failure to record a deed executed by Caroline Sexton to M. W. Purdy conveying the property to M. W. Purdy.

Beginning at a point 30 feet North of the Southeast corner of the Northwest quarter of the Southwest quarter of section 27 in Township 34 South of range 6 west of the Willamette Meridian, and running thence West parallel with the South line of said Northwest quarter of the Southwest quarter of said section 27, a distance of 260 feet to the true point of beginning, being the Southeast corner of the track hereby conveyed; thence west 125 feet; thence north 25 feet; thence South 125 feet; thence east 25 feet to the place of beginning, subject to any public easements or county roads across same.

1930 Census Mackenzie Age 53 – Lucky Queen Election Precinct, Josephine County, Oregon;
Occupation Merchant, General Mercantile

1965 Mackenzie sold the Hugo store to the Lingles.

Hugo Mackenzies	Born	Died
Christina Ross [Mackenzie] Tullis	1862	1949
Thomas Shand Mackenzie	1869	1941
Annie M. Mackenzie	1870	1963
Lily Mackenzie	1872	1947
William Mackenzie (husband)	1875	1967
Agnes Macrae Mackenzie (wife)	1895	1959

1967 - 1968 Blake and Jacque Hardwick were the proud owner - operators of the Hugo Hitching Post for about a year during 1967 - 1968.¹

The winter of 1968 Hugo had an 18 inch snowfall. It started to snow on a Friday and by Sunday the Hugo Hitching Post's inventory of basic food items was nearly gone - sold to neighbors that could not make it to Grants Pass. The electricity was off, of course, so no gas from the electric pumps could be sold or purchased at the store. Everyone was pretty much stuck at home until the snow let up. All the kids, including Blake and Jacque enjoyed playing in the snow. Wayne McKy, with his trusty tractor, plowed out all the snow from in front of the store making large mounds of it that was there until spring.

Red pump had stove oil in it. Frank Buffington put a gallon of it in his old 1955 Chev. Truck every time he filled up with gas.

Red Pump - First Chevron Pump in Josephine County as told to the Hardwicks by their Chevron gas truck delivery man.

1971 The Hugo Hitching Post burned November 10, 1971.

1. Hugo Neighborhood Association & Historical Society. November 8, 2000. *Family History: Jacque (Belle-Oudry) Hardwick*. Michael L. Walker, Editor. Hugo, OR.

Further descriptions of service station services and products provided.