
Pacific Highway: 1913 - 1926¹

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, and during the auto age from dirt and granite roads to narrow paved roads, and finally the four-lane, interstate 5 freeway after 1959 - 1960.

Pacific Highway: 1913 - 1926 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.

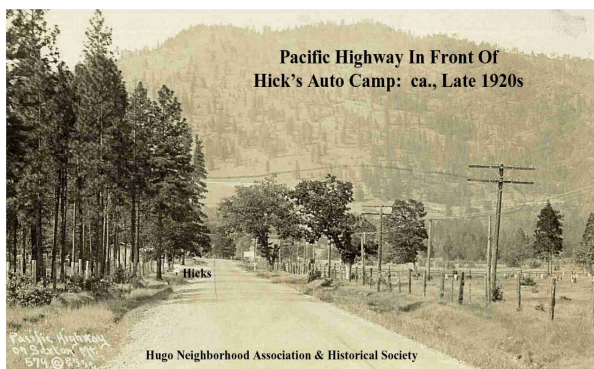
U.S. 99 The Pacific Highway became U.S. 99 in 1926. It was rerouted to a new location east of the old 1922 location (i.e., today's Oxyoke) ca., 1941 - 1942.

Niday Donation Land Claim (DLC) #40² The J. B. Hicks Auto Court was constructed on land which was part of the Hiram Niday DLC #40. Caroline Niday Sexton came west with her husband and the two took the DLC in December 1853. Niday died the spring of 1855 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 claim, and the "widow Niday's" house is noted in all the earliest survey records. Mount Sexton was named for the Sexton family. Caroline Niday Sexton died in 1911 and the portion of the property on which the auto court was constructed eventually passed into other hands.

Hugo's Regional Auto Camps¹

Hick's Auto Camp² 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 next forty years plus the structure has continued to serve the surrounding area as a store.



Pacific Highway in Front of Hick's Auto Camp

The cabins, with the exception of one are gone, and a tavern no longer exists in the building. The small store and station was 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.

Hick's Auto Camp 1926 - 1944

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.

1933 *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 included.

“LUNCHES”

“HICKS AUTO COURT”

“EATS”

“CABINS”

“Hicks”

“SHELL”

Want more information? Contact an officer of the *Hugo Neighborhood*.

1. Hugo Neighborhood Association & Historical Society. March , 2006. *Auto Camps In Northern Josephine County: 1910 - 2001*. Hugo, OR.

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

Hugo Neighborhood Association & Historical Society's Mission

This information brochure is one of a series of documents published by the Hugo Neighborhood Association & Historical Society (*Hugo Neighborhood*). It is designed to be shared with neighbors for the purpose of helping protect our rural quality of life by promoting an informed citizenry in decision-making. The *Hugo Neighborhood* is an informal nonprofit charitable and educational organization with a land use and history mission of promoting the social welfare of its neighbors.

Land Use & History

The *Hugo Neighborhood's* land use mission is to promote Oregon Statewide Goal 1 — Citizen Involvement, and to preserve, protect, and enhance the livability and economic viability of its farms, forests, and rural neighbors. It will act, if requested, as a technical resource assisting neighbors to represent themselves.

Its history mission is to educate, collect, preserve, interpret, and research its local history and to encourage public interest in the history of the Hugo area.

Volunteer membership dues are \$10.00 annually per family and normally used for paper, ink, envelopes, publications and mailings. Send us your e-mail address if you want to know what we are doing.

Email: hugo@jeffnet.org

Web Page: <http://jeffnet.org/~hugo/>

Edited by Jacque Hardwick, Karen Rose & Mike Walker

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Chair, Farm & Forest Committee

Karen Rose, Web Master; News Letter Editor
Hugo Whistle Stop; Co-Chair, Hugo Emigrant Trails
Committee; Chair, Native Americans Committee

Jon Whalen, Story Teller; Chair
Metal Detection Committee

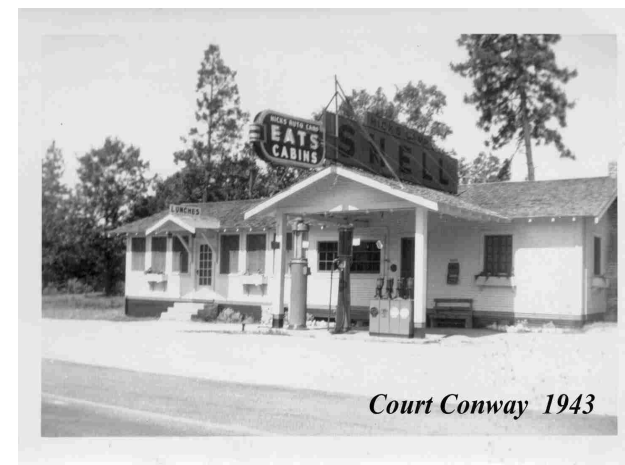
Mike Walker, Co-Chair, Hugo Emigrant Trails Committee;
Co-Chair, Hazardous Fuels Committee;
Chair, National Historic Register Committee;
Co-Chair, Pioneers Committee

Tom Walker, Chair, Hugo Sign Committee

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HICK'S AUTO CAMP: 1926 - 1944

Brochure 12A of Hugo's Auto Camp
Brochure Series



Courtesy of Connie Conway

April 23, 2010

Hugo Neighborhood Association &
Historical Society