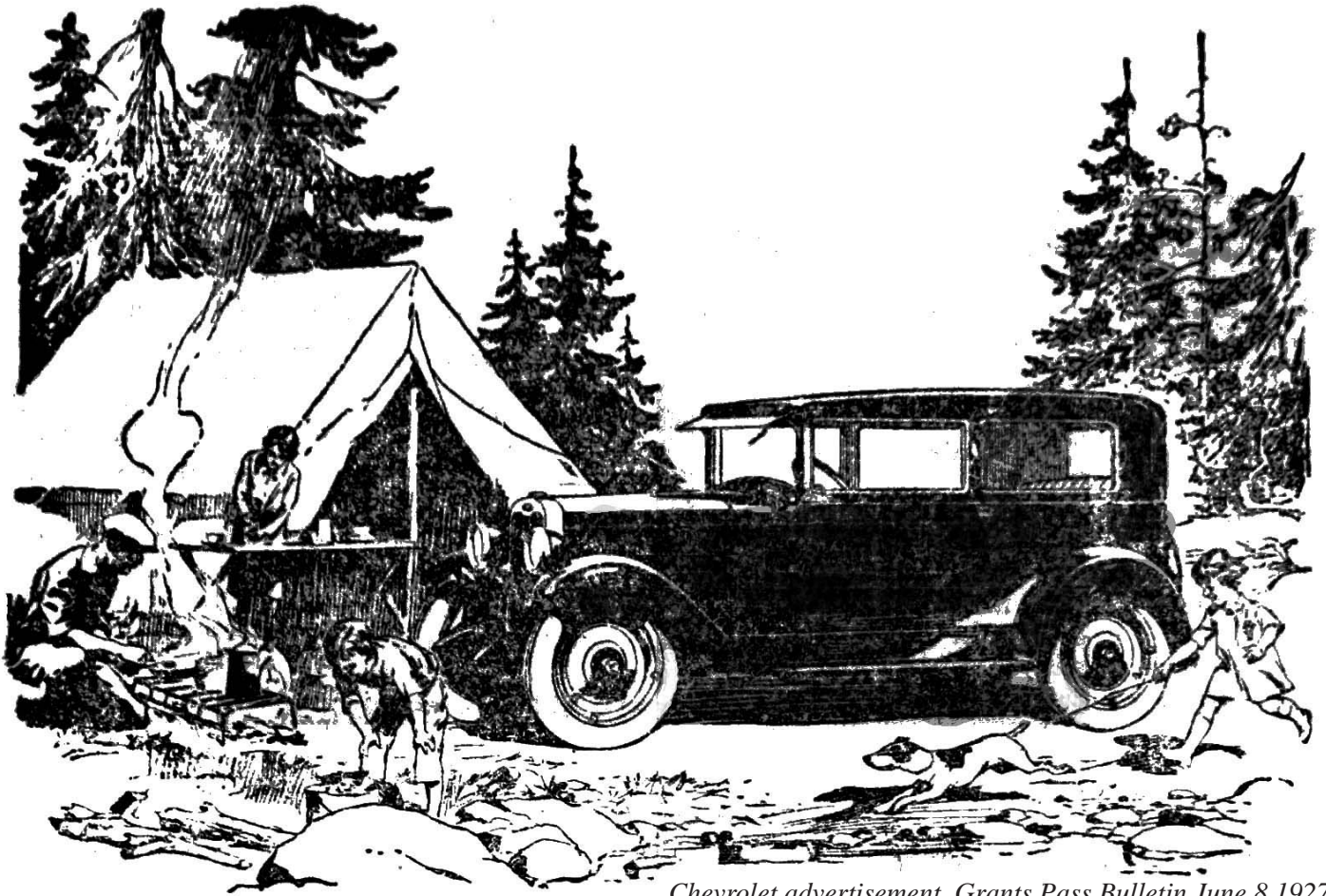


Auto Courts of Illinois Valley

A baseline inventory

SOUTHWEST OREGON
Highway 199 and Highway 46



Chevrolet advertisement. Grants Pass Bulletin June 8 1927

Compiled by Roger Brandt
May 2013
Updated November 2013

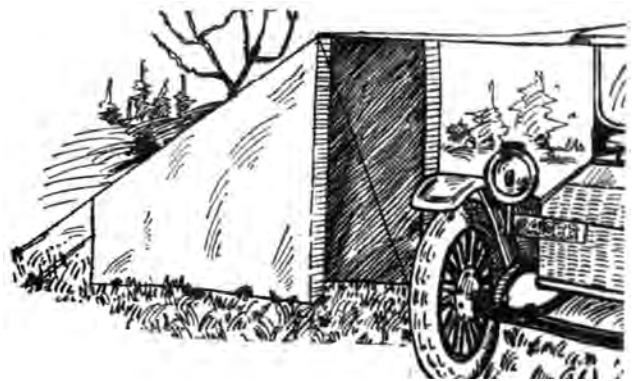
Introduction

During the earliest years of automobile travel, when cars first became popular about a hundred years ago, thousands of people began taking excursions into areas where there was little to no overnight accommodations. During the years that followed, a style of overnight accommodations called the auto court briefly became popular. This was the time period that Highway 199 was constructed and several auto courts were established along the corridor. This paper attempts to document the locations and names of these businesses to establish a baseline inventory while there are still people in Illinois who remember them.

When auto travel began in the early 1900s, travelers had to carry their own tents and camping gear so they could provide their own overnight accommodations. They made camp next to the road where ever it was convenient.



Community kitchens were typical of municipal auto camps. Pots can be seen on gas burners in the foreground. Screened windows kept the insects out. Oregonian August 29 1920



Auto with tent designed to use auto as part of the shelter. Sunday Oregonian. June 29 1919

Business owners in cities along popular travel routes quickly realized there was money to be made from travelers if they could be enticed to camp near to business centers. Many city administrators supported the establishment of auto camps in their municipal parks where travelers could camp close to the city center. Grants Pass opened its auto camp in 1915 and was the first municipal auto camp in the southwest region of Oregon (Mark, 1991).

The auto camping fad peaked from 1915 to 1922 and during that time municipal camps made improvements to make their community more attractive to tourists and, hence, attract more tourist spending to their local businesses. Some of these improvements included



Grants Pass Spokesman October 8, 1926

In the early years of auto travel, tourist pulled to the side of the road and camped, sometimes on private land. A comic printed in 1926 expresses the sentiment of private land owners.

community kitchens with gas stoves, tables for food preparation, and running water for cleaning dishes, all of which were inside a screened building to keep insects out of the food are an example of the amenities that municipal camps installed by a community to attract tourist spending.

During the later part of the auto camping fad travelers became weary of setting up cumbersome tents and unloading camp gear in the evening and packing it up in the morning. Land owners along travel routes found they could generate a supplemental income by setting up small cabins and renting them, essentially eliminating the need for setting up tents. These cabins were not much bigger than a tent and served the purpose of providing a place for travelers to sleep in a shelter from the elements with other activities such as cooking and family activities taking place outside the structure.

Travelers appreciated the convenience of these small cabins and it was quickly realized by both managers of municipal camps and private camp owners that cabins gave them a competitive advantage for attracting travelers with a higher levels of financial security and, hence, more money to spend. Despite the improvement, people who rented cabins still had to do their cooking outside of the structure and take showers in camp bath houses.

The popularity of small, tent-sized cabins initiated a new phase of camp improvement but it wasn't long before one camp was trying to out do the others by adding amenities that made their cabins more attractive than others. This included developing cabins with living rooms as well as indoor plumbing for a private bathroom and kitchen. As the popularity of auto camps faded, campgrounds were replaced with a group of cabins, and the term "auto camp" was replaced by "auto court". In the mid 1920's, the era of the auto court had begun.



Grants Pass municipal park with camping area and picnic tables in the foreground and a row of small cabins in the background. (Courier, 1919).



The Park-to-Park Highway was a route that took travelers on a loop tour of western National Parks. Grants Pass was on the route and may explain why auto camps and auto courts were established along the Pacific Highway (Hwy 99) in the Grants Pass area (Sunday Oregonian July 17 1921) (left).

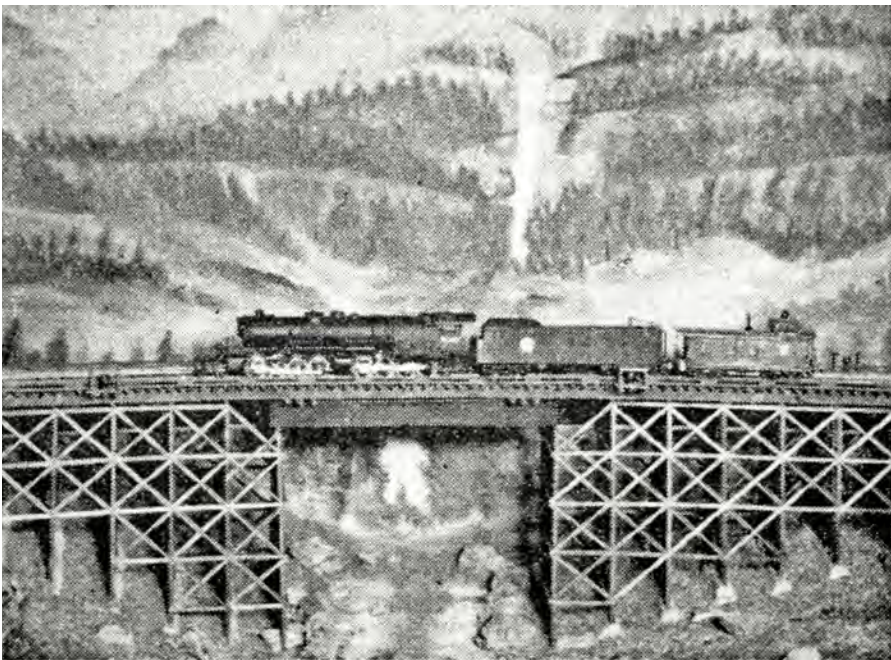
Lutcl of the Zuni Tribe was one of several Native Americans who ran in the Indian Marathon during the first race in 1927. This race was 400 miles long, starting at the Golden Gate Bridge and ending in Grants Pass, the entire length of the "Redwood Highway" (June 8 1928 Southern Oregon Spokesman) (right).

It was during this time, at the beginning of the auto court era, that the Redwood Highway (Hwy 199) was completed in 1926. Promotion began immediately with organization of the Indian Marathon in 1927 and 1928. The Redwood Empire Association later promoted travel to Grants Pass from San Francisco. The coastal route later became preferable to travel on the Pacific Highway (Highway 99) that went through inland valleys during summer months because it was cooler. The Oregon Cavemen, established in 1922, contributed to the promotional efforts, all of which added up to increased travel along the Highway 199 corridor. This is how the era of the auto court began in Illinois Valley.

Gimmicks and attractions

The auto court era lasted for about 20 years and during that time owners devised ways to attract travelers and make their business appear more interesting than other auto courts in their area. This included building larger cabins with living room, private bath, kitchen, and a porch to sit and enjoy the scenery. Many offered restaurant services boasting specialty dishes. Honolulu Jims, a restaurant at Siskiyou Camp, offered ham that was “really different” and one of the restaurants in town boasted eggs from “milk fed chickens”. Some had auto garages that offered repairs while you sleep. Several emphasized the court’s proximity to a river where fishing and swimming were available. Cave City Park was the only auto court in the valley to install a swimming pool but also built a gravel dam in the river every summer to create a small lake for boating and swimming. Some offered a variety of popular recreational activities such as croquet, tennis, and horseshoes. Several novelty attractions were also developed. Waldo Camp had a replica of the Golden Gate Bridge. Twin Pines had a zoo. Cave City Park had a model railroad. The proximity to the California border also created some unexpected promotional opportunities during time when the sale of liquor was restricted in Oregon but allowed in California. This may have been the reason for the development of Joyland, a dance and drinking establishment that later became known as the State Line Rendezvous and was located on the California side of the border.

The promotional efforts of auto courts may have played a role in the development of other attractions in the valley by entrepreneurs who capitalized on the increased tourist travel through this area. Some examples are the Woodland Deer Park near the Hwy 199 intersection with Pinewood Way and the Cobra Farm (a place specializing in reptiles) located immediately west of the Hwy 199 intersection with Elwood Lane.



Cave City Park in Cave Junction developed an extensive model railroad in 1938 and started a local model railroad club (Grants Pass bulletin, May 19 1939).



Twin Pines had a small zoo including a bear that drank soda pop . (postcard, no date).

Motels - the end of the auto courts

After the end of World War Two, auto courts were replaced by a new and more “modern” form of accommodation called “motels”. These were generally not much different than auto courts. They contained individual rooms with private showers and other amenities, just like the cabins offered, but rather than having individual cabins with “wasted” space between them, the rooms were arranged next to each other in a single structure.

By the late 1940s, auto courts were increasingly regarded as old fashioned and many owners of these facilities dropped the “court” from their name and added “motel” as a strategy to continue to attract travelers. Some constructed new motel buildings but kept their cabins and examples of this can be found at Camp Muir, later called the Muir Motel, and at Cave City Camp, later called the Lucky Clover Motel.

The history of auto courts and the transition of traveler preference to motels can be found in a number of papers that are easily found on the internet.

Auto courts of Illinois Valley

The following pages contain information about auto courts in Illinois Valley. The list was compiled from advertisements and articles printed in the Illinois Valley News, Cave Junction (see example to right). This paper went into business in 1937 and, for that reason, records of auto courts that were operational in this area from 1926-1936 were not readily available. An effort was made to go through the 1926-1927 editions of the Southern Oregon Spokesman, published in Grants Pass as well as editions of the Grants Pass Bulletin from the late 1920s and early 1930s but very little was found that mentioned auto courts in the Illinois Valley area. For this reason, the list of Illinois Valley auto courts was compiled almost exclusively from the 1937-1940 editions of the Illinois Valley News.

Two problems were encountered while compiling this list. One was the lack of information about where the camps were located. At best, most information mentioned the distance of the camp from Cave Junction or its proximity to other businesses that were “next door” or “across” the street. The second problem was name changes that occurred when a business was sold. An example was Camp-U-Rest that later became O’Harra’s and after that York’s. It was only by luck that information was found in articles or advertisements that mentioned the former name of the business.

The document includes information on auto courts that were on Highway 199 and Highway 46 to Oregon Caves. Highway 46 was constructed in 1922 when auto camps were still prevalent. Highway 199 was completed in 1926 about the time that auto courts became popular.

Additional information about auto courts in this area can be found in Appendix A of this document.

QUEEN VOTES HERE

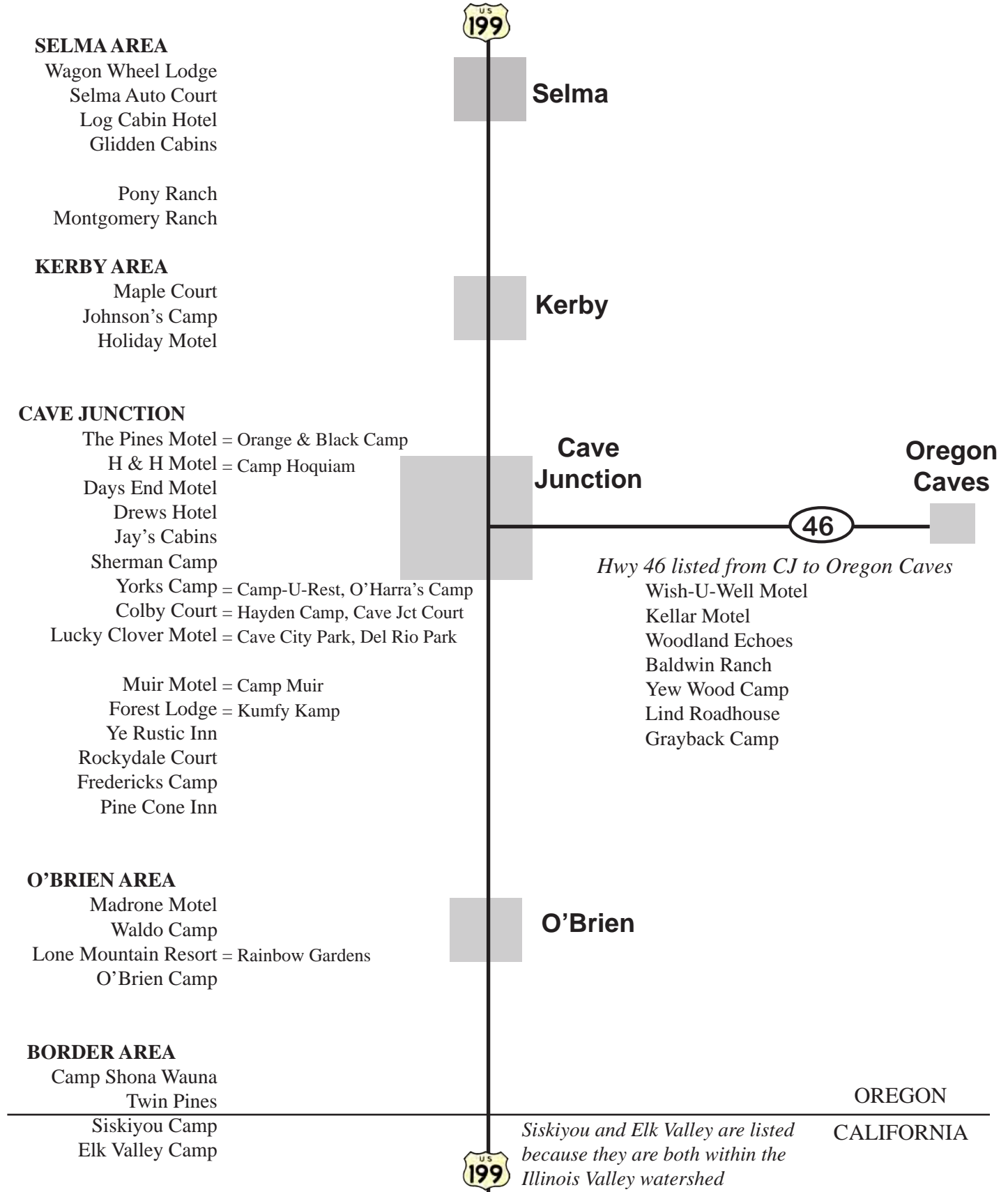
The following merchants are giving Queen Coupon Votes. When you make a purchase ask them for Queen Coupons. Write the name of your choice for Queen and deposit the votes in the ballot box.

ALMA'S DRESS SHOP
ASSOCIATED SERVICE STATION
CAMP U-REST
CAMP U-REST BEAUTY PARLOR
CAVE CITY GARAGE & MACHINE SHOP
CAVE CITY THEATER
CAVE JUNCTION CAMP
CAVE JUNCTION DRUG STORE
FRANK FLOYD, BARBERSHOP, Kerby
HOQUIAM SHELL SERVICE STATION
ILLINOIS VALLEY GROCERY
ILLINOIS VALLEY MEAT CO.
ILLINOIS VALLEY MOTOR CO.
ILLINOIS VALLEY NEWS
IRENE'S BEAUTY SHOPPE
JACOBSON'S VARIETY STORE
LEW HAMMER, Selma
LOG CABIN RESTAURANT, Kerby
KUMFY KAMP, Redwood Highway
MARTIN HARDWARE CO.
MILLER'S GARAGE, Kerby
MINERS' STORE, Kerby
HARRY MESSENGER, Takilma
ORANGE & BLACK CAMP
OWL CAFE
ED PETERSON SHELL SERVICE STATION
RICHFIELD SERVICE STATION
RITZ TAVERN, Kerby
SACHSE'S GARAGE, Kerby
SCHUMACHER'S GROCERY
SPANISH CASTLE
WALDO CAMP, Redwood Highway
WITTROCK GROCERY, Kerby
WILSON'S GENERAL STORE, Kerby
YE RUSTIC INN

Several auto camps are listed in an advertisement listing places where ballots for the 1937 Miners Jubilee beauty queen contest can be dropped. (Illinois Valley News August 19, 1937).

LOCATION MAP

The list on the left shows the relative order and location of auto camps and courts to Illinois Valley communities. More precise locations are give with each of the motel or camp's description below.



Camp Hoquiam

This was originally called the Red, White, and Blue Auto Camp when it was established in 1926. It became known as Camp Hoquiam in 1928 when it was purchased by Jack Hout. It was later named the H&H Hotel. An ad in the 1947 Kerby High School yearbook indicated they sold Shell oil & gas.



River St —

Hwy 199 ↗

The 1955 Metsker maps show JM Hout owned property north of the intersection of River Street and on both sides of Highway 199.

This same year (1928) the Husseys moved into their new home on the homestead land and sold the "Red, White and Blue" station and camp with the 40 acres of land on the west side of the Redwood highway and later the new owners also bought the remainder of the Hussey's original 100 acres on the east side of the highway.

The station was next known as "Vest's Service Station." Then it was named "Camp Hoquiam" by E. L. Smith who had come from Hoquiam, Washington. When Mr. and Mrs. J. M. Hout bought it, they retained that name. It was Mr. Hout who later decided to call that section of the community "Todelope" which name he said was a combination of "toad" and "antelope." He built the Todelope Cafe across the highway from the camp, as so many of the tourists stopping at the camp would be better served by an eating place nearby.

Cave Junction history by Enid Burch, Illinois Valley News, August 14, 1958, page 4.

Camp Muir

This site is located at 27767 Redwood Highway about a mile south of Cave Junction on the east side of the road. It includes the original cabins and a two story structure that was probably installed as motel units.



*Advertisement May 12 1938
Illinois Valley News*



Neither of the two post cards above had dates.

Camp Muir continued

All of the buildings at this site have siding designed to make them appear like a log cabins. This is a type of “rustic siding” cut to simulate peeled logs. The boards are flat on one side and rounded on the other and fit together with ship-lapped joints. Log cabin siding was common during the 1930s, in 6,” 8,” and 10” widths.



Looking south at Camp Muir from Highway 199. Motel and restaurant are in the foreground behind the tree on the middle right. Individual cabins are in the left background. The duplex units with garages are behind the motel building.



There are two duplex units with garages between the guest rooms. Photo taken June 23, 2013



There are four individual cabins. Photo June 23, 2013



This building was behind the motel and appeared to have been a bath house. Photo June 23, 2013

Camp Shona Wauna

The 1938 advertisement below says this site was located one and a fourth miles from the California border. Twin Pines is 8/10 of a mile from the border and the Hwy 199 bridge over Elk Creek is one and a half a miles. There was no further information found about the location of this site.

ELK CREEK SERVICE STATION
Mr. and Mrs. Cass Wymore

December 23 1937 IVN

**Camp Shona Wauna
To Hold Open House**

Mr. and Mrs. Ross Wymore have decided to hold their coming out party for the opening of Camp Shona Wauna Lodge, Saturday, January 7th. They had planned on opening the following Saturday, but changes in the plans for the big 40 et 8 gathering to take place there, altered their plans.

Mr. and Mrs. Wymore invites all to their new lodge Saturday evening and light refreshments will be served all visitors.

The new proprietors of the lodge have a beautiful place and will try their best to make it entertaining for those who visit the lodge. Just across the road from Mr. and Mrs. Cass Wymore's service station on Elk creek, those who visit the lodge will find a delightful place.

January 5, 1939 IVN

**CAMP
SHONA - WAUNA**

(By the Water)

Located on Elk Creek
1 ¼ Miles From
State Line

—●—

**ALL NEW CABINS
DINING ROOM
GROCERIES AND
CONFECTIONS**

—●—

**Mr. and Mrs. Cass
Wymore**

May 12 1938 IVN

A note about the location of Camp Shona Wauna:

The ad indicates Shona Wauna was one and a fourth mile from State Line and the first inclination is to assume this was the Oregon-California border. However, State Line was also the name of a dance hall and drinking establishment immediately across the border in California. For this reason, the term "state line" in the ad may have been referring to either the actual border or to the dance hall, perhaps separated by about a quarter of a mile distance. See Appendix B for more information on the State Line Rendezvous.

Camp-U-Rest

Camp-U-Rest was located at 213 South Redwood Hwy, Cave Junction, the present location of the Dairy Queen. It was later called O'Harra's Camp and after that Yorks Camp. An article about the original owner published in 1960 said the camp was established in 1928 and the woods behind the cabins were used for auto camping. (June 2, 1960 Illinois Valley News).



The photo above looks north. The sign for Camp-U-Rest can be seen on the front of the building next to the Standard gas station sign. There was no date on the postcard.

The third family to move into the Cave Junction area were Mr. and Mrs. Bert Watkins. In late 1927 they purchased land including the remainder of the 40 acre tract after the Haydens bought the five acres at the junction.

They lived in a tent until Watkins, who was a skilled carpenter, built a cabin. Soon he had built other cabins and a filling station and had another tourist camp in operation which he named "Camp-U-Rest." Some of these cabins are still in use and the filling station was most recently operated by Mr. and Mrs. Harold Crowl.

Cave Junction history by Enid Burch, Illinois Valley News, August 14, 1958, page 4.

Camp U-Rest Is Now Under New Management

Last Monday Ida E. Hickman and Andrew R. Kuznik, of Missoula, Montana, leased Camp U-Rest from Mr. and Mrs. Paul Newlands, and took charge of this popular camp at once.

Mrs. Hickman is an old restaurant woman and intends to establish one of the leading eating houses on the Redwood highway in southern Oregon.

They will completely renovate the kitchen and dining room and when finished will have an entirely new look.

January 13 1938 IVN

CAMP-U-REST CABINS

Family Style Meals
Short Orders

Cold Drinks — Ice Cream

Standard Oil Products

Greyhound Bus Station

Mr. and Mrs. Paul Newlands
Cave Junction

*Camp-U-Rest is identified as the Grayhound bus station.
September 1, 1938 IVN*

NEW BEAUTY OPERATOR AT CAVE JUNCTION PARLOR

Miss Floy E. Leedy has installed new equipment in the Cave Junction Beauty Salon at Camp U-Rest and is now open for business. Miss Leedy comes directly from Medford but was formerly located in Portland. She practices all kinds of beauty culture and asks the ladies of the valley to come in and get acquainted.

July 15 1937, Illinois Valley News



One of the oldest tourist camps in the valley is O'Harra's. Formerly Camp-U-Rest, Mr. O'Harra purchased it more than a year ago and changed the name. Late last year he leased the camp to Mr. and Mrs. Stewart who have since been operating this camp. The camp has several cabins and handles popular Standard gasoline and oil. They also have a first class cafe in connection.

Photo of O'Harra's included here for reference. May 9 1940, Illinois Valley News

Cave Junction Camp

Cave Junction Camp is mentioned in an article about recent improvements by auto camp owners (May 12 1938 IVN) but probably refers to the Cave Junction Motor Court (see title on picture at bottom of next page).

Cave Junction Motor Court

This site was located at the intersection of Highway 199 and Highway 46, the present location of the Junction Inn at 406 Redwood Hwy, Cave Junction. This site was called Hayden Camp when it was first constructed around 1928 and later renamed Colby Court (*Cave Junction history by Enid Burch, Illinois Valley News, August 14, 1958, page 4*).



The caption on this Sawyers postcard says: Cottages at Cave Junction Motor Court, Cave Junction, Ore. No date given.

CAVE JUNCTION MOTOR COURT
CAVE JUNCTION, OREGON

• GATEWAY TO THE OREGON CAVES NATIONAL MONUMENT •

Located 30 miles South of Grants Pass and 56 miles North of Crescent City, at the junction of the Oregon Caves Highway, No. 46 and Redwood Highway, No. 199. The nearest modern Motor Court to the famous Oregon Caves.

Two to four-room modern cabins; electrically equipped kitchens, showers with hot and cold water. Rates from \$1.00 to \$2.50 per day for two persons. Trailer space with electrical connections and sanitary rest rooms, 50 cents per day. Open all year. Write for reservations.

Grocery store and cafe in connection. Swimming in the Illinois River adjacent to the Court. Hunting and fishing in season.

Authorized Dealer for Standard Oil Products
Have Your Car Serviced While You Sleep

K. C. HAMILTON, Manager

May 9 1940 Illinois Valley News



Looking north at Cave Junction Motor Court with one cabin visible on the far right. A guard rail on the right marks the dividing line between west and east lanes of Highway 46. The arrow points toward the east bound lane. The west bound lane would have faced directly toward the gas station. Ron Gregg collection.

Cave City Park

This is located at 520 Redwood Hwy south of Cave Junction and adjacent to the bridge over the East Fork of the Illinois River. It was previously called the Del Rio Park and later was named the Lucky Clover Motel. The tourist camp was likely established in 1927 or 28.

BAUMBERGER BUILDS DAM ACROSS RIVER AT CAVE CITY PARK

Ralph Baumberger, of the Cave City Tourist Park, recently built a dam across the east fork of the Illinois river, which flows by the park, and created quite a large lake, where swimming and boat riding are greatly enjoyed by the guests of the park.

Mr. Baumberger constructed a unique bucket, or small dredge from an old Chevrolet truck, and uses it to drag the dirt and rocks from the river bed and with this, he built the dam. He also dragged the upper part of the lake and it is quite deep in spots.

The dam is at the lower end of the park and has raised the water back as far as Rexford's place, nearly a quarter of a mile for boating. He has three row boats and every evening one can see guests of the park out riding on the miniature lake.

Swimming is ideal and the water now is just right for a plunge during the hot weather.

July 24 1941 Illinois Valley News

After the Redwood Highway was completed he built a small home on this property and operated a tourist camp. It was some time before there were other buildings there and it gradually attained the size of the present "Lucky Clover Motel." Much of the construction work was completed while it was owned by Mr. and Mrs. Baumberger and much more while it was the property of Mr. and Mrs. Frank Rauber, then named "Cave Park Motel."

Cave Junction history by Enid Burch,
Illinois Val News, August 14, 1958, p 4.



In 1944, smokejumper crews were housed in the flats behind the Cave Junction ranger station, an area located immediately adjacent to Cave City Park. This photo was taken by one of the crew members and likely shows a diving board at Cave City Park and the deep pool of water backed up by a dam such as is mentioned in the article to the left. Nick Pauls Collection, 1944 - Siskiyou Smokejumper Base Museum



There are several cabins in fair shape standing in the flats next to the East Fork of the Illinois River. This photo looks north with the river behind the camera and Highway 199 to the right.



A view of the old Redwood Highway was taken from the bridge over the East Fork of the Illinois River and looks north at the Lucky Clover Motel. The Redwood Highway is seen in the foreground and a small paddle wheel is seen on the left in the old Kerby Water Ditch. No date.

June 13 1957 IVN

Fire Call Takes Truck Away While Lions Work Cleaning Swimming Pool

A delegation from the Lions club cleaned the pool at the Cave Park Motel last Sunday to have it ready for use in the summer recreation program. There were eight men on the job, and the fire truck. Just as the work started there was a fire alarm and the truck had to be taken on the call, leaving the men to do the work without this piece of equipment.

At the regular meeting of the club on Tuesday evening, it was decided to sponsor a softball team in the league play in the summer program.

The club is also planning to have a golf tournament for its own members, with the matches to be held at the Rancho Park. Wes Peters and Ralph Millard are in charge of the planning. It will be a handicap affair, so the experienced golfers will not have an undue advantage over those who are comparatively new to the game.



Cave City Park model railroad (see next page). Post card had no date. From Greg Walter Collection, Jefferson State Financial, Cave Junction.

Cave City Park was the only auto court in Illinois Valley with a swimming pool.

January 27 1938 IVN

New Owners For Del Rio Auto Camp

Mr. and Mrs. R. T. Baumberger of Los Angeles, have recently purchased the Del Rio Auto Camp on the banks of the Illinois river, and plan to make extensive improvements immediately.

Mrs. Baumberger left last Wednesday for Los Angeles to wind up some business matters and will return as soon as possible.

Jim Payne, former owner, plans to leave soon for Sonora, California, where he has mining interests.

February 24 1938 IVN

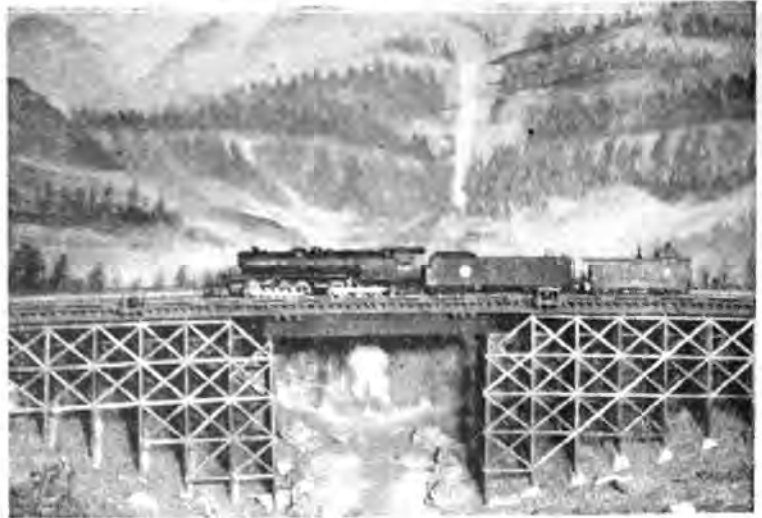
Model Railroad Club Formed In Valley

Last Tuesday evening a preliminary meeting was held at the Del Rio auto camp for the purpose of forming a model railroad club. Another meeting will be held Friday, February 25th at 8 p. m. at the same place when a permanent organization will be formed.

Ralph Baumberger is instrumental in forming the club. He was interested in this work in Los Angeles, where he was prominently identified with a model club there. This is a hobby with the members. Building models of all kinds of railroad equipment is a very fascinating pastime, and Mr. Baumberger has several models on exhibition he constructed while at Los Angeles.

Those interested in joining and are 25 or more years of age, are invited to attend the next meeting. For further information see Ralph Baumberger, Dr. A. N. Collman, Forbes Slayton or Tlewell Watters.

THE REAL THING TO SCALE



It looks like the real thing, but it's a scale model engine, tender and caboose crossing a trestle in R.T. Baumberger's model railroad display in his Cave City park. His trains, tracks and even the model of a town are built to the scale of one-fourth inch to one foot. (Courtesy Illinois Valley News)

Illinois Valley Man's Model Railroad Attracting Visitors

One Josephine county man's hobby is fast making a place for itself among the county's attractions.

Ralph Baumberger's scale model railroad, now displayed in a specially built building in his tourist camp near Cave Junction, now attracts several hundred visitors each month, he reports.

Mr. Baumberger's interest in railroads built to scale has grown from the building of a scale model engine two years ago, to the point where, this spring, he constructed a special building, 30 by 60 feet, to house what is believed to be one of the largest and most complete model railroads in Oregon.

Scale model means just that, Mr. Baumberger explains.

Five engines, (model railroaders call them 'motive power') while they are powered with electricity, are built to an exact scale of one-fourth inch to one foot as to all visible working parts, and all train equipment, from tenders to whistles and even the names of the railroads, follows the same exact scale. This also extends to the rails, the ties and the spikes. The ties are made in exact replica of those used on the big railroads, being made of wood and creosote treated. For those interested in detailed figures, Mr. Baumberger has estimated the number of ties used in his 120 feet of double track, switches, sidings, etc., at 16,400. The spikes number 75,600 and are so tiny that they must be handled with small pliers.

The new building in which the

railroad is exhibited is landscaped and even contains a scale model town, which its builder says, is the Cave Junction of the future. A complete oil refinery is to be added as soon as it is finished. Trestles, switch yards, turntables, automatic block systems, and all, are built against a background of scenery representing the mountain sections Josephine county. There's even the actual sound of a train, complete with whistle and bell, to accompany the railroad's operation.

Is it a kid's hobby? No, Mr. Baumberger says. In the first place it CAN run into money. He values his hobby at the present time at approximately \$3,000. His freight train alone is said to be worth \$500, with the engine, a replica of the famous Mallet engines, valued at \$265. In the second place, to build the trains, cars, etc., a pretty well equipped home workshop is necessary and no small skill. And, last, but not least, many of the fathers who bring their children to Mr. Baumberger's Cave City park to see the railroad, have to be dragged out after a time . . . by the kids.

The model railroad hobby is a fast growing one, according to this enthusiast. A magazine is published for hobbyists by a national association, and it is said that members in the United States now number more than a half million. Many large cities support local clubs, Mr. Baumberger still retaining his membership in the Los Angeles club, as well as that in the national association.

Colby Court

Colby Court was formerly named Hayden Court and then the Cave Junction Motor Court before it became Colby Court.

In 1939 Haydens sold it to the Hamilton family, Mr. and Mrs. E. F. Hamilton, Mr. and Mrs. K. C. Hamilton, and Celeste Hamilton. In 1946 the Hamiltons sold the camp and bought the Illinois Valley Hometown Hardware store from Mr. and Mrs. George W. Martin, and they still operate it.

The camp the Haydens started is now operated by Mr. and Mrs. W. A. Colby. In the summer of 1958 Mr. and Mrs. Hayden came to Cave Junction on a visit and while here lived in the same cabin they had built in 1926. It had been moved three times and is now one of the tourist cabins in the camp.

Cave Junction history by Enid Burch, Illinois Val News, August 14, 1958, p 4.



Part of Colby Court trundles off down the highway last week after a purchaser of one of the cabins moved it out. Colby plans an auction soon to dispose of the remaining structures. —Np

Illinois Valley News, July 27, 1967

Days End Motel

This site had cabins and was located at 131 North Redwood Avenue near the intersection with Palmer Street.



Photo from Oregon Mountain Real Estate collection

Above: Two cabins and the sign for Days End Motel can be seen on the right near the intersection of Palmer Street (left). Looking north on Highway 199.

Right: two cabins from the Days End Motel are in the back of the parking lot at 131 North Redwood Avenue.



Drews Hotel

This was listed as one of the sponsors of the 1941 Kerby Union High School yearbook. There was no information given on its location other than it was located in the Cave Junction area.

To the right is a partial list of businesses that sponsored the 1941 Kerby Union High School yearbook. Drews Hotel is listed as one of the sponsors from the Cave Junction area.

Cave Junction

CAVE JUNCTION BEAUTY SALON—G. Bloomingcamp, Prop.	CAVE CITY PARK
CAMP MUIR COFFEE SHOP—Mr. and Mrs. A. Theuerkauf, Props.	ILLINOIS VALLEY NEWS.
SCOTT'S MARKET—Groceries, Meats and Feeds.	MODEL GROCERY.
HAROLD BOWERMAN—Redwood Ranger Station.	MARTIN'S HARDWARE.
DREWS HOTEL AND CAFE—Marie Wilson, Prop.	
COMPLIMENTS OF KUMFY CAMP.	
STANDARD OIL CO. OF CALIFORNIA—H. P. Bearss.	
H AND L CAFE—Mr. and Mrs. B. L. Badden.	
JAY'S CABINS.	
CAMP U-REST.	
DARGER'S SERVICE STATION.	
GEORGE HICKS GARAGE—Texaco.	

Elk Valley Recreation Camp

This is a small Forest Service campground located about a half mile south of the California border between Highway 199 and Elk Creek on the east side of the road. It is mentioned here because it was and still is the only Forest Service campground to be established next to Highway 199 in the Illinois Valley.

Club Picnic Held At Elk Creek

With members and guests arriving with full baskets, boxes, pails and ice cream freezers and a glorious day, left nothing to be desired for the O'Brien Woman's club picnic held Friday, July 19, at the Elk creek recreational park.

With Mrs. Martha (Snort) Webb as hostess, who had thoughtfully brought kindling and matches, Mrs. Teresa Cochran and her helpers soon had the coffee boilers going. All joined in setting the one long table which accommodated the 25 diners. The table seemed to be putting forth all its

strength to hold up the quantity of viands with which it was laden.

When all had gathered the group joined hands standing, while Mrs. Dora Brown gave the invocation. Being seated all laid to the food feast. As the ice cream was being served, Mrs. Brown presented to Mrs. Nellie Wilber and Miss Ruby Hosford, a beautifully decorated birthday cake, the gift of Mrs. Sadie Stone.

After the meal President Anna Stiwalt presented to Mrs. Amelia Galeno and daughter Eleanor, an attractive tapestry bag made by Mrs. Brown and filled with cards and small gifts of remembrance as the Galenos are moving to their new home in Oakland, California.

Mrs. Brown's gift to the Galenos was an autographed book of brown leather in which all present wrote a short good luck and God speed message. Something to remember the friends in the O'Brien club, who shall greatly miss them in the community. This was given

to them under the grand big trees at Elk Creek park though at a very topsy turvy table.

Maxine Patrick presented the four honored guests, Mrs. Galeno, Miss Eleanor Galeno, Mrs. Nellie Wilber and Miss Ruby Hosford, with lovely corsages she had made.

Many games were played and a vociferous and appreciative vote of thanks given the entertainment committee for making the after lunch time so much real fun. The entertainment committee for the year is composed of Grace Kretzinger, Nellie Wilber and Ella Patrick, to whom the club is looking forward to many fine treats.

And with tears and best wishes for every happiness to the Galenos the day ended and one long to be remembered. The next meeting

August 1 1940 Illinois Valley News

Fredericks Camp

This site was located 28288 Redwood Highway about two miles south of Cave Junction and on the west side of the road. It was later named "Town and Country Travel Park" and is now called "Mountain Man RV Park".



Image from a Frederick's Camp brochure says this site was located two miles south of Cave Junction. No date given (above). Two of the three old cabins photographed in May, 2013 (right)



Glidden Cabins

Glidden Cabins were located behind the Log Cabin Garage (see Log Cabin Hotel below) on the north bank of Deer Creek and adjacent to Hogue Drive, Selma. The site was described by Kathy Wilson at the USFS office in Cave Junction as being a row of cabins arranged in a U-shape. This would have been how it appeared in the 1970s. No other information or photos were obtained.

Grayback Camp

The original name of this camp was Sucker Creek Forest Camp and was the place where the Caves Creek Trail began to Oregon Caves, a distance of about six hiking miles and 2,500 feet gain in elevation. During the mid 1930s, Civilian Conservation Corps crews from Camp Oregon Caves, located about a fourth of a mile away, modified the camp to accommodate vehicles towing travel trailers. Travel trailers became popular in the 1930s during the Great Depression. The reason for setting up the camp for travel trailers was because the road past this point was narrow and steep and campers could leave their trailers and drive to take cave tours. It was renamed Grayback Campground at this time (Mark, 1991).



Grayback Campground, 1924. Oregon Caves National Monument collection

Grizzley Park

The Grizzley Park service station was listed in the Illinois Valley News, August 11, 1938 as one of several places where local residents could drop off ballots for the Miner's Jubilee queen contest. The only information given about its locations "Redwood Highway". The owner of "Ye Rustic Inn" was named Grizzell,

Hayden Auto Camp

This was one of the first tourist lodging businesses established in Illinois Valley, probably around 1928. It was later named Cave Junction Motor Court and then Colby Court. The cabins were located at 406 South Redwood Highway, the same site currently occupied by the Junction Inn.

The second family to live in the Cave Junction vicinity was that of Mr. and Mrs. H. M. Hayden. They had homesteaded an 80 acre tract in 1924 at the junction of the Caves Highway and the Holland road and while working for the highway department Hayden had helped to run the survey for the Redwood Highway and became interested in the possibilities in property at the junction of that and the Caves Highways.

When Hayden found a 40 acre tract of land there that was for sale he purchased five acres of that tract situated right at the junction, east of Redwood Highway and on both sides of Caves Highway. He built a cabin on the corner where the Caves Information Booth is now located and moved into it in December of 1926.

In 1927 additional homestead land was thrown open for entry with veterans being given the first three months for preferential filing. As soon as it was available the Haydens filed on 40 acres on the west side of Redwood Highway just across from the five acres they had already purchased.

As the law required the land to be utilized as a "homestead" and a certain amount put under cultivation, Haydens moved their cabin across the highway and proved up on the land.

The third family to move into the Cave Junction area were Mr. and Mrs. Bert Watkins. In late 1927 they purchased land including the remainder of the 40 acre tract after the Haydens bought the five acres at the junction.

In 1939 Haydens sold it to the Hamilton family, Mr. and Mrs. E. F. Hamilton, Mr. and Mrs. K. C. Hamilton, and Celeste Hamilton. In 1946 the Hamiltons sold the camp and bought the Illinois Valley Hometown Hardware store from Mr. and Mrs. George W. Martin, and they still operate it.

The camp the Haydens started is now operated by Mr. and Mrs. W. A. Colby. In the summer of 1958 Mr. and Mrs. Hayden came to Cave Junction on a visit and while here lived in the same cabin they had built in 1926. It had been moved three times and is now one of the tourist cabins in the camp.

Cave Junction history by Enid Burch, Illinois Valley News, August 14, 1958, page 4.

HAYDEN AUTO CAMP
Cave Junction, Oregon
Mr. and Mrs. H. M. Hayden, Prop.

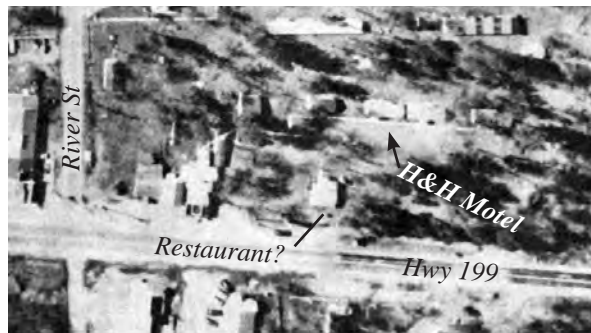
September 15, 1938 Illinois Val News

There was a lot of work in wiring when electricity came to the Valley and a lot of carpenter work. Remember those three little houses at Hayden's Auto Court (junction of Caves Highway and Highway 199)? He built those. They were the first houses built there.

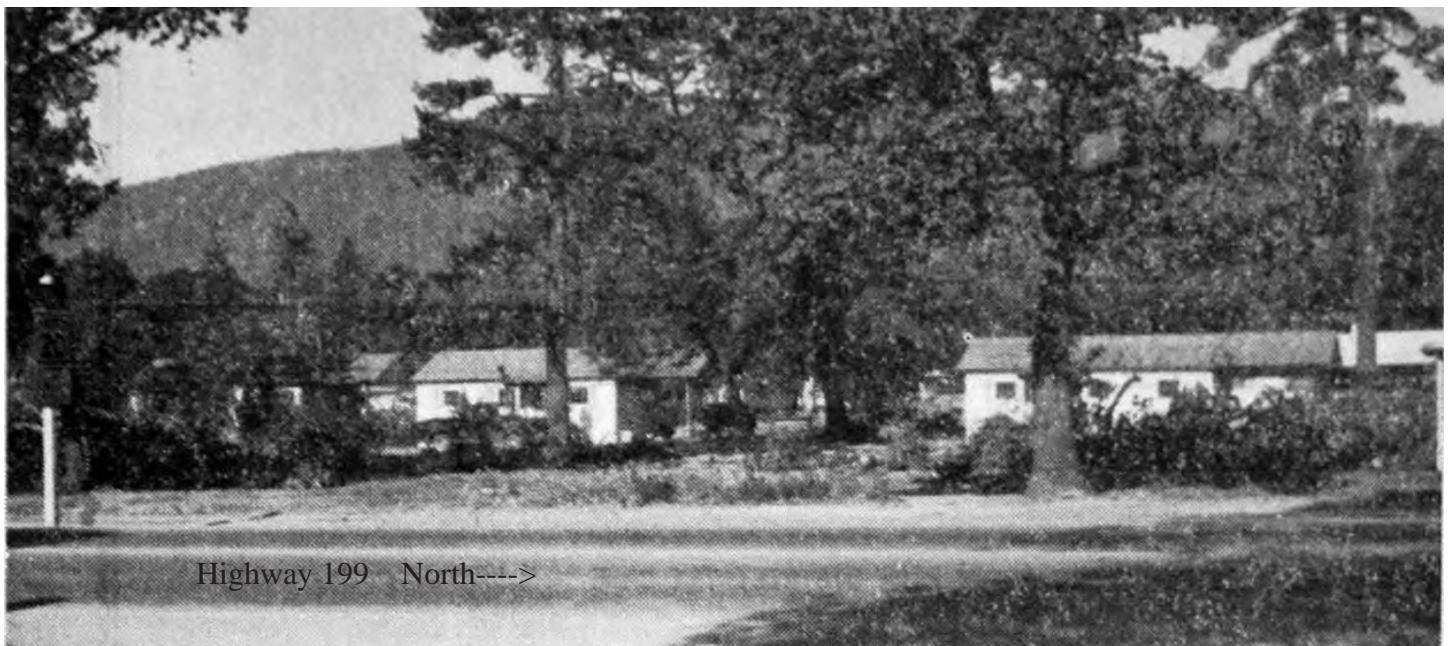
From Owen 2009 p26

H & H Motel

This business was located at 232 N Redwood Highway on the west side of Highway 199 about 500 feet north of River Street. The H & H Motel was formerly called Camp Hoquiam and prior to that was the Red, White and Blue Auto Camp, the first auto court in Cave Junction established by Elwood Hussy (*Cave Junction history by Enid Burch, Illinois Val News, August 14, 1958, p 4.*). Two of these cabins were moved to the golf course in 1976.



An aerial photo, probably taken in the 1950s, shows a row of cabins and possible restaurant that may have been the H&H.



The H&H Motel cabins appeared to be single units with a car shelter. These buildings were in the process of being removed for development of this property into a small shopping mall (Western Plaza). Two of the cabins were moved to the new Illinois Valley Golf Course located about a half mile to the north. May 20, 1976, Illinois Valley News.

Holland Hotel

The Holland Hotel was established in the early 1900. It is included here as a reference to other businesses providing traveler accommodations prior to the auto court era when auto camping was still popular. See the 1919 news clipping under the Baldwin and Grimmert Ranches below.



July 7 1938
Illinois
Valley News

Holland
Hotel is
seen in
the left
background
with the
store to the
right.



Holiday Motel

This site is located at 24810 Redwood Highway and is relatively new probably built in the 1950s. Trout fishing ponds were behind the buildings.



Hussey Hotel

This was an enterprise built by Elwood Hussey, the person who built the Red, White, and Blue cabins, the first auto court in Cave Junction. The motel had ten rooms and burned down in 1934 by a fire that destroyed about half of Cave Junction. A 1959 article said the motel was located on the same lot as Trehearne's store. No other information was given.

In 1931 Hussey started building a ten-room hotel on the lot where Trehearne's store is now located. Because of the difficulty of using private electric plants for so large a building and because the new community was growing rapidly and needed electric power, after many difficulties, the California-Oregon Power Co. was persuaded to extend its power lines from Marble Mountain, near Wilderville, over Mooney Mt. and into Kerby and Cave Junction.

Electricity reached Cave Junction in the fall of 1931 and the community put on a huge celebration in honor of the event, highlighted by bands playing and free airplane rides. Participants in the celebration remember seeing Charlie Trefethen, from near Holland, then 89 years old, drive his team near to the field where the plane was landing, tie the team to a tree and proceed to enjoy his first airplane ride. He is quoted as having

said that he enjoyed it more because a nice looking young lady took the ride at the same time.

After the hotel was completed business was very good. For a time government workers stayed there at the fee then allowed of one dollar a day for room and board for each man.

Mrs. Hussey fed them three meals a day for 90c and that left 10c per man for the use of the rooms. The men furnished their own beds and bedding and several men slept in each room. During those early days of the depression that dollar a day per man helped materially in paying off the debts the Husseys had incurred in building the hotel.

One of the points of interest in the hotel lobby was twists of tobacco which had been raised by Grandfather Sherier, father of Luther Sherier of the Illinois Valley Cleaners. Many people helped themselves to this tobacco display.

ance of a town when some night June 9, 1934 disaster in the form of a devastating fire that burned a whole block of buildings on the west side of the highway in the block that had recently been completed.

Starting with two small fires feet apart on the outside of addition to the Schumacher the flames spread rapidly. Colman discovered the fire gave the alarm. The Schumacher barely had time to flee from building in their night-dress. When the Husseys were awake in their hotel, Mrs. Hussey immediately tried to telephone to Cave Junction for aid.

The telephone in the hotel was the only one in Cave Junction and though she rang continuously the fire forced her from the building she was unable to get connections with Kerby to continue the call. The constantly ringing telephone awakened other residents along the line outside the town however, and attracted by the flames a force of more than 150 fire-fighters was seen with their meager equipment.

Some things were saved from the Schumacher and Lewis buildings and it was about an hour after those buildings were in flames before the hotel (built of fire-resistant redwood) caught fire, everything burned to the ground.

The day following the loss a \$30,000 figure for the loss was set by the victims as they met to plan for rebuilding.

Hussey figured his loss at \$10,000 for the hotel building alone. He had no insurance. Martin lost \$3,500 in hardware stock with insurance. Schumacher had no insurance and saved a small

The clippings above and to the right come from an article about the history of Cave Junction by Enid Burch, Illinois Valley News, August 14, 1958, page 4.

Jay's Cabins

This was listed as one of the sponsors of the 1941 Kerby Union High School yearbook. There was no information given on its location other than it was located in the Cave Junction area. See copy of list under "Drews Hotel".

Johnson's Camp

Johnson's Camp was mentioned in a 1940 article about auto camps in Illinois Valley (see Appendix A). The list indicated it was located in Kerby. One of the local residents recalled there was an auto court and restaurant across the street from Kerby Union High School but couldn't remember the name. This site is located at 24304 Redwood Hwy. Another possibility is the current site of High Pines Campground at 24542 Redwood Highway.

Kellar Motel

Kellars Motel was mentioned in the 1949 Miners Jubilee souvenir pamphlet. The ad said "Kellar Apt. Motel" with "furnished apartments" and was located on Caves Highway. No other information was given.

Kumfy Kamp

This is located at 27892 Redwood Highway about a mile south of Cave Junction. In later years it was renamed as Forest Lodge. A tourist attraction called Woodland Deer Park was across the street (Illinois Valley News, January 8, 1976). The restaurant later became a gem shop, which is now closed. The restaurant and most of the cabins are still standing in 2013.

KUMFY KAMP DINING ROOM
Mr. and Mrs. K. Lindgren
Cave Junction, Oregon

KUMFY KAMP
"Join Our Campfire"
Mr. and Mrs. W. Huber Cave Junction

September 15, 1938 Illinois Valley News



Postcard. No date. Greg Walter Collection



Looking north from the south entrance. March 2013.

Lind Roadhouse

The original roadhouse is gone but cabins can be seen about 300 feet from the Highway. The site is located about a 100 feet before Highway 46 mile marker eleven. They started operations in 1922 the same year Highway 46 was constructed. The cement foundation of the building can be found. Two large redwood trees currently grow between the road and foundation near the driveway to the cabins. The building was formerly the Grimmett residence at the Grimmett Ranch (personal communication, Dennis Strayer, Kerbyville Museum).



Lind Roadhouse photographed from the shoulder of Highway 46 looking southeast. Date of the photo uncertain. Oregon Caves National Monument collection.



Lind Roadhouse cabins, June 2013

Log Cabin Hotel

The Log Cabin Hotel is located on Hogue Drive, a segment of old Redwood Highway, and is adjacent to the bridge over Deer Creek, one of the few original 1922 bridges remaining on the Highway 199 corridor. The date that this hotel was established is uncertain but it was mentioned as being in operation in the mid 1920s when the Elwood Hussey was operating his cabins in the new town of Cave Junction (*Cave Junction history by Enid Burch, Illinois Valley News, August 14, 1958, page 4*).



May 12 1938 Illinois Valley News



Looking south on Hogue Drive with the Log Cabin Garage seen in the distant the left. It is uncertain if the building on the right is the original Log Cabin Hotel.



Looking south with a closer view of the Log Cabin Garage. Gliddens Cabins (another auto court) would have been to the left.

The original name of this site was Rainbow Gardens and was first mentioned in a 1938 news article (see right). The article said there was 160 acres of land but no details were given about the location other than it was a mile and a half from O'Brien on the old stage road (Lone Mountain Road).

An attempt was made to identify the location of the 160 acre facility using Metsker Map. Unfortunately these jump from 1932 to 1955. In the 1955 copy below, Schneider's name shows up on three properties and Gladys King shows up on two (includes the small parcel labeled with the number 16). All are inside of Section 26. In the lower left corner of section 26, Schnider owns property on both sides of the road but it is difficult to determine if the property extends along the west bank of the river to the Latina property.

One local resident thought that Gladys King may have been related to the owners of the White King Soap Company, a brand popular in the Los Angeles area.

Gladys M. King, or Paul R. Snyder, Co-Managers.
P. O. O'Brien, Josephine County, Oregon.

The resort's brochure spells the owners name as Snyder, which is different from the spelling in the 1938 article, which in turn is different from spelling on the 1955 Metsker Maps. It is uncertain which of these is the correct spelling.

Few people of the valley realize what is being done on the old Rickert ranch, about a mile and a half from O'Brien on the old stage road. A visit will surprise the citizens.

Paul R. Schnider and Mrs. Gladys M. King, have under construction one of the most attractive places in the valley. They have given the name of "Rainbow Gardens" to the place, because they will specialize in rainbow trout, either for fishing or commercial purposes, as they will hatch hundreds of thousand of rainbow trout when the gardens are completely finished and ready for operating.

The owners have a state fishing hatchery license and have several large hatching tanks under construction as well as a large lake where fish will be stored. The ranch consists of 160 acres and every bit of it will be utilized when the gardens are completely finished.

Starting with the coming season, Mrs. King said, they would only have a few cabins ready, but construction will be kept up when possible, and when completed, many modern cabins will be available for those who desire to get away for a few days or weeks vacation, and they will be able to find any accommodations they de-

find any accommodations they desire at the new gardens, a small cabin to live in and meals in a fine dining room at the main building, or a completely furnished housekeeping cabin with everything that goes with it.

The fish hatchery will start next fall, and six and eight inch trout will be available for the trade. The owners expect to furnish Los Angeles with all the trout they can use when the hatchery is functioning to capacity.

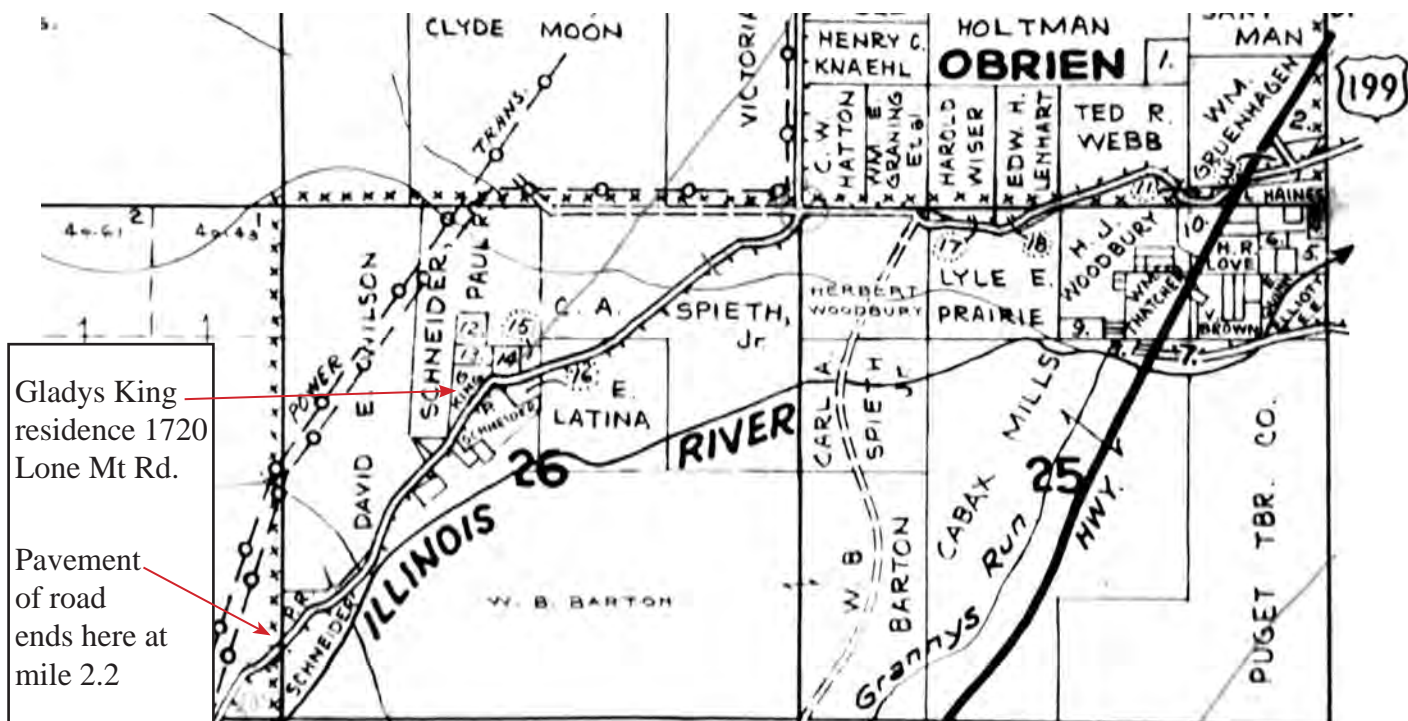
Two wells have been drilled that will furnish all the water needed for every purpose, one with 500 gallons and one with 1200 gallons capacity, and this will supply the camp and hatchery with all the fresh spring water needed, even if the streams do get low.

The ranch is ideally situated on the banks of the west fork of the Illinois river and they also have a water right from Rough and Ready creek that they will use to fill the lake when it is ready for water, the lake having been already tested and filled.

The proprietors have had 22 men working at different times on the ranch and roads and trails are being completed as fast as weather conditions permit. Landscaping this huge project is a large job, and several thousands of dollars have already been expended on the improvements.

When completed, "Rainbow Gardens" will act as a dude ranch and fish hatchery second to none on the Pacific coast, and will be an acquisition to the county at large and Illinois Valley in particular.

December 15, 1938 Illinois Valley News



Lone Mountain Road enters Section 26 at Nauie Way and exits where the pavement ends. Metsker Maps, 1955

Lone Mountain Valley Resort continued

The information and pictures below come from a Lone Mountain Valley Resort brochure. No date but the mention of plans to install a fish hatchery align with what was said in the 1938 article (preceding page).

Cottages

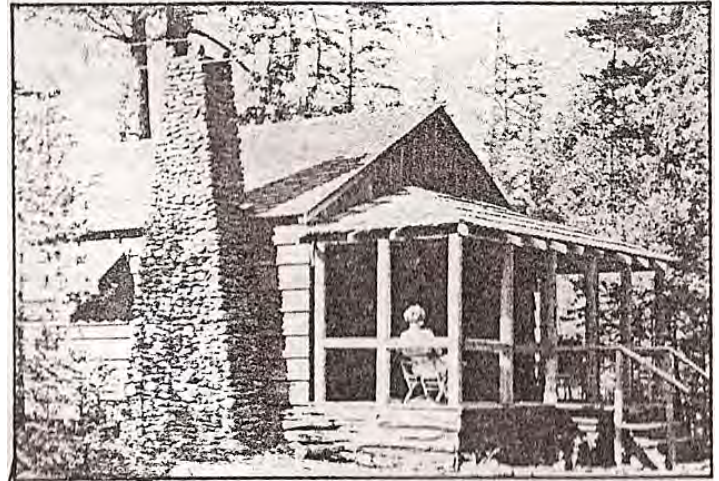
You lovers of the great outdoors can find a real home in the pines, surrounded by mountains. And, by home, we mean a REAL home with all the privacy you wish. No neighbors. An all-electric home, with all the conveniences of a city apartment. Each home has its own setting. Here you can live with nature and still be comfortable.

Water Attractions

Within an area of five miles there are four trout streams, and at the Resort we have three small private lakes. Besides these, we are starting a private trout hatchery in the near future, and we hope to be able to guarantee our guests a trout dinner (you catch 'em). Hunting in season.



This appears to be the Gladys King residence located at 1720 Lone Mountain Road. The siding on this building was the same as what is seen on the Camp Muir buildings.



Saddle Horses

For rent by the hour or day. Plenty of wide trails on the Resort grounds, also riding ring (race track). Pack trips into the mountains or to points of interest, or riding lessons, can be arranged. For those who wish to bring their own saddle horses, there is a stable on the premises where they can be boarded if given advance notice.

The location of the equestrian riding area was immediately east of 1713 Lone Mountain Road (personal communication, Barbara Nelson).



The cabins may have had shingle siding as is seen at the Nelson residence, located at 1713 Lone Mountain Road. All of the cabins had fire places with a mortared river cobble mantle and facing (personal communication, Barbara Nelson). Ivy vines cover the brick chimney in this image.



The recreational opportunities at Lone Mountain Valley Resort are illustrated in this drawing on the resort's brochure. The cabin seen above the person waving is likely the same as the one located at 1713 Lone Mountain Road. The porch of this cabin faces a narrow arm of a lake with the main lake off to the left. The same layout was described by the current owner. The lake is no longer present but the basin where it used to be is clearly visible below the porch of the residence.

Maple Court

This was mentioned in a 1940 article about auto courts in Illinois Valley (see Appendix A) and provided very little information other than the location was in Kerby and the owner was George Horn. A local resident thought that this may have been located at the site of the old Pioneer Hotel, which is now on the grounds of “It’s a Burl” furniture studio at 24025 Redwood Hwy. There were several maple trees planted around the building in the late 1800s by the daughter of the hotel owner. The grove is still present. Another resident recalled a court with cabins was located on the south side of Finch Road about 200 feet from the intersection with Highway 199. He said many of the workers from the Cabax Lumber Mill lived there.

Madrone Motel

The Madrone Motel is located at the intersection of Highway 199 and Waldo Road. It is currently used as apartments for local residents. No information could be found on when it was constructed.



O’Brien Auto Court

This was called the O’Brien Auto Camp in a 1938 article on auto camps and then called the O’Brien Auto Court in a 1940 article (both in Appendix A). According to a 1938 ad in the May 12 edition, the site had cabins and was managed or owned by CE Lawson.

Orange & Black Camp

The Orange & Black Auto Camp was located north of River Street on the east side of Highway 199 between 249 N Redwood Hwy and 223 N Redwood Hwy. It later became known as “The Pines Motel”.

An ad for sponsors of the 1946 Kerby Union High School yearbook indicated that they sold Union 76 oil products and may have had a gas station at the camp.

In 1928 the Husseys sold the 20 acre lot from their 100 to Louie Bldache. Two acres north of the present Todelope Cafe were sold to Clyde Johnson, a welder, and he built a home there. Later he sold this location and it was developed into a tourist court and called the "Orange and Black." It is still in operation and is now called "The Pines."

The Orange & Black tourist court was renamed "The Pines". Cave Junction history by Enid Burch, Illinois Valley News, August 14, 1958, page 4.

Improvements at Orange and Black

Mr. and Mrs. Wm. Wasmond of the Orange and Black auto camp are celebrating the anniversary of their first year in business in-Cave Junction by improving their camp a ndbrightening it up with paint. The cabins are finished in the interior in the rustic manner. Rates are such, surroundings and accommodations so pleasant that a stay with them is a pleasure. Anyone wishing to see the camp and get acquainted with these people are cordially invited to do so. The Wasmonds came to the Junction. May 12th of last year.

May 12 1938, IVN

Pine Cone Inn

This was listed in a 1940 Illinois Valley News article about auto courts (see appendix) and may be the same as Trails End Motel, located two and a half miles south of Cave Junction, possibly 336 Burch Drive. There are cinder block pedestals to provide water for RV camp sites in an open field about 200 feet north of this address and on the same side of the road.

Pony Ranch

A two story hotel was constructed at the intersection of Gold Canyon Road and Highway 199, about four miles north of Kerby. The hotel was in the open area next to Highway 199 immediately south of Gold Canyon Road. The structure was constructed in 1940 but burned to the ground two years later in May 1942. Cabins were also constructed and were rented to motorists after the motel was gone.



Pony Ranch cabins with Gold Canyon Road seen in the lower left foreground and a little of Highway 199 seen next to the middle left margin. Kerbyville Museum Collection. No date.

Red, White, and Blue Auto Camp

This business was located at 232 N Redwood Highway on the west side of Highway 199 about 500 feet north of River Street. The H & H Motel was formerly called Camp Hoquiam and prior to that was the Red, White and Blue Auto Camp, the first auto court in Cave Junction established by Elwood Hussy (*Cave Junction history by Enid Burch, Illinois Val News, August 14, 1958, p 4.*).

After checking the location of the land and finding that the new highway ran right through it, he arranged to buy it, paying \$50 as a down payment.

While Mr. Hussey was putting up the first cabin so his family would have a place to live, getting a well dug and taking care of their three-year-old son, his wife worked at "Lindholm" about seven miles from the Oregon Caves, helping Mrs. Lind get ready for the approaching tourist season.

That summer Elwood built two cabins and a filling station where

the "H & H Motel" is now located and called the station the "Red, White and Blue." He opened it for business on July 3, 1926. The Union Oil Company in Grants Pass loaned him a Wayne pump and a 200 gallon tank and brought out gas once a week. With no electricity in the area the pump was hand operated and pumped up one gallon at a time.

Hussey recalls that one of his customers was Jack Dempsey who came over Oregon Mountain in 1927 driving a Rolls-Royce. He

says they laughed at him when he had to pump up twenty gallons, one at a time to replace the amount Dempsey had used in making the fifty-four mile trip from Crescent City. This same pump is still in use at the "H & H Motel."

This location, on the west side of the highway and at the extreme northern end of the Cave Junction community, was not only the first in the vicinity to be occupied but the "Red, White & Blue" Camp, with its two tourist cabins was said to be the first "Motel" in Josephine county.

Cave Junction history by Enid Burch, Illinois Valley News, Aug 14, 1958, p 4.

Rockydale Court

The name and location of this court was identified by LaVina Fontesca who said her grandparents, Buck and Sunny Smith, used to own and operate it. It is located at mile marker 31 and south of the Fire Mountain Gems building (formerly Gibbons Market). LaVina recalled cabins being at the site.

At that time, they ran the bus out to right there by Gibbons' market (Gem Shop now). There was a little motel there where they turned around.

Rockydale Court was mentioned in Marcheta Owens 2009 book of Illinois Valley Recollections (p82).



Rockydale Court site with a portion of the old Fire Mountain Gems business seen on the left. March 2013

Selma Auto Court

This was mentioned in a 1940 article on auto courts in Illinois Valley (see Appendix A). No information about its location was given. A possibility might be some old buildings near the north intersection of Hogue Drive and Highway 199. One of the buildings is used as a veterinarian office.

Sherman Camp

This was mentioned in a 1940 article on auto courts in Illinois Valley (see Appendix A). No other information was given other than it was in Cave Junction.

Siskiyou Camp

Siskiyou Camp is located in California about a half mile north of the Oregon border and on the east side of the road across the street from the agricultural inspection station.



May 12, 1938 IVN



May 9, 1940 Illinois Valley News

Diane Hawks book "Touring the Redwood Highway" has additional ads for this camp to include one that mentions the owner name as WF Hayter (Humboldt Times, Sept 14 1933) and another from a Redwood Association ad in the 1940s mentioning a campground next to a small lake and "no mosquitos".



This camp was located near a popular dance hall called the State Line Rendezvous (formerly Joyland). The reason for its popularity may have been due to laws that prohibited drinking in Oregon on certain days but were allowed in California. Photo taken in 1932 (Hawk, 2006 -130)

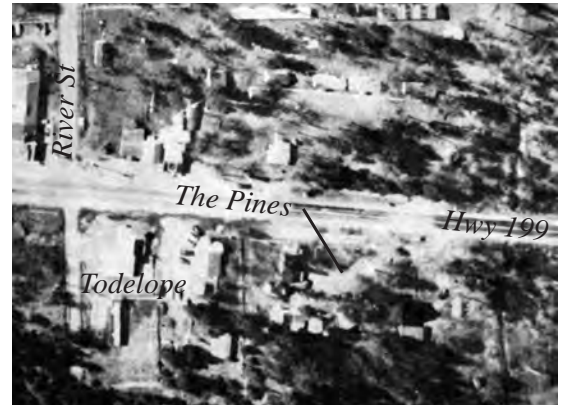
The Pines Motel

This Pines Motel was originally called the Orange and Black Auto Court and was constructed around 1928. It was located next to and immediately north of the Todelope Cafe at the north edge of Cave Junction. A local resident, Pat Hammer, confirmed the motel was located between 249 N Redwood Hwy and 223 N Redwood Hwy and the owners name was Clarke. An article printed in 1959 said a 14x24 foot cabin at The Pines Motel was being used by the local Cub Scouts as a club house (April 30, 1959, Illinois Valley News).

In 1928 the Husseys sold the 20 acre lot from their 100 to Louie Bidache. Two acres north of the present Todelope Cafe were sold to Clyde Johnson, a welder, and he built a home there. Later he sold this location and it was developed into a tourist court and called the "Orange and Black." It is still in operation and is now called "The Pines."

Cave Junction history by Enid Burch, Illinois Val News, August 14, 1958, p 4.

Right: an arc of four cabins can be seen in the aerial photo probably taken in the 1950s. These may be the same cabins as seen to the left.



Town and Country Motel

This site was formerly named Frederick's Camp and is currently named Mountain Man RV Park, located at 28288 Redwood Highway on the west side of the road about 500 feet past mile marker 31. (see Frederick Camp for photos).

Trails End Motel

The site is mentioned in a pamphlet printed in the 1960s (see Appendix A) and gives the location as two and a half miles south of cave Junction, possibly 336 Burch Drive. This may be the same site as the Pine Cone Inn.

Two and one-half miles south of Cave Junction, on Redwood Highway.
5 Units, 4 singles and 1 double.
1 Unit with kitchen.
Meals served in coffee shop on premises.

The pamphlet mentions five cabins and a coffee shop on the premises.

Twin Pines

This is a currently active business located at mile marker 41 about 8/10 of a mile south of the California border. It was advertised as having an attractive zoo.



Looking south with the old twin pine sign visible in front of the restaurant (currently closed). Mile marker 41 can be seen by the roadside in the lower center of the picture.



Looking north with three Twin Pine cabins on the left.

Wagon Wheel Lodge

This site was mentioned as a sponsor of the 1948 Kerby Union High School yearbook. No information was given on its location other than it was in the vicinity of Selma.

The Wagon Wheel Lodge

SELMA, ORE.

Kerby High School yearbook, 1948

Waldo Camp

One individual remembered this site to be located on both sides of Highway 199 south of the Lone Mountain Road intersection and near the bridge over the West Fork of the Illinois River.

A 1940 list of auto courts in Illinois Valley (see Appendix A) called this the Waldo Motel and Cafe. A 1938 article (see Appendix A) said they had a replica of the San Francisco Bridge and indicated there was a Texaco gas station.

WALDO AUTO CAMP Mr. and Mrs. Robert Balzke

A small ad in the paper shows Waldo Auto Camp was operating in 1937. December 23 1937 IVN

Wish-U-Well Motel

The first mention of this site is an advertisement in a program pamphlet for the 1949 Miners Jubilee. Mary Orton recalled there was a row of apartments along the fence line adjacent to the road department with a small wash room attached in an “L” fashion at the end of the building. A wishing well was to the right of the entrance with the owners residence behind.

Wish-U-Well Motel

MODERN MOTEL

JACK and OPAL SPITZ

On Caves Highway

Miners Jubilee Souvenir Pamphlet 1949

Woodland Echoes Motor Lodge

The motel is currently called “Country Hills” and is located at Highway 46 mile marker eight. It is uncertain when this site was established but is mentioned in a pamphlet (circa 1960 - see Appendix A). A noteworthy effort was made in the late 1980s to establish an elaborate historical theme park covering three acres. Actors performed shoot outs and a gift store sold products to visitors. Visitors entered the park through the store. The different sections of the park are described in an IVN article published March 29, 1990 (see next page).



May 30, 1990 Illinois Valley News

OLD WEST ACTION – Authentic-looking shoot-outs were staged at the new Woodland Echoes Theme Park up Caves Highway by the Caves City Outlaws during the grand opening during Memorial Day weekend. A ribbon-cutting was conducted by CJ Mayor Homer Yeckley, Josephine County Commissioner Rebecca Brown, and Leonard Frick of the Illinois Valley Chamber of Commerce. (Related photos appear on pages 3 and 12).



The theme park had 60 custom carved statues that were posed in different parts of the facility. Some can still be seen around the motel grounds (left). The motel as it appears in June 2013 (above).

March 29 1990 Illinois Valley News

Woodland Echoes planning large, historical theme park

Situated on a 3-acre portion of their Woodland Echoes property, approximately 7 miles up Caves Highway, the Dewey and Noretta McDonald family is creating a theme park highlighting eight historical eras.

Approximately 60 wood statues have been or will be fashioned by chain-saw sculptor Don Culp of Nevada City, Calif., recognized as one of the best in his field. His work for the McDonalds consists of Indians, pioneers, miners, astronauts, trappers, cowboys, various birds and animals, and other depictions.

The McDonalds hope to have the park ready by Memorial Day. In conjunction with the grand opening of the site, they're planning a show of vintage automobiles. Besides the eight, individual areas that comprise the park, an overall feature is a mural, with appropriate illustrations, on the inside of the fence surrounding the park. Butch Hilsabeck of Cave Junction is the artist.

"We've been planning this for a while," said McDonald, "as an addition to our restaurant, motel, and campground; plus we feel it will be a good tourist attraction for the valley."

Visitors will enter the park through a gift shop, the only spot where items

will be for sale. The most ambitious aspect of the project is the Old West town, actually the sixth of the eight eras to be featured. The town, complete with wooden sidewalks, will include a livery stable and blacksmith shop, Wells Fargo office, jail, barber shop, undertaker, general store, church, post office, saloon, and a Boot Hill. Each of the buildings and rooms will be outfitted and furnished authentically.

Each section of the park will include appropriate, carved figures. Other highlights of the park, in order:

- An authentic Indian village, including real tepees.
- A fur trapping outpost with a cabin and a live stream.
- The Gold Rush Era, with panners, sluice box users, and some prospectors making stew.
- A covered-wagon train, circled for the evening.
- An old-time sawmill, highlighting the beginning of the timber industry.
- The Old West town.
- A "fake mall" offering a wide variety of window shopping.
- The Space Age, featuring three astronauts and a replica of the Apollo capsule. (Photos on Page 3.)

Ye Rustic Inn

There is only one cabin of the original auto court located at 28057 Redwood Highway. The circular drive suggests there were others. The postcard photo below shows two but others may have been developed after that time.



One of the Ye Rustic Inn cabins, March 2013

YE RUSTIC CAMP
Mr. and Mrs. J. E. Chism
Cave Junction, Oregon

September 15, 1938 Illinois Valley News

Ye Rustic Inn

MODERN LOG CABINS and DINING ROOM

Southern Fried Chicken Dinners and Steaks

1 $\frac{3}{4}$ Miles from Cave Junction Registration Bureau

MR. AND MRS. L. H. GRIZZELL

May 9, 1940 Illinois Valley News



Postcard shows Ye Rustic cabins. No date.

Ye Rustic Inn continued

These log cabins are located at 28049 Redwood Highway immediately north of Ye Rustic Inn but it is uncertain if they are part of the same enterprise and no information was found to indicate when they were built. A local resident, Delbert Kauffman, said these used to be called “Clarence’s Rustic Cabins”.



This is the largest of three log cabins on the property. All three are rented as residences.



The second and third cabins both look like this and have custom cement figurines along the porch foundation.



The second and third cabins both look like this and have custom cement figurines along the porch foundation.



This photo was taken from the edge of Highway 199 and shows the proximity of these two buildings to the road. This may have been office buildings or a coffee shop.

Yew Wood Park

Yew Wood Park was advertised in the 1949 program guide for the annual Miners Jubilee (p24), held in Cave Junction on Labor Day weekend. It said the location was at Little Grayback Creek Bridge about 10 miles from the intersection with Highway 199. The likely location is the building at 9933 Caves Highway on the south side of the road before crossing the bridge.

Historical note: This may have also been the location of “Three Creeks Camp” established by an Oregon Caves enterprise in the early 1900s as a starting point for the Caves Creek Trail to the Caves. A map of Josephine County published in the Oregon Almanac (1920?) shows the road ending in this vicinity. The Three Creeks Camp was mentioned in 1914 articles about the Siskiyou Nature Man.

YEWWOOD PARK
for
THAT GOOD FRIED CHICKEN
En-Basket and Plate Dinner
Home Made Pies
Caves Hi-way at Little Grayback
Bridge
SMITTIE and DOROTHY

Miners Jubilee program guide, 1949

This party, piloted by C. L. Hobart, representing the Grants Pass Commercial club, left in two automobiles just after noon today for Camp Three Creeks, the camp established by the Caves Camp company just above Holland, on Sucker creek, and will make a preliminary investigation of the country there. It is now considered probable that Knowles will make the start on his trip into the wilds either from that camp or from the caves themselves, and that he will operate in the wilderness to the west and the south, crossing the

Camp Three Creeks is mentioned in a 1914 article about Joe Knowles, the Nature Man. July 14, 1914, Medford Tribune, Oregon.

Yorks Motel

Yorks Motel was formerly Camp-U-Rest and later O’Harra’s. It was originally established around 1927 and is one of the first lodging businesses in Cave Junction. See the description under those headings for the location of this site.

A postcard shows a sign for York’s Motel on a Chevron gas station near the right side of the image. No date.



MISCELLANEOUS

The following are some sites worth mentioning.

Baldwin and Grimmert Ranches

An article titled "Directions to Oregon Caves" was printed in the Sunday Oregonian on August 19, 1919, about three years before the Oregon Caves Highway was completed in 1922. The road you followed went to the town of Holland before continuing up Sucker Creek to where the Caves Creek Trail began to Oregon Caves. The closest lodging would have been the Holand Hotel but there was also an opportunity to stay at the Baldwin or Grimmert Ranches where horses could be rented to ride up the steep trail to Oregon Caves.

The Baldwin Ranch was located on Highway 46 at about mile 9.5 and the Grimmert Ranch at mile 11 (see Lind Roadhouse for a photo of the old ranch house).

Via Holland the road continues about seven miles above Holland post-office to Grimmert's ranch and can possibly be traveled a mile further. From the end of the road it is six miles by trail to the caves. There are no stages regularly running to either Holland or Grimmert's. Good camp sites are situated on Sucker creek both above and below Grimmert's. Accommodations for small parties may possibly be had at the Baldwin or Grimmert ranches. Arrangements should be made in advance by telephone through Holland. It is possible that saddle and pack horses may also be obtained from B. T. Baldwin or S. L. Grimmert.

There are no accommodations at the caves for either meals or lodgings.

The forest service guide makes one regular trip through the caves each day, starting at 1 P. M. Special trips may sometimes be arranged for without cost other than telephoning R. W. Rowley, the guide, through Holland, in advance.

*Directions to Oregon Caves
August 19, 1919 Sunday Oregonian*

Montgomery Ranch

This was mentioned in a 1960 brochure about Illinois Valley (see Appendix A) and said it was located about two and a half miles north of Kerby. This is the approximate location of the "Kerby Ghost Town" a tourist attraction situated on the west side of the road at 22300 Redwood Highway about half way between Reeves Creek Bridge and Eight Dollar Mountain Road.

Unidentified park - Caves Highway

This camp is located at 6540 Caves Highway (Caves Highway) on the north side of the road between the bridge over Bear Creek and Bear Creek Road. The camping area can be seen by turning on Bear Creek Road and looking on the left as you drive. There were some picnic tables visible and traces of narrow roads visible when visited in June, 2013.

Unidentified park - Burch Road

To find this site, you need to drive about two and a half miles south of Cave Junction and park near the south end of Burch Road where a segment of the old Redwood Highway parallels Highway 199. Follow this segment of old highway to where the original West Fork Bridge used to cross the river about a hundred feet down river from the current bridge. Look on the right side of the road for an apron of pavement on the shoulder that tilts down like it might have been an entrance to a driveway. This is unusually wide for a driveway as if it was intended for two vehicles to be able to pass one another. This suggests an access point into a business and the flat area next to the river would have been an attractive camping site. No traces of camping accommodations could be found.

Possible auto court

A single building on the east side of Highway 199 at mile marker 30 has the appearance of an auto court cabin. Circular planters made of concrete appear to be spaced as if part of a larger facility. The address of the property is 27519 Redwood Highway.



Appendix A

The articles in Appendix A are included here because of their importance in helping determine the names and relative location of auto courts in Illinois Valley. Both were written prior to World War Two when the auto court fad was still going strong and list auto courts sequentially as you would pass them if you started at the California border and drove north. Honolulu Jim's at Siskiyou Camp was located in California as was the State Line Rendezvous (formerly called Joyland), a dance hall.

May 12 1938 Illinois Valley News

Improvements Made Along Redwood Highway During the Past Year

Starting at the Siskiyou Camp, Honolulu Jim and Mrs. "Jim" gave the front of the Siskiyou Coffee shop a new coat of paint, planted flowers and made a very attractive place.

At the Quarantine Station the boys have moved into their new building where checking south bound cars take place. This enables them to keep out of the rain and snow during bad weather.

John Carl at the State Line Rendezvous is moving the dining room, kitchen, and bar into the dance hall.

Mr. and Mrs. Cass Wymore of the Shona-Wauna camp at Elk creek have built several new cabins and will soon hold a grand opening.

The Waldo auto camp at O'Brien is putting on a new coat of paint, also the Texaco Service station. They have a replica of the San Francisco bridge across the narrows.

The O'Brien Auto camp is undergoing a spring cleanup, both cabins and grounds.

A new service station and store at "Hen Acres" near Rough and Ready creek.

Dr. and Mrs. William A. Brown, built the Chapel at the Willadora and are building a playground for residents of the valley.

George M. Frederick built two log cabins and double garage.

Ye Rustic Inn improving and enlarging the camp.

The Kumfy Kamp added a new front for the service station and sporting electricity thruout the grounds, a new neon sign has been installed.

Kumfy Kamp dining room opposite one of the coziest along the Redwood highway.

Camp Muir, modern cabins built of knotty pine, will open their dining room this week end.

Cave City park at the bridge on the Illinois river making extensive improvements, including a store still under construction.

Redwood Ranger station with new garage and stable.

Cave Junction Camp renovating their cabins and painting the interiors.

Dave Renfro with a cabinet shop and several new bungalows near the sawmill on Caves highway.

Mr. and Mrs. Paul Newlands are credited with building two new houses.

Art Drews improving his residence.

Cave City Coffee Shop moved to the Richfield station which they re-decorated.

Illinois Valley Motor Co. garage received a fresh coat of paint.

Jack Hout at Camp Hoquiam spruced up the place with a fence along the highway and new roof on the cabin where fire had recently done some damage.

The Orange and Black auto camp repainting and renovating cabins and grounds.

Kerby high school landscaped the grounds and cleared track for athletic sports.

H. H. Wilkon finished his new home at Kerby.

James Petty's new home and added addition to residence of Bert Badden.

George Spach a new residence since his fire of last year.

The Log Cabin hotel at Selma "spic and span" and dining room re-opened.

Taken as a whole the citizens of the Illinois Valley have kept pace with the rest of the country in progressing in spite of the Recession."

May 9 1940 Illinois Valley News

Valley Has Many Attractive Tourist Camps and Parks

No section of the state is better equipped to take care of tourists than the Illinois Valley. While our camps are not so pretentious as far as buildings go, they are all comfortable and most of them are up-to-date with heat, hot and cold water, and bath or shower.

Capacity varies with the individual camp while price ranges are reasonable and in competition with similar service in larger centers.

The tourist planning a stop in the area will find operators of valley tourist camps of courteous demeanor and highly solicitous of his comfort. People here practise true western hospitality and will do their utmost to make visitors feel at home.

All camp owners are well versed in attractions of the area and will readily give information upon inquiry concerning the vacation paradise that lies in the Siskiyou.

Camps to be found along the highway after crossing the California line on the Redwoods Highway are in order of their location, as follows:

Siskiyou Mountain Camp and Cafe, Forrest T. Dunham, camp operator and Mr. and Mrs. Kenneth H. Appleby, cafe management.

Camp Shauna Wauna. Mr. and Mrs. Cass Wymore.

Waldo Motel and Cafe—Mr. and Mrs. Robert Balzke.

O'Brien Auto Court, Post Office, and Grocery—Mr. and Mrs. C. E. Lawson.

Lone Mountain Valley Resort — Mrs. Grace King.

Pine Cone Inn, Mr. and Mrs. Coon. Fredericks Camp — Mrs. W. E. Fredericks.

Ye Rustic Inn and Cafe—Mr. and Mrs. Leonard H. Grizzell.

Kumfy Kamp and Dining Room—Mr. and Mrs. Werner Huber, camp owners and operators; Mr. and Mrs. K. Lindgren, dining room operators.

Camp Muir and Dining Room—Mr. and Mrs. A. Thuerkauf.

Cave City Park and Model Railway Display—Mr. and Mrs. Ralph T. Baumberger.

Cave Junction Motor Court, Cafe and Service Station—Mr. and Mrs. K. C. Hamilton.

Camp-U-Rest, Cafe and Service Station—Mr. and Mrs. Stewart.

Sherman's Camp—Mr. and Mrs. W. T. Sherman.

Hoquiam Auto Camp and Service Station—Mr. and Mrs. Jack Hout.

Orange and Black Auto Court—Mr. and Mrs. Wm. Wasmond.

Johnson's Camp at Kerby.

Maple Court, Kerby—Mr. and Mrs. George Horn.

Redwood Lodge.

Log Cabin Hotel and Cabins—Mrs. McCarthy.

Selma Auto Court — Mrs. Dame-Wood.

—o—

Appendix A continued

Some auto courts changed their names from "court" to "motel" when courts fell out of popularity in the mid 1940s and motels became the leading accommodation sought by travelers. For this reason, the following list is included as a source to help determine the possible locations of auto courts.

Page 1 of 2 Tourist brochure, circa 1960. From the Greg Walters collection, Jefferson State Financial, Cave Junction

Oregon Caves Chateau

The "Chateau" at Oregon Caves is of unique style of architecture and entirely original. It merges into its surroundings. From the floor of the canyon, the six stories rise in majestic beauty, blending with the forest and moss covered marble ledges.

The motorist arrives on a hard surface highway and alights at the fourth floor. In the lobby he finds an atmosphere of rustic charm and comfort, with a huge fireplace in the center of the room.

On the third floor, the visitor is amazed to hear the ripple of a mountain stream which winds its way across the room. Personnel in the dining room and on the grounds is mainly college students. There is both dining room and coffee shop service.

Room Accommodations

Rooms with bath single \$4.50 to \$8.50; Double \$6.50 to \$10.00.

Twin beds \$7.50 to \$11.00; suites \$12.00 to \$15.00.

Cottage rooms with bath \$5.00 single to \$3.00 for three people.

Rollaways \$1.50. No housekeeping cottages.

Oregon Caves is a National Monument

Illinois Valley Motels

LUCKY CLOVER MOTEL:

One fourth mile south of Cave Junction, on Redwood Highway. River frontage.

17 units: 4 single, 13 double; kitchen facilities.

No meals served.

Swimming pool.

Mail Address: Cave Junction, Tel. Cave Junction 2812.

TOWN & COUNTRY MOTEL:

Two miles south of Cave Junction, on Redwood Highway.

10 units, 3 singles and 7 doubles.

Seven units with kitchens.

Meals served across Highway at Blue Orchid Drive In.

Mail Address: Cave Junction, Route 1, Box 870, Tel. Cave Junction 7821.

THE PINES MOTEL:

At north edge of Cave Junction, on Redwood Highway.

5 Units; 2 singles and 3 doubles.

Meals served at Todelope Cafe next door.

Mail Address: Cave Junction, Tel. Cave Junction 6203.

HOLIDAY MOTEL:

One and one-half miles north of Cave Junction, Redwood Highway.

7 Units; 1 single; 4 double; 2 units with kitchens.

No meals served.

Trout Fishing ponds.

Mail Address: Kerby, Ore., Tel. Cave Junction 6807.

WOODLAND ECHOES MOTOR LODGE:

Eight miles east of Cave Junction on Caves Highway, State Route 46.

2 Duplex units.

Cafe on property.

Trout fishing.

Mail Address: Cave Junction, Tel. Cave Junction, 6109.

DAY'S END MOTEL:

North end of Cave Junction, on Redwood highway.

7 Units; 3 singles and 4 doubles, (air cooled).

No meals served. (Restaurants close).

Mail Address: Cave Junction P. O. Box 72; Tel. Cave Junction 2701.

WISH U WELL MOTEL:

Caves Highway (Route 46) at Cave Junction.

6 Units; 2 singles and 4 doubles.

No meals served.

Mail Address: Cave Junction P. O. Box 163. Tel. Cave Junction 5012.

TRAILS END MOTEL:

Two and one-half miles south of Cave Junction, on Redwood Highway.

5 Units, 4 singles and 1 double.

1 Unit with kitchen.

Meals served in coffee shop on premises.

Mail Address: Cave Junction, Route 1, Box 833. Tel. Cave Junction 1004.

MUIR MOTEL:

One and one-half miles south of Cave Junction, on Redwood Highway.

8 Units; 5 Singles and 3 Doubles.

3 Units with kitchens.

Evening meals served to cabin customers only.

Mail Address: Cave Junction, Route 1. Tel. Cave Junction 4301.

H & H MOTEL:

At north edge of Cave Junction, on Redwood Highway.

8 Units, large and can accommodate 1 to 6 people.

All units with kitchens.

Cafe and Service Station near Motel.

Mail Address: Cave Junction, P. O. Box 374. Tel. Cave Junction 5801.

KERBY TRAILER PARK:

16 complete trailer spaces.

Modern utility house with showers, toilets and laundry facilities.

Shaded picnic and camping grounds — tables, cement grills and hook-up for lights. Plenty of wood.

Rock Shop.

TWIN PINES CAFE & MOTEL

3½ miles south of O'Brien on Redwood Highway, or 11 miles of Cave Junction.
7 units; 4 double and 3 single.
Cafe on property.
Attractive Zoo.

Mail Address: O'Brien, Oregon. Tel. O'Brien 258.

Boarding Accommodations

MONTGOMERY RANCH:

Two and one-half miles north of Kerby.
Facilities for 10 to 15 guests.
Hiking and Gold Panning.
Telephone Cave Junction 1304.

HORSEBACK RIDING

Saddle horses are available for rent in Kerby.
Riding arena. Trail rides. Arrangements can be made for week end trail trips. Telephone Cave Junction 9206 or 14210.

GOLF

Sportsmen's Ranch Aero Park, four miles out Caves Highway from Cave Junction on State Route 46, offers a 9-hole, 600-yard pitch 'n putt golf course, and driving range. Clubs and balls are available year around. A regulation 9-hole course is under construction and other recreational facilities are planned.

FLYING—AIRPORTS

South of Cave Junction on Rough and Ready Flats is an airport which is open for use of private plane owners. The runway is 4,300 feet long, 70 feet wide, paved. This is the base for the training and operation of "Smokejumpers."

At Sportsmen's Ranch Aero Park, four miles out Caves Highway from Cave Junction is a private landing field with turf landing strip, 2,500 feet long. Tie-down area, gas and oil.

GOLD PANNING

The famous old mining town of Browntown is open for visitors and arrangements can be made to do gold panning. Browntown was one of the "rip roaring" towns of the West. Years after the gold rush subsided hydraulic operations were carried on and some new buildings were erected. Some of these are still standing. On the tailings of the old mine it is not difficult to find "color". There are no overnight accommodations. Browntown is reached by a road junction at the Holland general store.

HISTORIC MUSEUM

In the h'istoric town of Kerby (once named Kerbyville and then the county seat of Josephine county) is the new county museum. Here may be seen a number of relics of the early days of mining and logging, including an old forge and blacksmith shop. The museum is the special project of the Illinois Valley Women's Club, and is being used as a reception center during the Oregon centennial. It is well worth a visit.

Illinois Valley News Print

Accommodations

for

Visitors



Mining - Logging - Agriculture

in the

Illinois Valley

Appendix B

The following articles contribute historic interest to the auto court story in Illinois Valley and Josephine County.

Realtors discover marketing opportunities of auto camps

FRIDAY, MARCH 19, 1926

THE AUTO CAMP AN AID TO LAND SETTLEMENT.

A survey of many of the auto parks in this section of the state show that many prospective settlers are taking advantage of the moderate rates charged for cabins in order that they may take more time in selecting the property to best fit their needs. Others are renting the cabins and making them their homes while their own homes on their newly acquired acreage are ready for occupancy. By affording this moderate priced temporary accommodation the auto camp owner has become a useful assistant in the upbuilding of the community.

The owner of the auto camp can also be of inestimable value in the land settlement program by serving as a source of authentic information and as a hospitable host to the many tourists who will stop at his park during the season. In many instances it has been found that the vacationist of last year is the new settler of this year. The proper hospitality and friendly information will make more next year's settlers out of this year's tourist.

March 19, 1926 Southern Oregon Spokesman,
Grants Pass

March 12 1926 Southern Oregon
Spokesman, Grants Pass

REALTORS SEEK RIGHT TO INFORM PARK CAMPERS

COMMITTEE APPOINTED TO INTERVIEW COUNCIL WITH HOPE TO RECEIVE PERMISSION TO INTERVIEW CITY PARK CAMPERS

Many campers at the city auto park are being deprived of the opportunity to learn of the immense opportunities in this county by the ordinance prohibiting soliciting in the city park, is the belief of members of the Grants Pass realty board, as expressed at their regular meeting held last Tuesday at the Cave shop.

A committee composed of R. E. Higgins, A. N. Parsons, E. L. Churchill, John A. Hilles and P. B. Herman was appointed to interview the members of the city council and the board of directors of the chamber of commerce in order that plans may be adopted whereby an information agent will be on duty at the park. It is the desire of the realty board that this agent shall be well informed regarding the agricultural, mineral

regarding the agricultural, mineral and timber opportunities and be conversant with the values of real estate. This information is to be given in an impartial manner and should any of the campers express an interest in investigating the resources of the county more thoroughly than by the mere visiting of our auto park his name shall be turned over to some realtor who will furnish him with further information and transportation to the property which will be to his liking. In doing this the realtors believe that they will not only be adding to their opportunities to develop this district but that they will be doing the tourist a favor in presenting our resources to him in an inoffensive manner.

In an effort to build up a membership of the Grants Pass realty board the realtors voted to reduce the associate membership fee in their organization two dollars instead of the present five dollar fee. This they believe will give them a large enough membership to enable them to receive more hearty co-operation in the constructive plans which they have in mind.

An advertising campaign is being prepared which will impress upon the public the meaning of the name "realtor" and the qualifications which are required before that name can be adopted by any one selling property on a commercial basis.

State Line Rendezvous

This was a dance hall and social center on the California side of the state line. The popularity may have been related to "blue laws" that restricted the sale of alcohol in Oregon but allowed it in California. The location of this site remains undetermined. It is possible that Camp Shona Wauna, Twin Pines, and Siskiyou Camp benefitted from the visitor traffic that State Line attracted.

State Line Rendezvous Has Good Opening

Last Tuesday night the State Line Rendezvous held open house to celebrate the moving into the large hall. One of the finest crowds ever to gather for a dance in the Valley were on hand to help celebrate. There were 22 people from Los Angeles. Others came from San Francisco, Eureka, Crescent City, Grants Pass, Medford, Klamath Falls and of course the entire Illinois Valley was well represented from the Elk Creek Ranger Station to Selma, and Deer Creek.

Dancing was stopped at midnight and barbecued sandwiches, salad and coffee was served to all who cared to eat. When the inner man was satisfied the orchestra went to work again and the merry dancers were still tripping the light fantastic when your reporter left at 2 a. m.

June 23, 1938 IVN

DANCE

at the

STATE LINE
RENDEZVOUS

SATURDAY,
JULY 30

Your Favorite Mixed
Drinks

My folks played for the dances, and my aunt and uncle. That's what we did for fun! The Sowell's were all musical. The dances were held at Hervey Hall, Spence Hall and Joyland which was built later at the California line, just south of the Twin Pines Cafe. Harry Sowell built that--there was just a hall. Everybody in the valley went to it.

The original name of the State Line Rendezvous was "Joyland". Owen, 2009 p77

CALIFORNIA - OREGON
STATE LINE RENDEZVOUS
J. W. Carl, Proprietor

A 1937 ad lists Carl & Hamilton as proprietors.
Septemeber 15, 1938 IVN

July 28, 1938 IVN

Appendix C

Lodging History of Illinois Valley, Oregon

Auto courts represent a distinct phase of lodging history in Illinois Valley as well as American history. The following summary outlines the history of lodging in the Illinois Valley region from 1851 to the present to illustrate the role of auto courts in a broader context .

Pack trails to gold camps

Lodging in the Illinois Valley began with the Oregon gold rush of 1851 when several gold discoveries in this area attracted large numbers of prospectors. Supplies were primarily carried by pack trains from the port town of Crescent City where ships unloaded supplies destined for the gold fields. These ships also carried prospectors who were on their way to the gold fields in Illinois Valley and many of these followed the Cold Springs Mountain pack trail, a distance of about 60 miles to the mining camp of Waldo.

It is likely that many of these prospectors walked to the gold fields following the Cold Springs Mountain pack trail or may have taken one of the “passenger trains”, a pack train of horses used to carry passengers over the trail. Several “hotels” that were established along this trail to accommodate these travelers and were probably not much more than a tent with beds and food service. The following list provides a sketch of where these may have been located (Ruffell, 1995):

Gasquet Forks (located on the east bank of the North Fork of the Smith River)

Cold Spring House (located about a half mile west of the top of Cold Spring Mountain)

Patrick and Johnson (located at Elk Camp)

Cain’s Ranch (located at Cedar Trough Camp)

Shelly’s Ranch (located at Oregon Mt - later called Robin’s Nest and then nicknamed Robber’s Roost)

After Shelly’s Ranch, the pack trail descended into Illinois Valley where it followed the West Fork of the Illinois River to Waldo. In the vicinity of O’Brien, the trail forked, with one branch going to Waldo and the other going to the mining camp of Jacksonville, another major center of gold discoveries. Waldo no doubt had accommodations for traveling prospectors and similar services may have also developed in areas of other gold discoveries such as Browntown on Althouse Creek, Sebastebol on Josephine Creek, and Sucker on Sucker Creek. The lodging businesses that may have been established in Illinois Valley along the trail to Jacksonville were not well documented. The trading post at the river crossing near present-day Kerby was a likely possibility.

Wagon Roads

The first road between Crescent City and Illinois Valley was completed in 1858 by the Crescent City Plank Road and Turnpike Company and continued from Illinois Valley to Jacksonville. Freight wagons began carrying supplies that were once carried by pack teams over the Cold Springs Mountain pack trail and stagecoaches began carrying passengers. Stage lines generally set up stations about every ten miles where horses could be changed and passengers given an opportunity to rest. It is likely that lodging was set up in the vicinity of these stations, as well as other locations to accommodate the drivers of freight wagons who could not travel after dark. The list below gives possible lodging sites between Crescent City and Illinois Valley and was compiled from several sources (Ruffell, 1995, NPS 2013, Chase 1959):

Smith River Corners (probably located near Tan Oak Drive and Hwy 197 in California)

Altaville (located at Low Divide on Low Divide Road)

Wimer Spring (Low Divide Road in the vicinity of the stone corral)

Pine Flat Station (Low Divide Road on Pine Flat Mountain)

Rockland (located on the North Fork of the Smith River)

Taylor's (on top of McGrew Mountain immediately north of the Oregon-California border)
Cedar Springs (Near Biscuit Hill)
Stone Corral (located on the West Fork of the Illinois River four miles south of O'Brien)
Waldo, Oregon

Several others were mentioned in Chase's book but only general locations were given

Ironically, at the same time the wagon road was completed in 1858, there was a discovery of gold in British Columbia that started the Fraser River Gold Rush and many prospectors in Illinois Valley departed and the demand for supplies no doubt fell accordingly. In 1877, the maintenance contract for the road expired and it soon fell into disrepair. Both stage and freight wagons had increasing difficulty using it and this must have had an impact on lodging businesses along the road.

In 1882, Joseph Wimer, a merchant in Waldo, Oregon constructed a new road. This bypassed a segment of the 1858 road where McGrews and Taylor's and others had lodging establishments. Wimer's reconnected to the old road near Rockland. Within five years, all the lodging businesses on the Wimer Road suffered a dramatic drop in traffic when, in 1887, Horace Gasquet built a road that connected to Wimers Road near Oregon Mountain. This quickly became the preferred travel route to Crescent City and traffic all but stopped on the Wimer Road.

Once the Gasquet Road opened, several new lodging enterprises went into business to include Patricks Creek lodge, Gasquet, Monumental, Shelley Creek Station, Adams Station, and Bertelesa, Waldo continued to be a major lodging center but other communities along the road to Jacksonville were also of importance. These included Kerbyville, Selma, and Anderson Station (formerly known as Fort Hay).

The O&C Railroad

Gold mining had faded considerably by the 1880s and the commerce of the Illinois Valley became increasingly based on agriculture. The roads from Crescent City were still the main supply route for both Jackson and Josephine Counties but this changed dramatically in 1884 when the O&C Railroad was constructed through the Rogue River Valley. The road to the coast became less relevant as a supply route and it is uncertain what impact this might have had on lodging enterprises in Illinois Valley.

Railroads represented a nation-wide change in lodging. Prior to this, accommodations catered to stagecoach traffic and travelers in wagons or on horseback. When railroads began stretching across the nation and travelers preferences turned to this mode of transportation, lodging became concentrated near to rail lines. This transition is explained in a number of documents that can be found on the internet (eg; Henderson, 2010).

Automobile travel begins

Prior to 1900, the main mode of travel on roads through Illinois Valley was by horse drawn wagons and stagecoaches. All of this would change with the invention of the automobile and with this came a new era of lodging. Automobiles first appeared in this region around 1910 and soon the horse drawn stagecoach was replaced by the "auto stage", a car that performed the same transportation services formerly provided by the stagecoach. Traffic followed the same roads as wagons and travelers continued to use existing hotels at Selma, Kerby, and Waldo for lodging. This would change as new roads were built to accommodate the rapidly growing interest in automobile travel.

As auto travel became more popular, the types of accommodations that were developed to serve the needs of travelers went through three distinct phases over the next 30 years. The first of these was auto camping followed by auto courts and then motels

Auto camping became popular from 1915 to 1922 and promotion initiatives such as the Park-To-Park Highway attracted travel on the Pacific Highway (old Hwy 99) through Grants Pass. Auto camps were developed in several places along the Pacific Highway but there was apparently no significant auto camping activity that took place in Illinois Valley other than travel to Grayback Campground, located at the trail head for the Caves Creek trail to Oregon Caves. However, the use of Caves Creek trail may have been minimal because there was

another trail head at Williams that was closer to the Pacific Highway and easier to access. Auto camping may have become more common in Illinois Valley when the Oregon Caves Highway (Hwy 46) was completed and promotion efforts were increased by Grants Pass businesses, Chamber, and the Oregon Cavemen. No record could be found that described the location of auto camps that may have existed in Illinois Valley at that time

Auto courts represented the next phase of lodging in the history of auto travel and became popular at about the same time as the Redwood Highway (Hwy 199) was completed in 1926. During the next few years, auto courts began to appear along the new highway and marked a significant pivot point in Illinois Valley's lodging that, up to this time, consisted almost entirely of historic hotels that had been developed to serve passengers traveling by horse drawn stagecoaches or wagons.

Motels became popular, on a nation-wide scale, in the mid 1940s with the 1950s and 1960s being the pinnacle of the motel industry in the United States. Auto courts fell out style and this may be why several auto courts in Illinois Valley changed their name from "court" to "motel" and made modification or additions to create motel-like accommodations. Some new motels were also built, probably sometime during the 1950s. A brochure from the early 1960s (see Appendix A) listed a dozen active motels in Illinois Valley.

What happened to all the lodging?

At the time this paper was produced, there are only three of the twelve lodging businesses listed in the 1960s brochure that are still active: Twin Pines Motel, Holiday Motel, and Country Hills (formerly Woodland Echoes). Traffic on Highway 199 continues to be heavy with thousands of cars passing through the corridor daily but for some reason the lodges in Illinois Valley were unable to stay in business and those that are open today apparently have a limited number of patrons, even during the heavy tourist season.

The answer of why these went out of business may boil down to "predictability".

Looking back to the auto camp era where hundreds of private land owners set up camps, travelers found that the standards from one camp to the next were unpredictable and it became necessary for them to spend part of their travel time "shopping around" for the best camp (Hayner, p265-266). As travel accommodations evolved into auto courts and then motels, travellers experienced the same issue of unpredictability in accommodation quality, which all depended upon the ethic and life-style of the owner.

The issue of unpredictable accommodations was addressed in the 1960s with the development of lodging chains and franchises that established strict standards for members. Standards eventually evolved into uniform design of buildings and from this emerged motel chains that are popular today such as the Holiday Inn, Best Western, Travelodge, and others. Their key to success was establishing predictability for travelers. In the 1950s, televisions became affordable and in the 1960 more than two-thirds of households had one. This made it possible to reach large sectors of society and advertising trained buyers to trust brand names. By the end of the 60s the individualistic, owner-operated motels had been engulfed by the wave of the future— the chain and franchise motels.

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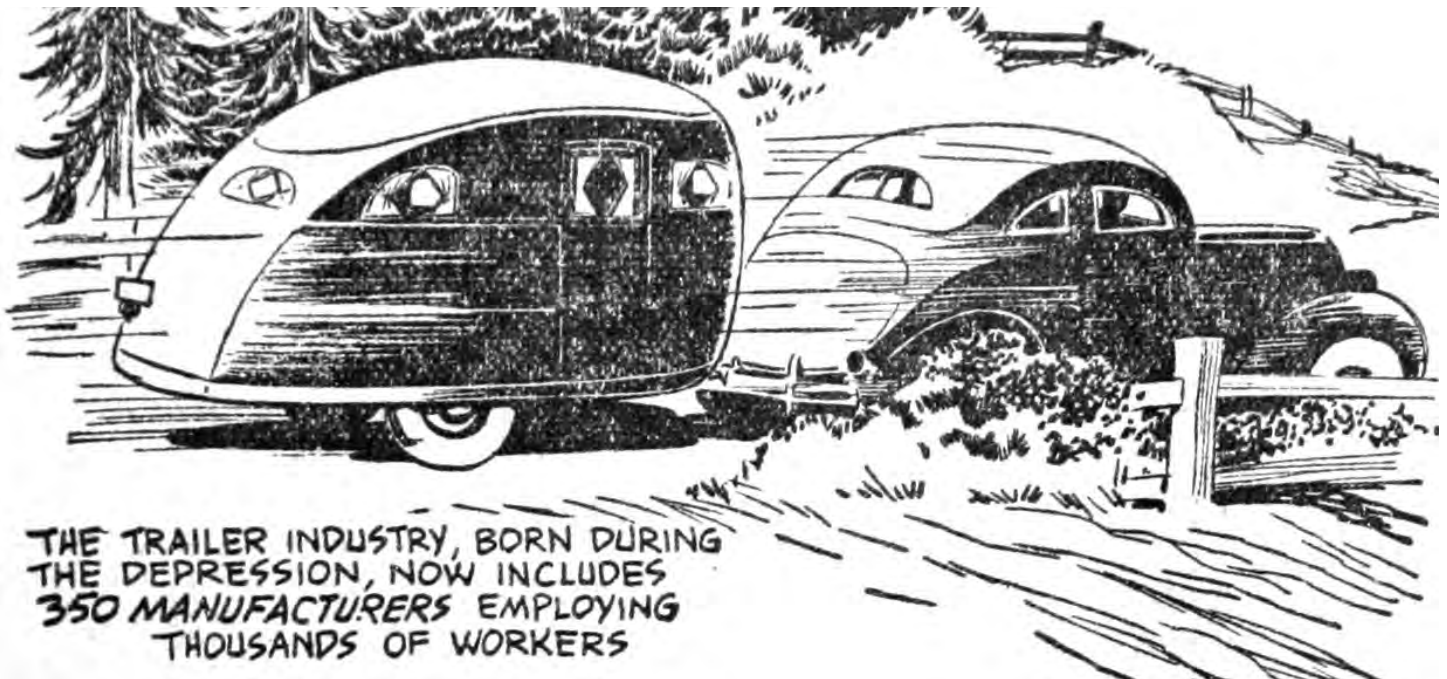
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Parting note

The rise of travel trailers during the Depression represents a significant element of the Illinois Valley lodging story but was not covered in this paper. The most dramatic example during the 1930s was the conversion of Grayback Campground to accommodate trailers, primarily because the road to Oregon Caves and parking area was too challenging for vehicles towing trailers. Grayback was a place where these could be parked so owners drive the narrow, curved road to visit the caves without the added challenge of towing a trailer.



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