KLAMATH ECHOES

Sanctioned by
Klamath County Historical Society
OLD STAGECOACH WHEEL

Old stagecoach wheel all covered with dust,
Spokes weather beaten, iron work all rust,
Your travels are over, I know how you feel,
Old age has us hobbled, Old Stagecoach Wheel.

Together in youth, our range the wide west,
Each day a rough road, each night glad to rest.
In the evening of life, my thoughts often steal
To those days long ago, Old Stagecoach Wheel.

You sang of your travels, a tale of the road,
The rocks and the sand, the weight of the load.
How dry were your axles, your voice would reveal,
And I answered your cry, Old Stagecoach Wheel.

At Beswick Hotel we listened, as evening grew still,
You told of your coming from old Topsy Hill.
Arrival at change stations and every meal,
Depended on you, Old Stagecoach Wheel.

Sometimes we gathered when days work was done,
Told of the day's struggles under boiling hot sun.
While resting our horses, and talking a big deal,
We leaned on you, Old Stagecoach Wheel.
Final meeting of the Oregon - California stages on their last run over the Siskiyou Mountains on December 17th, 1887 near the summit.

- Courtesy Siskiyou County Museum

DEDICATION

We dedicate this, the 11th issue of KLAMATH ECHOES to the memory of all Pioneer Klamath Country Stage and team Freight drivers, the "Knights of the Whip," 1863-1909.

To you whose courage led you through trials and hardships, fought and won.

To you whose faith in God and man inspired the labors without which we could not have opened our beloved Klamath Country.

To you who "held the ribbons" but have long since turned the bend in the road.
Joe Moore (left) and Jim Moore (right) crossing the Klamath River at Keno en route from Ager to Klamath Falls in the early 1900's before Pokegama.

- Maude Baldwin Photo

Stage from Pokegama to Klamath Falls at Spencer Station near the eastern base of Hayden Mountain.

- Ray Telford Photo
A buckboard mail stage and team bogged down in snow somewhere on the Southern Oregon Wagon Road, probably on Hayden Mountain. This photo was salvaged from a waste basket, thrown away as being useless because the emulsion was peeling from the glass plate (note the black marks).

A Model T Ford stuck in a mud hole at the Anderson Ranch, near Spencer Creek, on the Southern Oregon Wagon Road in 1915. Harry Ackley in the man in the white shirt, others unidentified.

- Maude Baldwin Photo
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Address all communications to:

KLAMATH ECHOES
P. O. BOX 1552
KLAMATH FALLS, OREGON 97601

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THE COVER: Our cover was drawn by Stephanie Bonotto Hakanson, artist for all previous Klamath Echoes' covers.
Stagecoach to Linkville (Klamath Falls, Oregon) is an evolutionary history of transportation (staging andfreighting) as it progressed toward the Klamath Country. Although there were numerous trails leading into and through this country, we offer here only the story of transportation routes over which hundreds of passengers and tons upon tons of freight and express entered or left the Klamath Country. The writing of this story of Stagecoach to Linkville has been a pleasant and nostalgic adventure. Furthermore, although many years of exhaustive research and interviewing have elapsed since the study was first commenced, they have indeed been highly rewarding.

The early history of transportation routes leading west to the Pacific Coast is necessarily brief. That of staging between the various gold mushroom camps up and down California and Oregon is somewhat more detailed but must be given for a thorough understanding of the evolution of staging and freighting into the Klamath Country. Only with the beginning of settlement in the Klamath Country has the history become more detailed regarding the various routes, stations, contractors, drivers and events of approximately fifty years. Many interviews have been made; many hours spent relocating stations and retracing the several routes into the Klamath Country. We find that memories have dimmed and facts and events become somewhat confused. Therefore we must rely to a great extent upon old newspaper files from our neighboring communities, since our own early newspapers have become lost, strayed or stolen, with fires contributing greatly to the loss of many early issues.

This writer, more or less a newcomer to early local history, therefore rather than be criticized for statements old-timers might question, has to a large extent made this history a compilation of newspaper recordings. This, it is felt cannot be questioned too much, thus preserving a true and factual history of those early and now romantic times. Old-timers and others may criticize a newspaper article as being wrong in some minor detail, but they must admit that the reporting of some particular event at some particular time in the past cannot be questioned. Further these newspaper articles record events uppermost in the thoughts and minds of those early day participants, together with their contemporary styles of writing. We have tried and we think have succeeded in recording a story whose value lies in its fidelity in its strict adherence to truth and its faithfulness to fact.

-D. H.
Four horse stagecoach at the "Big Point" on Topsy Grade, headed toward Klamath Falls.

- Maude Baldwin Photo
STAGE COACH TO LINKVILLE

Only one quarter of a century elapsed between the first wagons breaking a trail westward from the Missouri River and the first stages and freight wagons to begin running on the Pacific Coast.

During this period of time, several overland routes to Oregon and California were established. These routes became the nucleus of the stage and freight roads of the Pacific Coast. Only segments of them remain today as mute testimony of the almost insurmountable hardships our forefathers faced and overcame in their conquest of the west. The evolution of how these segments, on being joined end to end, became our overland routes and eventually the foundation to our transportation system, will be given briefly in the following pages:

In 1822, William Becknell led a small caravan of wagons, the first to roll westward from the Missouri River, from Arrow Rock, Missouri to Santa Fe in New Mexico.

Eight years later, in 1830, William Sublette took ten wagons and two carts from St. Louis to the eastern base of the Rocky Mountains, where Wind River issues from them. The Santa Fe Trail was followed to near present Gardner, Kansas.

Following the accomplishment of Sublette, Captain B. L. E. Bonneville, in 1832, took twenty wagons through the South Pass of the Rocky Mountains to Green River at a point near present Daniel, Wyoming.

The next wagon advancement westward occurred in 1836, when the missionaries, Whitman and Spalding, broke a track through to Snake River at the mouth of the Boise River. The wagon, belonging to Spalding was taken by Whitman, nearly to Ft. Hall, where a front axle was broken. Not to be denied, Whitman cut the bed in two, made a cart of the vehicle and succeeded in reaching Old Fort Boise.

In 1840, other missionaries and emigrants reached Fort Hall with wagons. There, five mountain men traded for three of the wagons, loaded their families and possessions aboard and late in the season extended wagon tracks to Fort Nez Perce on the Columbia River at the mouth of the Walla Walla River. There the wagons were left, although one was eventually rafted down the Columbia in 1842, to become the first wagon to reach the Willamette Valley.

Until the year 1841, all wagons had been directed along the Oregon Trail with the Willamette Valley their desired goal. That year a group, the Bidwell - Bartleson party, with California, then a possession of Mexico, their avowed destination, turned south shortly after passing Soda Springs, Idaho. They only succeeded in getting their wagons into present Nevada a few miles west of the Great Salt Lake Desert. No route as later followed, was pioneered.

1843 witnessed an extension of the Oregon Trail, and the beginning of the California Trail. The “Great Migration” to Oregon that year of nearly 1,000 people with approximately 200 wagons, made their way west from Independence, Missouri, following or closely approximating the established road to Fort Nez Perce on the Columbia. At that point some of the emigrants stayed for the winter, some took to rafts, while some abandoned their wagons, and traveled horseback the remainder of the distance. Yet another group succeeded in driving their wagons down the south bank of the Columbia to present The Dalles, Oregon, where they too dismantled their wagons and transported them by raft the remainder of the way into the Willamette Valley.

At the same time a small group with three wagons (J. W. Nesmith, an Oregon bound emigrant of 1843 recorded in his diary, that the number of wagons was five – Ed.) and
guided by Joseph Walker, turned from the Oregon Trail near Raft River in southern Idaho. They pioneered the California Trail down the Humboldt River in Nevada. However, they turned from the later day California Trail at the Humboldt Sink to continue southward into California, arriving in present Owens Valley, where they abandoned their wagons. This party thus fell short of establishing a wagon route into California's great central valleys.

Aside from some new by-passes, only the Stevens-Townsend-Murphy party extended any roads westward in 1844. After following the previous year's California route to the Humboldt Sink, they turned west, laying out a new route, the Truckee, to a point some twenty miles west of the Sierra Nevada summit, where they were compelled to leave their five wagons until the following July (1845), when they drove them through to the Sacramento Valley.

Late in 1845, the Barlow Road extended the Oregon Trail from The Dalles on the Columbia River, to a point a few miles shy of the Cascade Mountains summit, south of Mt. Hood. Leaving their wagons for the winter, the emigrants made their way into the Willamette Valley, to return in the late spring of 1846, and drive their wagons in early July, into the valley settlements.

It will be noted that wagons reached Oregon's Willamette Valley, by the water route, a few years before any reached California's central valleys. However, it will now be seen, wagons actually reached the Sacramento Valley overland, one year before they reached the Willamette Valley by the same method.

1846 also saw the opening of another overland route into the valleys of Western Oregon, the Applegate Trail (see Klamath Echoes No. 9 for the Applegate Trail story as far as the Rogue River Valley in Oregon -Ed). This route turned from the California Trail at the “Big Bend” of the Humboldt River, crossed the Black Rock Desert to pass through California's Surprise and Goose Lake Valleys, and Oregon's Klamath, Rogue and Umpqua River Valleys. The Willamette Valley was entered near present Cottage Grove late in the year.

Further, late 1846 saw the start of another wagon road extension which reached California's Coast in the extreme southern portion. The Mormon Battalion under Colonel Phillip St. George Cooke, with twenty wagons left Sante Fe, New Mexico, on October 19th of that year, to open the shortest possible road to California. Passing through southern New Mexico, Arizona and California, they arrived at San Diego on January 28th, 1847.

The big news of 1848 was the discovery of gold at Sutter's Mill on the American River, east of Sacramento, California, on January 24th. The electrifying news was first announced in San Francisco in May and spread like wildfire thereafter.

No roads worthy of the name, or at least, little better than crude trails then existed anywhere in Oregon or California. There were, however, a few emigrant trails, trapper trails, and innumerable Indian trails that became the nucleus of future stage and freight roads that led to the many mushrooming gold mining camps of the late forties and early fifties.

The year 1848 also brought with it three new additions to roads of the west. First, some discharged members of the Mormon Battalion, the Bigler party, who were present at Sutter's Mill when gold was discovered, rendezvoused in Pleasant Valley, near present Placerville, preparatory to making their way to Salt Lake City. With seventeen wagons they pioneered a new road eastward, later known as the Carson Route, to the Truckee River at present Wadsworth, Nevada, where they intersected the Truckee Route. Probably three westbound emigrant trains entered California by the newly opened route that year.
A fourth emigrant train, that led by Peter Lassen and consisting of some ten wagons (some say twelve), turned from the California Trail at the “Big Bend” of the Humboldt River, to follow the Applegate Trail to Goose Lake. There they turned southwest down Pitt River to cross Big Valley (called Round Valley by Fremont in 1846), which they left south of present Bieber, California.

In the meantime, the news of the discovery of gold in California reached Portland, Oregon by schooner on July 31, 1848. Shortly thereafter, approximately 150 men, with 50 wagons, left the Willamette Valley headed for the gold fields. They were closely followed by 20 wagons with ox-teams from Washington. Back tracking on the Applegate Trail to present Tulelake, California they turned south to enter Big Valley some seven or eight miles north of present Lookout. There they came upon Lassen’s wagon tracks and overtook him somewhere in the mountains to the south. All three parties continued on together, entering the Sacramento Valley at Vina, over what became known as the Lassen Trail. Thus was established the first overland trail for wagons between Oregon and California.

The discovery of gold in California at first drew countless thousands of people to the Mother Lode country, but shortly thereafter they were compelled to search farther afield. By-passing the Mother Lode country of California’s central Sierras, the history of those prospectors and miners who made their way north to that vast country lying on both sides of the California-Oregon State Line will be followed.

There, as early as the summer of 1848, P. B. Reading discovered gold on the Trinity River near present Weaverville, California. In 1849, he made a new gold discovery at Reading Springs (some four miles west of present Redding), later to become Shasta City, boom town and supply center for all northern California and even points in Southern Oregon.

Sometime during the spring of 1850, gold was discovered on Salmon River, a tributary of the Klamath, and by July on the Klamath River itself, above the mouth of Trinity River, and finally at Scott River on the Klamath, in September.

A new route of travel began to develop at this time, the third leading northward from the Sacramento Valley. The first had been the old trapper’s trail from Oregon, which led down the Sacramento River Canyon. A branch of this trail, the Sheep Rock Trail, passed east of Mount Shasta, crossed Pitt River near present Fall River Mills, and entered the Sacramento Valley by one of the several branches of Cow Creek. The second route was the 1848 wagon trail south and eastward along the Applegate Trail to a junction with the Lassen Trail in Big Valley, which passed south of Mount Lassen. This new third route, the Trinity Trail, led northward from Shasta City, to Trinity River and up that stream to cross over Scott Mountain and enter Scott River Valley near present Callahan, in Siskiyou County, California. The route divided in Scott Valley, one branch followed down Scott River to the Klamath, while the other turned eastward to Yreka. Each of these three main routes has at one time or another served as the main wagon road used by stages between Oregon and California.

The Oregon miners, in passing back and forth between California and Oregon, had observed the same soil and geological structures found in the known mining regions of the Mother Lode country. Thus it followed that in March, 1851 gold was discovered at Yreka, by Abraham Thompson, one of a party of Oregon prospectors. Yreka grew rapidly and a post office was established there on August 19, 1853.

Providing transportation to and from the various diggings, providing supplies to these people and the various mushroom camps, providing mail facilities to the same individuals, and providing a means of car-
Pack train owned by Ezra J. and Aaron J. Eller at their ranch in Scott Valley in the early 1890's. This train packed into the Salmon River section.  
- Courtesy Siskiyou County Museum

Mule pack train on snow shoes crossing Salmon Summit, Siskiyou County.  
- Courtesy Siskiyou County Museum
Mule pack train at Snowden, western Siskiyou County.  
- Courtesy Siskiyou County Museum

Packing a Muller ring into the western Siskiyou mining district via the Pinkerton ranch.  
- Courtesy Siskiyou County Museum
ing for and transporting the newly mined gold, all presented new and profitable enterprises. Staging, freighting, mail delivery contracts, and the express business followed in short order, to become more lucrative in many instances than the actual mining of gold itself.

At first, and for many years to follow in some locations horse and mule pack trains were relied upon to dispense these services. Ox teams and prairie schooners were pressed into use, hauling freight as early as the autumn of 1848, from the Sacramento docks to the nearby foothill mines. In Oregon, transportation by the same means, of farm supplies to the Willamette River ports soon developed. From these little ports small steamers carried the commodities downstream to the ocean going ships docked at Portland. These ships in turn delivered their loads, at first to the port of San Francisco, and later to those located at Sacramento and Stockton.

Most pack trains for the Northern California mines from Oregon originally outfitted in Portland, but by 1850 Scottsburg at the head of navigation on the Umpqua River, was founded and soon superseded its more distant rival.

The Sacramento Transcript of January 22, 1851 wrote: "Scarce a day has passed, within the last week, that we have not observed large trains of mules, heavily packed with sacks of flour, boxes, and kegs, leaving the city for the Northern mines. The recent discoveries there seem to have imparted an impetus to all."

Later, the Shasta Courier of November 11th, estimated that the number of mules then being packed out of Shasta to the northern mines was considerably above 2,000 and that each was capable of carrying an average load of 200 pounds, and averaging two trips each per month.

It fell to the lot of two Scottsburg packers, Cluggage and Poole, in December, 1851 to discover gold at Rich Gulch in the Rogue River Valley, which resulted in the founding of Jacksonville, Oregon. A post office was not established there, however, until February 18, 1854.

By 1851, Sacramento, rather than San Francisco, had become the most important center of stagecoach travel. By November 12th, of that year the following lines led out of Sacramento: 6 daily to Marysville; 1 to Nevada City; 2 to Coloma; 1 to Placerville; 1 to Auburn; 1 to Stockton, also 1 tri-weekly; and 1 to Drytown and Jackson. It is also noted, in summing up the situation at the end of 1851, that a stagecoach line had been established to Shasta City.

Inconclusive evidence points to the fact that the Yreka Emigrant Road may have been opened up in late 1851 from the Applegate Trail at the south end of Lower Klamath Lake, via Grass Lake and Sheep Rock, to the new mining town of Yreka. If not 1851, then for certain in 1852.

This latter year also witnessed the opening of Nobles' Cut-off leading from the combined Applegate-Lassen Trail across Black Rock Desert to Shasta City, via present Susanville. This practically eliminated the Lassen Trail and even effected traffic along the Applegate Trail.

Early in 1853 the town of Crescent City, California was founded. Lying just south of the California-Oregon boundary, it soon became the chief supply point for the new gold camps of Southern Oregon from Jacksonville to Sailor's Diggings (Waldo) which heretofore had been dependent on packers from Scottsburg or Yreka, the latter in turn dependent on Shasta City.

The Kelsey Trail and the Cold Springs Trail, with a branch to Happy Camp, were the main pack trails used. The pack trail to the Southern Oregon mines was "well traveled in 1853" and "crowded by 1854". Pack trains continued along the Cold Springs Trail until 1857 when replaced by a pioneer
wagon road differing somewhat in location between Crescent City and the State Line. The Sacramento Union of September 30, 1857 announced: “Tri-weekly stages established between Yreka, via Jacksonville, to Crescent City.” After Fort Klamath was established in 1863 most, if not all, of the fort’s supplies for several years came by this route. The Crescent City road deviated somewhat from the present Grants Pass-Crescent City U.S. Highway 199, but in a general way approximates it. The original freight and stage road turned from Highway 199 near Illinois Valley to follow up the Applegate River to Jacksonville.

Returning to the Central California Valleys, we find that about five-sixths of the staging firms in California were consolidated on January 1, 1854 under the name “California Stage Company”. Somehow, by this merger, by other consolidations and by purchases accomplished by lowering passenger rates, etc., full possession of the entire Sacramento to Jacksonville run came into the company’s control.

By mid-May, the firm was examining a route with the view of establishing a line of coaches between Shasta City and Jacksonville, coaches to be run from Shasta City to the foot of the Trinity Mountains, then horses and mules to carry passengers over Trinity and Scott Mountains, to Callahan Ranch in Scott Valley, thence coaches to Yreka and on to Jacksonville.

The Sacramento State Journal of June 5, 1854 noted “...that a series of twelve contracts; to twelve separate individuals or firms, had been let by the Post Master General, for carrying mail between Sacramento and Portland. Some by steamboat and some by horse coaches, but mostly by horseback. Both ends of the route had two branches, those in the north separated by the Willamette River, and those in the south by the Sacramento River, while the much longer segment between Tehama and Corvallis was by one route, of course let to several different contractors.”

The Sacramento Union of June 29, 1854 announced that stage officials “...have taken up to Portland, Oregon Territory, a number of splendid coaches, which they intend to place on the route from Jacksonville, O. T. to Yreka, and from thence to the foot of Scott Mountains.”

It will be seen that to get stage coaches on the route between Yreka and Jacksonville, they had to be shipped north by boat to Portland, then conveyed southward approximately 300 miles overland to Jacksonville, the northern terminus of the stage line. The first daily mails, however, were taken over the Siskiyou by horseback about July 1, 1854. It may not have been until late in August before all necessary equipment for staging was on the ground. The horses were taken overland from Shasta City, being dropped off at way stations along the route where they would be needed.

Road building (improvement of existing routes and the projection of new ones), seems to have been in the air in 1854. It is highly probable that a new emigrant road was established during the late summer or early fall of this year which had a significant effect on future California-Oregon stage and freight routes. The new emigrant road branched from Nobles’ Cut-off at Poison Lake, about 35 miles northwest of Susanville, California. Continuing northwesterly it crossed Pit River in Fall River Valley, probably closely approximating the present day “Old Pittville Road,” to follow the trapper’s trail east of Mt. Shasta, through what became known as Military Pass, and joined the Yreka Trail near Sheep Rock. This was once known as the Lockhart Road, and later still, part of the Pitt River Road from the Sacramento Valley to Yreka.

Yet another road entered the planning stage when a group of men from Yreka announced late in December, their intention to construct a “Turnpike Road” from Yreka to Shasta City (hereafter called Shasta) via the Sacramento River Canyon.
A certain amount of road improvement northward, although small, must have been performed during the period of time up to the late summer of 1855. At least by September 15, 1855 the Shasta Courier announced that "...wagons recently sent out from Red Bluff, California to test the road from the Sacramento Valley, via the Lockhart Road made a successful trip, hauling with ease respectable loads through to Yreka..."

This road had its beginning at Red Bluff, head of navigation on the Sacramento River. Following up Blue Tent and Battle Creeks to a junction with Nobles' Cut-off in the Sierra foothills, it crossed the summit near Manzanita Lake in present Lassen National Park, north of Mt. Lassen. There the Lockhart road, opened by the assistance of the citizens of Red Bluff, really began, turning north down Lost and Hat Creeks to angle cross country to present Fall River Mills where Pit River was crossed at the Lockhart Ferry. Following up the western side of Fall River Valley past the site later to become Ft. Crook, the road turned westerly to head almost directly toward Mt. Shasta.

After reaching a location midway between present Battle and McCloud, or about nine miles from each, the road seems to have developed early into two branches, but exactly when is unknown at present. The right hand or older route followed the 1854 emigrant trail through Military Pass, east of Mt. Shasta and on to Yreka past Sheep Rock. The left hand route passed through present McCloud and on to the vicinity of present Mount Shasta City (once known as Sisson) approximating State Highway 89. From there it turned north past Weed and on to Yreka. Freight was hauled on the Pit River Road from points in the Sacramento Valley, to Yreka as late as 1869 at least. It is not known definitely which branch was used at first or if both at various times.

"...much heavy freight to Yreka" was conveyed over the Pit River road in 1856, and by July 2nd, the California Stage Company's coaches were routed over it, leaving the Shasta road at Cottonwood. This new stage line was continued until September, when the company was forced to close it and return to the Trinity route because of Indian hostilities along Pit River and Hat Creek. While this line was in operation, passengers were taken through from Sacramento to Yreka in three days, whereas it required the same length of time from Shasta to Yreka over the Trinity River route alone.

On March 31, 1857 the Sacramento Union reported: "An opposition passenger pack-train has been established between Shasta and Yreka by the Sacramento River route."

As late as April 10, 1858 this route was still using mule pack trains to carry passengers daily through the Sacramento River Canyon between Pit River bridge and Soda Springs, a distance of 40 miles. Coaches were used for 17 miles out of Shasta on the south and 49 miles out of Yreka on the north.

Likewise, as of June 29, 1860 there still remained six miles over Scott Mountain on the Trinity route, where mule pack trains were being used to transfer passengers between stage coaches. Then on September 15, 1860 the Sacramento Union further reported that "at 6 o'clock today through stages commence running from both Sacramento and Portland." Freight, however, was still being hauled over the Pit River Road.

It was nearly a year before the Sacramento Union on April 8, 1861 announced: "The California Stage Company commenced running straight through without laying over nights." At the same time they also announced that "...3 miles remain to build on the Sacramento River Road."

During the winter of 1862-63 special sleighs were installed on Scott Mountain when the road became closed by snow. In previous years it was necessary to exchange the stagecoach wheels for runners in order to pass over the mountain.

In the meantime the Sacramento River Canyon road, according to the Shasta Courier of December 1864 had fallen into disrepair, due to being in the hands of lawyers, and most
of the travel transferred to the Trinity road. The date of the Sacramento road’s reopening is also unknown at present.

As of June 17, 1870 the Yreka Journal in referring to the various roads, reported: “On the Sacramento River route, Ream’s six-mule team hauled 9,000 lbs. over these mountains and it is plain that they no longer offer obstacles to the travel. Dave Ream and Bill Eddy made the trip from Red Bluff in eight days.”

By June 1, 1871 the Yreka Journal announced: “The California-Oregon stages start on (the Sacramento) river route today.” Thereafter, the Pit and Trinity River routes were never again used as overland roads for stages and freighters between Southern Oregon and points in the Sacramento Valley of California.

By the first of September, 1872 stages were connecting with the Oregon railroad (building south from Portland) at Roseburg in the north, and with the California railroad (building north from Lincoln) at Redding in the south. Thereafter, for the next ten years the two railroads remained stationary and the California & Oregon stages ran daily between these two points.

Then after ten years of negotiations and reorganizations, the Oregon railroad in 1882 commenced building southward again, and on August 31st, the last stage departed from Roseburg. Progressively the stage changed its terminal with the railroad as the latter progressed southward until Ashland was reached April 19, 1884. Here the railroad remained for over three years before connecting with the California railroad building in from the south.

The latter railroad did not complete its first leg of 38½ miles up the Sacramento River Canyon above Redding to Delta until August 30, 1884 which then became the new terminus.

On December 15th, a new winter schedule for stages between Delta and Ashland was announced. The new schedule consumed 47 hours, with a 9-hour night layover at Yreka, going north; and 47½ hours going south, including a 10-hour night layover at Yreka.

Beginning on May 1, 1885 the north bound trip from Delta consumed but 24½ hours, with no overnight layover. Of course both schedules included stops for three meals per day and frequent horse changes.

On July 31, 1885 the California and Oregon railroads were sold to the Central Pacific railroad, and construction up the Sacramento River Canyon was recommenced. Slate Creek became the railroad terminal with stage and freight travel on February 2, 1886; Castle Rock (Dunsmuir) on August 21, 1886; and Montague, a few miles east of Yreka (the latter being by-passed by the railroad), on March 10, 1887.

Finally on December 17, 1887 the “Last Spike Ceremony” was held at Ashland and the California and Oregon Stages ceased to run.

Transferring our attention now to the Klamath Country we find that the first traces of wagon wheels across this section were left by the emigrants traveling to the valleys of Western Oregon, or the miners from California headed for the John Day Country of Northeastern Oregon.

Next, came the establishment of Fort Klamath, the military post, September 5, 1863 on Linn Creek, now Fort Creek in beautiful Wood River Valley. Supplies and equipment were brought in from Jacksonville, in turn hauled there from Crescent City. Col. C. S. Drew recommended the site for the fort and the route of the road leading to it. Soldiers under Capt. William Kelly hacked out a crude road which led up Butte Creek, past the northern base of Mt. Pit (now Mt. McLoughlin), to enter the Klamath Country near Pelican Bay. Since there was no other road then in existence, the Mt. Pit road was again used in 1864.

Soon after the establishment of the fort, a pony express consisting of three soldiers on horseback, was instituted to carry dispatches between the fort and Henley (near later day Hornbrook), where the nearest post office on the California-Oregon stage line was situated. Following down the eastern shore of Upper Klamath Lake, the express crossed
Link River at its head, to follow down the Klamath River atop its northern rim on an old Indian and trapper’s trail. Descending from the high country above Fall Creek, the trail ran along the river itself to its destination at Henley. Weather permitting, this trip was made twice a month.

Also shortly after the establishment of Fort Klamath, George Nurse arrived to run the sutler’s store and to fill hay contracts. He may have, while stationed at the fort, brought in his first supplies by pack train from the Rogue River Valley. At least he was in Ashland in March, 1865, from whence he was accompanied by O. C. Applegate back to the fort by the “nine points” or Klamath River Canyon from Henley, also once known as Cottonwood, there being far less snow to buck on this route than by Mr. Pitt.

Another slight indication that the sutler’s first supplies came from the Rogue River Valley only, is the report some two months later, printed in the Yreka Journal of May 19, 1865:

“Freighting on Klamath Lake. – Bob Whittle lately transported 1300 pounds of freight in a boat on the Klamath Lakes towards Fort Klamath. The freight was taken to the lakes from Yreka, and is the first attempt of its kind ever made.” In other words, freight had heretofore been received at Ft. Klamath by other means, and probably from other sources, such as freight hauled into the Rogue River Valley from Crescent City.

In the meantime, on May 10, 1864 a map was filed with the Siskiyou County Clerk of California, describing a wagon road then in existence which had been constructed at some previous time, perhaps 1863, or even 1862 when the first settlers of Butte Valley are reported to have arrived. This road later became known as the “Ball Mountain Road” which saw a great deal of use during the Modoc War as both a freight and stage route. Much of Klamath Country’s early day freight was hauled in from Redding over this route until the Topsy Grade replaced it to a great extent after the arrival of the railroad in 1887. An extension of the Ball Mountain Road in 1871-72 known as the Tichner Road, extended the route from Yreka to Alturas, where another road led farther east to Surprise Valley in extreme Northeastern California.

1864 also witnessed the inauguration of a supposed military road from Eugene City up the Middle Fork of the Willamette River and over the Cascade Summit south of Diamond Peak, completed by 1867. Known as the Oregon Central Military Road, the route passed Summit and Crescent Lakes and on to Corral Springs, near present Chemult; then crossed Klamath Marsh, near the old Lenz Ranch, to reach Sprague River some 15 miles east of present Chiloquin. From this point the road followed up Sprague River and across Lake County some five miles north of Lakeview to pass Steens Mountain on the south. It crossed the State Line east of Jordan Valley to enter Idaho. Very little, if any, work was ever done on this road east of the Cascade Summit. It became known as one of the largest land swindles in the State.

Only a very crude road was constructed on the western slopes of the Cascades. The entire route saw little use, except for one year, 1871, when supplies to Fort Klamath were hauled over it. Part of these supplies were cached near the eastern base of the Cascades (near present Marsh Creek) which had not been recovered by April 14, 1873, nor have records been located to date of their eventual fate (This writer once saw at this locality, a large Lodge Pole pine grown around a piece of iron, presumably part of a wagon).

Finally, on October 14, 1864 a treaty was concluded at Council Grove near Fort Klamath by which the Klamath Indian Reservation came into existence. According to Bancroft’s History of Oregon II, supplies were brought in for the Indians after the treaty
should be signed, as well as gifts to be distributed at the signing of the treaty. The surplus supplies left over were stored at the fort and consisted of some 16,000 pounds of flour, or “grits”. Whether these supplies were transported in by wagon or pack train is unknown.

Likewise, the transportation route is uncertain. There was but one road then in existence, the Mr. Pitt road, from Rogue River Valley over which that amount of goods could have been conveyed. However, an alternative route may have been opened for wagons or pack trains, if those were used. It is known that J. Petit Huntington, Superintendent of Indian Affairs for Oregon, in charge of treaty negotiations, traveled both to and from Fort Klamath by this latter route. It lay along the eastern base of the Cascades between The Dalles and the Klamath Country. U.S. Highway 97 approximates the route today.

The following year, 1865, Capt. Franklin B. Sprague, then in command at Fort Klamath, replaced the Mr. Pitt road with a new one, the Annie Creek Road. Again the soldiers constructed the road which led up Annie Creek, across the Cascade Summit inside present Crater Lake Park and down Rogue River to Jacksonville. Present State Highway 62 approximates this route.

1866 saw but one new segment added to the slowly growing transportation system of the Klamath Country. That happened when Lindsay Applegate, the new Klamath Indian Reservation Agent, brought in over the Applegate Trail from Ashland, a wagon load of equipment and supplies drawn by four yoke (eight) of oxen. The new route turned from the emigrant trail at Spencer Creek, crossed Link River at its head and by way of what later became the “Old Fort Road” reached Barclay Springs on the shore of Upper Klamath Lake. Here, guided by “Moses” they were forced to climb the Naylox Rim, travel north some six or so miles to descend back to the now deserted Johns-Mansville plant near the present U.S. Highway 97 bridge across Williamson River. The river was forded just above the bridge and Agency Lake reached at “Kowasta” near which the first primitive Agency was founded. The entire trip, some 90 to 95 miles, consumed 12 days, from May 1st to 12th inclusive, due to the unfavorable terrain of the route.

March 12, 1867 is the probable founding date of Linkville, now Klamath Falls. At least it is a well known fact that George Nurse, Sutler at Fort Klamath, after securing a permit to establish a ferry across Link River at its mouth, moved his stock of goods, via the Naylox Rim and “Old Fort Road,” to the new location early in the spring of that year.

Much later in the year, during October, Huntington, the Superintendent of Indian Affairs, started wagons from The Dalles, transporting portions of $35,000 worth of supplies promised the Indians “for the first year after their removal to the reservation,” by the 1864 Treaty. (Better late than never, it would seem. - Ed.)

The wagon train, probably following Huntington’s 1864 route, reached Cedar Springs (now Juniper Springs) near present Madras in Jefferson County, where it was turned over to a detachment from Klamath Agency. This group included six soldiers and volunteer Klamath Indians, all under O. C. Applegate, who then began to retrace their northern march. The entire route, as in 1864, seems to closely approximate U.S. Highway 97, and was evidently the forerunner of this north-south road. The Klamath Agency was reached November 16th, after passing through snow 18 inches deep in places. Turning our attention to the Klamath River Canyon, we find that it first became known to white men during the winter of 1826-27 as the best pass through the adjoining Shasta-Cascade Mountains, when Peter Skene Ogden’s Hudson’s Bay Fur Brigade trailed through it twice. Thereafter, white trappers and traders working out of Yreka, after gold...
was discovered there, traveled it between the Shasta Valley and the Klamath Country.

Mart Frain, who for many years lived along the upper Klamath River Canyon, followed it up to Link River in 1857. Robert Whittle and later Francis Picard caught fish at “Fishing Falls” west of Keno, which were packed to Yreka and sold to the miners thereabouts. Then with the establishment of Ft. Klamath, the soldiers’ express followed it as the best all-winter route. Lastly, there are records of its use in following winters by some of Klamath’s early settlers, such men as George Nurse, O. C. Applegate, O. A. Stearns and others.

As previously stated, Robert Whittle carried in 1300 pounds of freight from Yreka, the first of which we have an authentic record, in May of 1865. Without question, the Klamath River route was followed. From that date until early in 1868 we have found no documented record of its further use, but know without a doubt that it was used.

While operating the Suder’s store at Fort Klamath, George Nurse seems to have secured most if not all his supplies from Rogue River Valley points, packing them in by way of Mount Pit, except possibly a few winter trips by way of the Klamath River. After moving his store to Link River he began to purchase a large portion of his supplies in Yreka.

By that time a variant route was developed between Yreka and Link River, and these developments are best described by newspaper articles of the day:

Yreka Journal. February 28, 1868: “...The people of Link river are anxious to do their trading with Yreka in preference to Jacksonville, although they belong to that county, for the reason that they can get to Yreka at all seasons of the year. A good wagon road now runs from Yreka to Killibrew’s ferry on the Klamath (Killibrew’s settled by 1862 or before, became in 1869, the Ward Ranch, now submerged by Copco Lake), turning off from the Oregon road at Jas. Bradley’s ranch towards Bogus (the probable location of later day Ager), in reference to which we learn a petition is to be presented to the Board of Supervisors, asking to have this private road declared a public highway. From Killibrew’s ferry to the old emigrant or Applegate road (this segment led up Klamath River to Spannus Gulch, then up that to Long Prairie Creek and followed it to what later became Parker Station slightly north of old Weyerhaueser Camp No. 4) there needs to be but seven or eight miles of road built, which will connect us with the Klamath Lake country, as well as opening a direct road to Surprise Valley.

...Mr. Nurse, the sole trader of that section at present, who has two trading posts, came into town last Monday for goods to replenish a portion of his needed assortment, and says this is the best place for him to purchase goods if the road is opened from Killibrew’s to the Applegate road, from the fact that he could team cheaper by getting goods via Red Bluff, than packing from Jacksonville and getting goods via Crescent City...”

Yreka Journal. March 6, 1868: “…and in the meantime goods for Link river could be packed this short distance, and hauled the balance of the way in wagons. This is the only feasible route for the Klamath Lake settlers in winter and the most desirable in summer...”

Yreka Journal. April 3, 1868: “Geo. Nurse, the Klamath Lake trader, leaves here this morning with a pack train well loaded with supplies and takes freight at ten cents per pound. The travel to that section via Killibrew’s ferry averages from ten to fifteen persons per day, most of the travel coming from Oregon, it being necessary to come down to Cottonwood in California and then go north again.”

Yreka Journal. June 12, 1868: Trade from the Klamath Lake country with this section
is steadily increasing, and orders come into town through different individuals every time the tri-monthly military mail and express comes along from Fort Klamath."

_Yreka Journal_. (From the Road Supervisor's survey): "...The route by the South of Klamath River is considered the best one for the interests of this county, from the fact that it would be all in the State ... The road on the South side of the Klamath would avoid any crossing of the river, and take to the mountains shortly after leaving Killibrew's ferry. (A gradual extension of this road followed until some seven years later the first Topsy Grade carried it out of the Klamath River Canyon.)"

_Yreka Journal_. July 24, 1868: "We have heretofore mentioned the route via Killibrew's on the north side of Klamath River, and also the route in the same direction on the south side of the Klamath River, but we now think a better route can be obtained via Little Shasta River, to Willow Creek; thence to the old emigrant road on Lost River, thence easterly within three or four miles of Clear Lake... (This latter road, already in existence, and known as the Ball Mountain Road, thus received the first attention of Siskiyou County road builders.)"

On the same day the _Yreka Union_ wrote: "Another large assortment of goods for the Klamath Lake section, purchased by Geo. Nurse from McConnell & McManus of this city, leaves town today by pack train via Killibrew's ferry."

Further information for 1868 is lacking but the story is continued in 1869 by four articles printed in the _Yreka Journal_:

"March 26: George Nurse, from the Klamath Lake country was in town this week purchasing goods to replenish his stock, and brought with him a large assortment of furs. He also intends bringing in shortly, a lot of wool, which is obtained from the various herds of sheep in the vicinity of Link and Lost rivers."

"May 27: A pack train loaded with goods for the Klamath Lake country, by McConnell & McManus, left town early yesterday morning."

"June 17: ...Nurse's bridge across Link River will be completed by the first of July."

"July 1: Geo. Nurse, arrived in town with his pack train from the Klamath Lake country, with a load of wool, and will return tomorrow with a stock of goods."

As late as 1869, the only post office east of the Shasta-Cascade Mountains in any way connected with the Klamath Country, was located at Willow Ranch on Goose Lake, in California a few miles south of the California-Oregon line. It was probably run by A. Snider who settled there in 1868, and ran a store and hotel on the military road from Sacramento Valley to Fort Bidwell in Surprise Valley.

A new road was constructed in 1869 between the Rogue River Valley and the Klamath Country. It was built to replace the almost impassable Applegate Trail. Its story is best told by O. A. Stearns, emigrant of 1853, and soldier at Fort Klamath until 1867, when he settled on a tract of land midway between present Keno and Klamath Falls. His reminiscences were recorded in the _Klamath Republican_ of December 1, 1909 and in part follows:

"...When the first settlers came over this side of the mountain Ashland was a very small village of less than a hundred people. There was but one small store - that of R. H. Hargadine - a grist mill, sawmill, marble mill, hotel (Emery's), and a blacksmith and wagon shop. It was trade from this side of the mountain that made Ashland the best town in Rogue River Valley. Let those dispute that fact who may."

"Those who have traveled across the mountain between Ashland and the Klamath Basin at any time during the past twenty years (1889-1909) are wont to declare that it was no wonder this country did not settle up - the
roads were so atrocious that no one would willingly go over them the second time; and yet, compared with what they once were, they are now equal to a turnpike.

"The old road, as formerly traveled was the old emigrant road first traveled by the Applegate party in 1846..."

"As the objective point of these emigrants was westward, and they never anticipated any attempt to return over the road, their only concern in crossing a mountain range was to find a practicable way up; the going down was easy. (Traveling west, there were four wagon slides over the Cascades, at Jenny Creek, Keene Creek, Green Springs Summit and at Strychnine hill on Tyler Creek - Ed.) At these places (traveling east-Ed.) it was necessary to unload all wagons and pack on animals or carry on the backs of individuals the entire load, as it took four good horses to pull the empty wagons up these places. When pack animals were used, as was frequently the case, no trouble was experienced.

"When the weather was good the task of hauling supplies, though tedious and slow, was not dangerous, but sometimes the early rains or snows would come and catch the settler on the wrong side of the mountain, when trouble of a serious and often dangerous character ensued, as many can testify to their sorrow.

"The first attempt to better the road was made in the fall of 1868, when the writer circulated a petition among the settlers this side of the mountain asking the County Court of the county (Jackson) to have viewed and surveyed a wagon road from a point on the stage road near the Songer place by Soda Springs across the mountains to Brown's ranch (at Spencer Creek) on the Klamath, thence up the Klamath valley to and across Link river, thence down Lost river and around Tule Lake to the state line. Considerable opposition to the measure was found on the west side of the mountain, partly caused by a local feud among the settlers on Emigrant creek and partly by Ashland citizens who were contem-
of Goose Lake. George Nurse at that time was the owner of a toll bridge across Link river, built in 1869 at a cost of $1,500; this he sold to the commission for $2,500; Judge Mason did the survey work and kept a team of mules and wagon at an expense of six dollars per day for the team, while other exorbitant expenses ran the preliminary survey and other costs up to such a sum that it is generally believed there was not to exceed $10,000 in money actually expended in work. Several changes have since been made by this county and much money spent out of private as well as public funds, so that the road is much improved over former conditions. No one here regrets that they are no longer obliged to pull their teams over that mountain to obtain their supplies.

"In those days the keepers of road houses were important citizens, and at times of the year their accommodations were taxed to the utmost.

"No early pioneer but remembers the hearty cheer and hospitable board of Mrs. O. T. Brown on the Klamath, of Mrs. Henry Duncan of Johnson Prairie, of Mrs. Jas. Purvis at Jenny creek, and of Mrs. Zenas Howard or Mrs. Will Breedings on Green Spring mountain. Others have come close, but their's were the pioneer houses of the road, and the thoughts of their beautiful tables and excellent cooking heartened so many a storm-bound and weary traveler and are cherished as among the pleasant recollections of those days."

The Applegate Trail, Southern Oregon Wagon Road and present State Highway No. 66 all approximate each other, criss-crossing several times and never separated more than a few miles at any time. This route, first used in 1846, has through the years remained the main road between the Central Valleys of the Klamath Country and the head of Rogue River Valley at Ashland.

On January 29, 1870, U.S. Senator Williams introduced a bill in the Senate to establish certain post routes in Oregon. One of them was from Jacksonville, Oregon by Link River, Lost River, Hot Springs, Goose Lake Valley to Lake City, in Surprise Valley, California. Another was from Eugene City, by Butte Disappointment, Big Prairie, Pine Openings, Diamond Peak, Sprague's Valley, Goose Lake, Surprise Valley to Winnemucca, Nevada. This latter route seems never to have progressed farther than the petition stage.

1870 witnessed new developments on three different roads pertaining to the Klamath Country:

First, the reactivation of an old but seldom used route, of which the Yreka Journal of August 17th had the following to say: "A Dalles paper says: Dr. William McKay started from here, accompanied by his family, for Fort Klamath with six wagons loaded with a grist mill, agricultural implements, goods, etc. He takes the old Stein (Steen's Mountain) road to Willow Creek, where Capt. John Smith now lives, and then turns and crosses Crooked River, taking the route traveled some two years ago by the late Mr. Huntington, Superintendent of Indian Affairs for Oregon."

This shipment of equipment and supplies was for Klamath Agency and was in addition to that year's shipment of supplies to the military forces stationed at nearby Fort Klamath, where they seem to have arrived by the same route from The Dalles.

Second, the completion of the Dead Indian Road, a route Rogue River Valley settlers had commenced as early as 1862, but only constructed to Lost Prairie, some 15 miles west of Lake of the Woods. In the fall of 1870, O. C. Applegate with a crew of 21 Klamath Indians, slashed out a make-shift road from Pelican Bay, via Lake of the Woods to join up with the settlers road to Lost Prairie.

Third, the replacement of the Naylox Rim detour away from the shoreline of Upper Klamath Lake, opened in 1866 by Lindsay Applegate. Later in the fall of 1870, after completion of the Dead Indian Road, O. C.
Applegate, this time with a crew of 45 Klamath Indians, grubbed out a hazardous road some six miles in length along the shoreline between Modoc Point and Barclay Spring.

The various freight routes leading to Fort Klamath, as then existing was described in a letter from G. A. Goodale, 1st. Lieut. 23rd Infantry, Commanding at Fort Klamath, dated February 21, 1871 to the Asst. Adj. Genl., Dept. of Columbia, Portland, Oregon:

"#1. From San Francisco by rail and wagon road via Chico, and Link River, Oregon. This post is as yet not connected with Yreka, Cal. by wagon road, though the completion of a road in the early Summer is quite certain, sufficient money therefore having by citizens of California and Oregon been subscribed. Length of the road to Yreka 112 miles. (He seems to have been unaware of the Ball Mountain Road - Ed.)"

"#2. Route from Portland, Oregon, via Eugene City, over the Odell Wagon road (Oregon Central Military Road), said road not coming to this post, but entering the Fort Klamath and Camp Warner road fifteen miles east of here. From what I can learn, this road from Eugene City, is very rough, and impracticable for loaded wagons.

"#3. Route from Portland, via Dalles City, Warm Springs Indian Reservation, and Deschutes River."

"This is the route taken last year (1870), supplies having been shipped from San Francisco, via Portland. The most indirect of all the routes, it is considered in practicability, next to the Crescent City route. From Warm Spring Reservation south, the way is rough, never having been worked, it being simply a wagon track, south from the Deschutes river, water has to be hauled.

"#4. Route from San Francisco, via Crescent City, Cal. Crescent City, on the coast, terminus of water transportation. From thence to this post by good wagon road two hundred miles.

"This is by far the most direct, and seems the best for any freight from San Francisco. It is the route by which supplies for the post, since the forts establishment, have arrived, with exception of last year, as before mentioned."

Regarding the routes of those early shipments of supplies to Fort Klamath there is one additional record in which the Shasta Courier of June 3, 1865 states: "Government Freights. It is ordered that all government supplies for Fort Klamath, Goose Lake or Surprise Valley, Fort Crook, and Smoke Creek stations be forwarded via Red Bluff. Chico and Red Bluff are engaged in a strong contest for supremacy in good roads and best routes...." This seems to refute one of Lieut. Goodale's statements, but is questionable, since the word "ordered" is used, instead of "delivered".

A new means of freight transportation opened up early in 1871 when the Yreka Journal of June 8th, announced: "We learn from Bob Whittle, that the new schooner lately built at Klamath Lake, has been launched and is used for travel across the lakes." However, it is not until March 20, 1872 that the Journal identified the schooner as the "Mary Moody," under the command of Capt. Brown. Thus, connecting at Link River with the Southern Oregon Wagon Road, an enterprise was begun that plied on Klamath's several lakes and streams for many years. It tended to divert traffic from those first difficult and hazardous routes to Klamath Agency and Fort Klamath.

It will now be seen that roads by 1871 had progressed to the point where wagons almost entirely replaced pack trains into and out of the Klamath Country. However, isolated stock and sheep men obtained their supplies by the latter means well into the present century.

The Oregon Sentinel of Jacksonville on Saturday, October 21, 1871 reported: 'Mr. George Nurse of Link River came in Mon-
day. He loaded several freight teams with merchandise, bought of our merchants, for his stores at Link River, the Agency and Fort Klamath. (This is the only mention this writer has ever found to date, suggesting that George Nurse ever had a store at Klamath Agency. - Ed.)

The Jacksonville Democratic Times of the same date wrote that George Nurse was leaving with four reams for Link River and Fort Klamath. It further stated that private express cost $2.50 for a letter from Ashland to Link River, and expounded the need for a post route.

Supplies to Fort Klamath in 1871 were freighted in over the Oregon Central Military Road, via Diamond Peak as proven by a letter written from Fort Klamath, April 14, 1872 by G. G. Hunt, Major 1st Cavalry, Comdg. Post, to the Asst. Adj. General, San Francisco. In part he stated: "...It is by this route supplies reached this post last year, a portion however, having been by the Contractor (Robert Grant) abandoned in the snow last November where they still remain." (Location and comments on this cache have previously been mentioned-Ed.)

In summing up the mail situation in 1871 we find that according to the 1903 History of Central Oregon, the Oregon legislature in 1870 had memorialized Congress to grant mail facilities to that part of Southern Oregon east of the Cascades. One route was from Ashland, by Brown's, Link River, Lost River, Yainax, Drew's Valley, Hot Springs (in Goose Lake Valley) to Lake City in Surprise Valley, California; and another was from Yreka, by Ward's (formerly Killibrew's on the Klamath River), Brown's, Link River, and Klamath Agency to Fort Klamath.

Sometime in 1871 the Ashland-Lake City route seems to have been adopted. At least on December 11th, three post offices were established in the Klamath Country, Linkville, Yainax and Langell's Valley. Only one, Linkville (Klamath Falls) still remains in use. However, these offices seem not to have assumed actual operation until July 1, 1872 at which time the first mail route between Ashland and Lake City was actually put into operation.

The year 1872 in the Klamath Country, may well be described as coming in like a lamb and going out like a lion. It opened with routine matters, and closed with the Modoc Indian War in progress.

The first contemporary information found to date concerning the Ashland-Lake City mail route appeared in the Jacksonville Democratic Times of February 3rd, 1872 which announced: "Goose Lake Mail Route. We learn by the Washington correspondence of the Eugene Journal of December 28th and January 3rd that at the request of Senator Corbett, the Postmaster General has authorized O. A. Steams and Wm. Angle to carry the mail, by special contract, for one year from the 1st of July, once a week over the route from Ashland via Link River and Langell Valley, to Lake City, California, with a branch from Link River to Sprague River Valley. The correspondent thinks $4,200 per annum is the compensation."

What actually transpired, and who first carried the mails, has become somewhat confused since the History of Central Oregon records that "...in the spring of 1872 a contract was let to Mr. Kilgore, of Ashland, to carry mails from that point to Lake City, California. The contract called for weekly trips and for this service the contractor received nearly $5,000 per year. Mr. Kilgore had charge of the mail route until 1875. A route from Redding, California, north to connect with this line was also established. A post office was at once established at New Pine creek, in Goose Lake valley, just north of the state line, and the settlers for the first time had mail facilities."

Prior to these happenings an advertisement by the Department of Columbia, Portland, Oregon appeared in the Jackson-
of November 25, 1871 which called for sealed proposals for carrying the military mails between Jacksonville and Fort Klamath. The mail was to be carried weekly commencing January 1, 1872 and continuing to June 1, 1872.

Next, follows a letter (microfilm copy from the National Archives) written June 16, 1872. In it Major G. G. Hunt, commanding Fort Klamath, informs the Department of Columbia, Portland, that "...on and after the 1st of July 1872, Linkville, Oregon ... is to be a postal station, to which the mail of this post may be sent ... via Jacksonville."

These two bits of information seem to indicate that the Henley-Fort Klamath military express route ended by December 31, 1871 and the Jacksonville-Fort Klamath route established to fill in until such time as the Ashland, via Linkville, to Lake City route began to function on July 1, 1872. Bids for a military mail route from Linkville to Fort Klamath was advertised for on July 27th, and a semi-weekly route established October 1st, 1872.

Freight routes for supplies to Fort Klamath also underwent some changes in 1872, as indicated by another advertisement by the Department of Columbia in the Jacksonville Oregon Sentinel of April 6th, 1872 when it wrote that proposals to transport supplies to Fort Klamath, commencing July 1, 1872 and ending June 30, 1873 would be received to and including May 6th. An innovation to previous years was instituted, in as much as supplies were to be conveyed in over three different routes instead of one.

Route #26. 200,000 lbs. (100 tons) from the terminus (Roseburg) of the Oregon & California Railroad.

Route #27. 200,000 lbs. (100 tons) from the terminus (Redding) of the California & Oregon Railroad.

Route #28. 200,000 lbs. (100 tons) from San Francisco, via Crescent City.

Probably the freight shipments were thus divided to accommodate more civilian business concerns, contractors, ships, railroads and team freighters. A depot at Old Camp Baker, approximately ½ mile west of present Phoenix, Oregon may have been the point to which all three routes converged before continuing on to Fort Klamath, via Rogue River and Annie Creek, although #27 from Redding is uncertain. This route would have followed up the Sacramento River Canyon, continued across Shasta Valley, and over the Siskiyou Mountains, the latter a very difficult road, by which to reach Camp Baker. The only other possible alternative would have been from Shasta Valley, over Ball Mountain, thence northward through present Dorris, California, Keno, Oregon and on past Aspen Lake to Pelican Bay. Government dispatches of 1873 indicate there was a road in this location at that time.

Then, on November 29, 1872 came the first battle of the Modoc Indian War, a short distance east of the Stone Bridge on Lost River, in turn some three miles by paved road southeast of Merrill, Oregon. Disastrous results followed with the deaths of settlers and the destruction of their property. Re-enforcements were sent for, and soon arrived from Camp Warner, Forts Bidwell and Harney, the Oregon State Militia in Rogue River Valley and volunteer citizens of the Yreka vicinity. By December 17th, Major Gen. Frank Wheaton, in charge of the District of the Lakes, from his newly established headquarters in Linkville sent a telegram to Gen. Canby at Portland in part stating: "...93,000 pounds of grain will be required for a 30 day supply for cavalry horses, pack and team mules ... I shall today draw upon Lieut. E. W. Stone (at Jacksonville) for 130,000 pounds of oats and barley to be hauled from Jacksonville to Crawleys. The Klamath grain contractor can supply it if he works day and night to move wagons over the Cascades before deep snows come. The 20 miles of the 80 between Jacksonville and Linkville will probably be blocked up. Pack trains can run all winter."

Supplies over the Green Springs seem to have arrived after a great deal of trouble bat-
ting the rain, mud and snow of that route.

The *History of Central Oregon* further states that "...the winter of 1872-73 was a severe one and many hardships were encountered in delivering the mail."

However, that portion of the mail route between Ashland and Linkville would have been kept open, more or less, by the government supply trains.

To the east, between Linkville and New Pine Creek, a mail subcontractor, one Reed, "...carried the mail on snow shoes, hauling a hand sled upon which the mail sacks were strapped."

By December 31, 1872 Kilgore asked for a military escort for Reed, beginning January 2, 1873, between Yainax and Drew's Valley. Bad weather and the threat of Modoc Indians delayed the mail for several weeks at one time, it being reported on January 12 that Reed declined to return from Lake City without an escort. By January 20th, a considerable amount of regular mail for Goose Lake and points east had accumulated at Yainax. The U.S. Government, on February 8, 1873 again asked for sealed bids for delivering supplies to Fort Klamath for the period from July 1, 1873 to June 30, 1874. The amounts and routes used, to be the same as the previous year.

During early 1873, tremendous amounts of freight were transported to the scenes of the Modoc War. By January 26th, 33,000 pounds of beef had been transported from Yainax; 40,000 to 70,000 pounds of supplies were transferred from the depot at the head of Goose Lake; and large amounts of arms, ammunition and supplies were hauled in from Fort Bidwell. As the winter passed and the war continued, with over 1,000 troops then on had, the Ball Mountain and Green Springs roads saw the bulk of freighting activities, in the neighborhood of 150,000 pounds or more, of supplies arriving in Klamath County over each route.

Mid-May witnesses a new route being put to use, that from the Red Bluff - Redding area over the mountains to Fall River Valley, thence by way of Big Valley northward past Timber Mountain to Tule Lake.

The Ball Mountain road probably saw the most use from the railhead at Redding into the Modoc War theatre. The war itself may be considered to have closed June 3, 1873, with the capture of Captain Jack. Thereafter, until the mid-eighties, this route was used by private freighters hauling in supplies for Linkville, Bonanza and other Klamath County points.

The *Yreka Union* of May 17, 1873 gave the following points and distances on the Ball Mountain road between Yreka and the Lava Beds:

<table>
<thead>
<tr>
<th>Yreka</th>
<th>to</th>
<th>Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shasta River</td>
<td>to</td>
<td>4 miles</td>
</tr>
<tr>
<td>Jnct. Little Shasta River</td>
<td>to</td>
<td>5 miles</td>
</tr>
<tr>
<td>Jnct. Ft. Crook Road</td>
<td>to</td>
<td>2 miles</td>
</tr>
<tr>
<td>McMurren's</td>
<td>to</td>
<td>3 miles</td>
</tr>
<tr>
<td>Cleland's Mill</td>
<td>to</td>
<td>5 miles</td>
</tr>
<tr>
<td>Ball's Meadows</td>
<td>to</td>
<td>5 miles</td>
</tr>
<tr>
<td>Ball's Ranch</td>
<td>to</td>
<td>7 miles</td>
</tr>
<tr>
<td>Butte Creek Mound</td>
<td>to</td>
<td>8 miles</td>
</tr>
<tr>
<td>Dorris' Cutoff</td>
<td>to</td>
<td>5 miles</td>
</tr>
<tr>
<td>Hole in the Ground</td>
<td>to</td>
<td>3 miles</td>
</tr>
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<td>Dams Ranch</td>
<td>to</td>
<td>4 miles</td>
</tr>
<tr>
<td>Fairchild Ranch</td>
<td>to</td>
<td>2 miles</td>
</tr>
<tr>
<td>Crossing Willow Creek</td>
<td>to</td>
<td>5 miles</td>
</tr>
<tr>
<td>Where road leaves Klamath</td>
<td>to</td>
<td>7 miles</td>
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<tr>
<td>Bluff at Lava Beds</td>
<td></td>
<td>9 miles</td>
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It was over this Ball Mountain Road, and thence down the Sacramento River Canyon to railhead at Redding that the Modoc Indian Tribe was hauled in October, 1873 when exiled from the Klamath Country.

From Redding they were taken to the Presidio in San Francisco by train, then again by train to Fort D. A. Russell at Cheyenne, Wyoming. Shortly thereafter they were transferred to Fort McPherson, near North Platte, Nebraska for a short stay, before being taken to the Indian Territory in extreme northeastern Oklahoma, their home for years to come.

Time marched on as Klamath emerged from its bloody bath of a few short months during late 1872 and early 1873. It was August 26, 1874 before we get our first hint from the Yreka Journal that a new road, or rather the extension of an old one (the future Topsy Grade road between Yreka and Linkville), was being built up the Klamath River Canyon. This item read: “Some fourteen four horse teams are now engaged hauling freight for Fort Klamath from Roseburg … If the Yreka and Linkville roads were completed, all this freighting as well as the trade of the whole Klamath Basin, would come through or from this county as the cheapest, quickest and easiest route.”

Next on December 19th, following, the Journal again informs us that H. C. Tickner “is still engaged in building” the road from Yreka to Linkville.

Then on February 3, 1875 the Journal stated: “H. C. Tickner came in town a couple of days ago from Klamath River, where he has been overseeing the work on the new wagon road to Linkville, via Shovel Creek and Klamath river, towards the Oregon line to join the road lately built from Linkville. (No information whatever has been located on the construction done by the Oregon residents – Ed.) He says the weather has prevented any work for some time past, but as soon as the weather moderates to permit work, the road can be finished for wagons to go over it in about seven or eight days. The road is about completed except to take out boulders, which frost renders hard to get out until a thaw comes.”

By May 29th, 1873 the Yreka Union wrote that “light teams are using the road up the Klamath River, although it is not yet fully completed by Schwatka the overseer.”

Next, the Jacksonville Sentinel as quoted by the Yreka Union of July 3, 1875 reported that “Alex Miller of Linkville, has the mail contract from Linkville to Langell’s Valley, Clear Lake, and back once a week, at $700 per annum. The distance is 106 miles, and the service is to commence on the 1st of July.” (The Bonanza post office, served by this mail route, was established September 23, 1875 – Ed.)

Further, the Union had written on June 30th: “Capt. Ferree, who resides near Fort Klamath (Naylox), and who has been awarded the military express contract from the Fort to Linkville, which commences on July 1st, was in town (Yreka) yesterday. He says the people of the Klamath Basin are all anxious for a mail service between Linkville and Yreka in preference to the Triangular course via Ashland, in coming from the South and East. Besides this, the road is impassable in Winter to Ashland, while wagons can be hauled all the time over the new road from Yreka. The Ashland mail carriers know all this; hence their rushing into print to dispute the facts presented by us.”

The History of Central Oregon best summed up the situation concerning the mail and stage enterprises for 1875, when
they stated: "In 1875 (July 1st) Garrett & Harron were awarded the contract to convey the mails, subletting the route from Linkville to Lake City to John McCurdy. Then they turned their attention and energies toward building up a first-class old time stage route between Ashland and Linkville. The terms of the contract called for semi-weekly trips from Ashland to Linkville, which continued until the expiration of the first two years. Receiving nearly all the government passenger traffic to and from Fort Klamath, which was heavily garrisoned at that period, and as the Klamath country was beginning to be rapidly settled up, the staging business increased accordingly. Two-horse stock and light wagons failing to accommodate the general public, regular Concord coach, four and six-horse stock, was substituted at great expense, and the service increased to daily trips, running the original contract price up to $17,000 per year, which continued until the expiration of their contract."

According to the Yreka Union of July 19, 1875 the Garrett and Harron contract for the past year had been for two trips per week, but commencing at this time three trips per week were to be made, and seem to have remained that number for several years. Stages left Ashland for Linkville on Mondays, Wednesdays and Fridays, returning on Tuesdays, Thursdays and Saturdays. In addition a stage left Linkville on Wednesdays for Lake City, California, arriving there on Saturdays. In returning this stage left Lake City on Mondays, arriving in Linkville on Thursdays.

The first mail and express route, via Topsy Grade, was established somewhere around April 1, 1876 as indicated by the Yreka Union of April 15th, of that year: "Bob Whittle while carrying the U.S. Mail on the new route established between here and Linkville will also run an express for passengers and parcels, which will be a great accommodation to the settlers on the route. Persons from the lower part of the State going to the Klamath Lake country will save two days by going by this route and have much pleasanter traveling. Persons at Linkville or at other parts of the route can get most any article they may want in this city, and as cheap as they can be got anywhere."

In the meantime the post office of Willow Creek, was established north of Montague on September 22, 1876, to be closed out to Ager February 3, 1888 after the railroad's completion. At the same time, September 22, 1876, the post office of Bogus was established several miles east on the Linkville road which closed out to Ager December 13, 1913, which in turn was in existence until January 31, 1940 after which it was served by the rural route to Beswick on the Klamath River at Shovel Creek.

Beswick post office was established April 18, 1882 and was closed out to Montague on May 15, 1947. Beswick also served the logging community of Snow in Oregon, high atop the Klamath River Rim. Snow post office was established June 22, 1894 and was closed out to Old Pokegama, a few miles farther north on September 2, 1899. Old Pokegama post office was established November 22, 1898 and received its mail from the Ashland-Klamath Falls mail stage.

To close out our history of the Yreka to Plevna post offices we find that Topsy post office was established January 9, 1884 at the Overton ranch near the head of Topsy Grade. Major Overton was listed as the only postmaster and the office was closed February 2, 1885 to the Plevna post office or rural route.

At the same time, the old Rancheria Trail that passed north of Mount Pitt, and near Four Mile Lake from Fort Klamath to Rogue River Valley began to fall into disrepair and was still unopened on account of snow and fallen timber as late as July 27th. However, the road did see limited use until shortly after the turn of the century.
On August 3rd, J. M. Sutton, editor of the Ashland Tidings, while making a tour of the Klamath country, wrote a letter from Halfway House owned and operated by Henry Duncan at Long Prairie Creek between Hayden and Parker Mountains. Stages traveling both ways between Linkville and Ashland stayed over night there. Duncan at the time was busy putting up hay in preparation for the long winter ahead. Sutton, headed east, mentioned that he took breakfast at the Soda Springs House (on Emigrant Creek at the western base of Green Springs Mountain) "conducted by J. H. and A. H. Russell. By November 11th, however, Duncan seems to have sold out to Wm. G. Parker and moved to Ashland. Wm. G. Parker, it will be remembered, was a member of the fifteen-man Applegate exploring party who in 1846 laid out the Applegate Trail. Halfway House became known as Parker Station and lies northeasterly from old Weyerhaeuser Camp 4. Little sign remains of the station today.

At this same time, November 11th, the Ashland-Linkville road was reported "...in excellent condition, Garrett and Hatton bringing in the mail ahead of time," while the Oregon and California road over the Siskiyous was "almost impassable in many places".

Finally on December 2nd, it was announced that Garrett and Hatton had bought an "elegant new Concord coach for the Linkville run."

Several changes and advancements in the mail and stage lines to Linkville took place this year and are best explained by a number of newspaper articles:

Ashland Tidings, January 15: Regular hack lines established from Linkville to Bonanza and from Langell Valley to Tule Lake.

Yreka Union, February 10: Capt. Ferree has bought the stage line between Ashland and Linkville formerly owned by Hatton and Garrett. (Ferree seems to have bought out Hatton's interest only - Ed.)

Tidings, March 24: Mr. Hammond, the mail carrier who crossed the mountains yesterday, says the road to Linkville is in excellent condition.

Tidings, April 21: Garrett & Ferree's stage tri-weekly to Linkville.

Yreka Journal, May 2: A large number of Oregon teams are now on the roads between here and Reading (Redding), and take wool and hides from Southern Oregon on their down trips in great quantity. We understand that teamsters are hauling freight from Reading to Jacksonville for 3 cents, only a quarter of a cent more than our summer rate. We notice by the Roseburg Independent that private enterprise is beginning to fix up the roads in that section. A road scraper, hauled by ten horses, is doing a good deal for the road near Myrtle Creek. As much was done in two days, as a thousand men could do with pick and shovel in a week.

Tidings, June 1: A Murmur From Stage Drivers. Stage drivers are not generally given to profanity. Indeed our observation has led us to regard them as, eminently a moral class of men. But under severe provocations, like other mortals, they will use language that is inadvisable except when used by ministers or travelers who have been left by the cars. One of these rare instances of moral delinquency among stage drivers occurred in this place the other day when Bob Garrett, of the Linkville line, and one of the drivers on the O & C Line chanced to meet. The subject which first came up was in regard to the roads. "The roads are all right," said one, with a moderately forcible expletive, "if it were not for the emigrants." "That's so," replied the other with a rather strong adjective accompaniment. Then they both began - well, we must spare our readers and the emigrants. We had heard language, slightly forcible before, but this time we were completely extinguished. We fled in utter dismay. When the storm had subsided we timidly inquired the cause of the excitement and were told that in checking their wag-
ons on the mountains, the emigrants left the boulders used in checking in the road “Why,” said Bob, “the road over the mountain is blockaded by them. And that’s what caused good moral stage drivers to swear.

_Tidings_, June 2: Riding on a Stage Over the Road to Linkville. It was Sunday morning May 20, 1877, in the town of Ashland. The crowd was watching the motions of a man who was intently engaged in packing away to the best advantage the detached portions of that interesting machine, known as the “Linkville Stage”. The portions being secured inside and on top of another interesting machine and one with which I was so soon to form an acquaintance the remembrance of which will be co-existent with my memory, and undoubtedly be incorporated with my midnight dreams. This last named “machine” is most familiarly known as a twelve hundred pound four horse lumber wagon; none of your light springy vehicles, but one that when under-way, forcibly impresses him who takes passage there on that he’s traveling, and one that is not doomed to the fate of the wonderful “one horse shay”. The man engaged, before mentioned, is also familiarly known as “Bob” the stage driver, a fine jolly, intelligent, and genial gentleman grown fat with fun and good living, round and rubicund with jollity, though on this occasion a sad expression suffused his usually smiling face and a sense of uneasiness and dread hung upon every moment. In explanation of these strange things. I was informed that an incident had occurred on the day before known to stage men as a “Breakdown,” and if I intended to take a trip to Linkville next day I there beheld the mode of conveyance and it was incumbent upon me to make my preparations accordingly. Four o’clock A.M., was the time for starting. Distance 62 miles, route over the Cascade mountains; elevation 6,000 feet or more; rocks not sufficiently softened to make our contact with them uncomfortably pleasant.

At 4 on Monday morning I was aroused from slumber and informed the Stage was ready and soon found myself seated beside “Bob the stage driver”. Contorting my countenance to conform as nearly as possible to the condition of the road and the speed of our four grays as they whirled us away toward breakfast at the rate of ten miles an hour. The air was sharp and bracing and the stars seemed to wink, smile and sparkle with an expression of sarcastic delight at the prospects before us; this of course we did not relish but as protest was useless and also most inconvenient, we used our utmost endeavor to keep the peace and our seats also.

Soda Spring was reached in good time and we felt much cheered and assured to behold “little faces at the window” and larger ones smiling at the door. Hot coffee, ham and eggs gave us new strength to encounter the perils ahead. We were now at the foot of the mountain, and a fresh team was pawing at the rack to bear us on. This team consisted of six strong specimens of the equine race, two of which had never been hitched but once or twice before, consequently five men were brought in requisition, not so much to help us start as to prevent our starting too soon; for some time driver and assistants were kept at a respectful distance by the lavish use which our young boy made of his rear defenders, by a judicious manipulation of expletives, superlatives and some of the most soul stirring and emphatic expressions known to the Oregon vocabulary, all things were righted and I found myself again seated beside “Bob the stage driver”. A flourishing of the driver’s arm, the discharge of a bombshell from the end of his whip cracker, a lunge, a jar and a desperate effort to prevent being hurled off into space brought back to mind the important fact that “we were traveling”. Impressions were made on all sides and one particular struck me forcibly, viz., that ‘twas our province to crumble all the rocks found on or in the vicinity of the road “to Linkville”. A strange jumbling of sounds
and sights, seemed to surround us, and only one of the five senses appeared to remain intact and that the sense of feeling, and I could only gain consolation in the thought that probably philanthropists in after ages might hear of this sacrifice to appease the wrath of the travelers' God and eulogise our unselfish offering, but whether we were being crushed beneath the wheels of Juggernaut or pounded to death in a quartz mill I was unable to determine.

We had advanced to a considerable distance with naught to relieve our situation, which was growing monotonous in spite of the great variety of our movements, when we met the pleasant and affable gentleman from Fort Klamath who we were informed was on his way to the house of the girl of his choice and only a couple more suns were to rise ere he should fold his blushing bride to his heart and be overwhelmed with happiness. A halo of joy seemed to encircle him and we saluted him with a smile, intended for encouragement, but I was sorry for the effort, for I fear 'twas too sickly to be appreciated. We were now nearing the summit of the mountain and moving among the clouds, but I failed to observe that the rocks were softening. Noon came and with it dinner, a change of horses and again we were moving on (The Summit Ranch one mile west of Green Springs Mountain Summit - Ed.). Some relief came in the shape of a snow storm, but we were now on the downgrade and had no time to speculate upon the mutability of human affairs or the changefulness of climate "business is business" and my pilot, the commander of our craft - "Bob the Stage Driver" - cried "down brakes". I complied with unerring certainty and missed my aim.

We descended to better roads, the excitement wore away, my load of brake tending responsibility dropped off. I lapsed into silence, finally to slumber and at 8 P.M., I was grasped by the hand by Linkville's accommodating hotel keeper, smiled at by the boys, warmed at the stove, fed by the cooks and at the earliest convenience rolled myself into the arms of Morpheus and dreamed that I was transformed into the head of a battering ram and used to demolish the walls of ancient Troy.

Now stranger, reader, traveler, I have one request to make of you, if in the course of human events "it becomes necessary" for you to travel over the Linkville stage route and you see an opportunity to roll a rock out of the pathway of "Bob the stage driver" I beg of you in the name of justice and mercy don't, I beg of you, don't neglect to do it, and if the Hon. County Court, of Jackson county, would for a short time turn their attention toward the rising sun and administer the imperative duty demanded of them by the interests of its people and the traveling public in the way of improving the Linkville stage road, future generations will bless them, "Bob the stage driver" will bless them and if they ever have occasion to cross the mountain with him, his jolly good nature and mirth loving disposition will be pleasant to recall in after life. Yours will be lengthened, by it your prospect for future will be brighter and remembrances of the past more pleasant, and I can assure you that you'll be carried through on time. But two things are necessary to keep in order to enjoy it viz. your seat and temper. - C. B. W. (C. B. Watson, the late Hal Ogle's uncle on his mother's side - Ed.)

**Tidings, June 22:** Soda Springs 10 miles from Ashland on the Linkville Road.

**Tidings, July 20:** An Old Pioneer. We have had with us a few days in Ashland Capt. Solomon Tetherow, one of the old Rocky Mountain men. He first went with Gen. Ashley and Maj. Henry (who was with Lewis and Clarke) to the mountains in 1823, he and James Bridger being the youngest members of the company we believe. Mr. Tetherow is now the sole survivor. Since his youth he has been one of the leading spirits on the frontiers and his stories of
Oregon and California Overland stage at Cole's Station near Hilt in northern California.

- Courtesy Siskiyou County Museum

Ferrying across the Klamath River, probably at the north end of the Anderson Grade between Yreka and Henley.

- Courtesy Siskiyou County Museum
Pack train at State Line Station between Klamath Falls and Dorris

Pack train in Klamath Falls approaching the intersection of Sixth and Pine Streets in front of the old Iris Theatre. Early Teens.

Packers in front of the Midway Stable on Main Street in Klamath Falls, near First Street (approximate site, present Molatore's Restaurant. 

- Maude Baldwin Photo
adventure in the early days are as thrilling as Ned Bunline’s border tales. In 1845 he led an emigrant train across the plains to Oregon and settled in the Willamette valley, where he still resides. He is now in his seventy-eighth year but quite strong and vigorous, and is yet able to keep pretty well up with the strongest young men on a hunt in the mountains. Mr. Tetherow is spending the summer at Mr. Parker’s on the Linkville road, Mrs. Parker being his daughter.

_Tidings_, August 3: Linkville Items. The Yainax mail carrier brought in a supply of butter, cheese and eggs from Alkali for parties from Jacksonville on the way to Crater Lake. Klamathfesky.

Tidings, August 17: Linkville stage – Al Ferree the driver, arrives Tuesday, Thursday and Saturday (at Ashland) at 1 P.M.

_Tidings_, October 12: Capt. Ferree returned to Linkville. He is part owner of the Garrett stage line, and proprietor of Lakeview Cottages (Naylo), pleasant and home-like house on the road between Linkville and Fort Klamath.

_Tidings_, Friday, October 26: The Wedding. On October 21st, Mr. Robert Garrett, of the firm of Garrett & Ferree, mail contractors, himself the driver on the Ashland and Linkville Stage Line, was married to Miss Ella Thornton. The ceremony was performed by Rev. J. B. Donaldson at the residence of James Thornton Esq., the bride’s father, in Ashland and was a decidedly pleasant affair. After the wedding, the happy pair, accompanied by a number of friends, repaired to the Soda Springs, where quite an elaborate dinner had been prepared by the Russell family. On Monday morning they left the Soda Springs for the Lake country, to visit their friends in the Sage Brush land. We hope their trip through life may be long and pleasant and that the life “harness”, which galls and frets so many, may ever rest gently upon them.

_Tidings_, November 30: Tom Laing, former mail contractor on the route between Linkville and Lakeview, will start for Lewiston soon. Tom knows how to make money. (This is all the information that has ever been found on Tom Laing – Ed.)

_Tidings_, December 13: Charlie Adams, well-known knight of the whip, is now driving each alternate trip of the Linkville stage, thus dividing the labor with the indefatigable Garrett.

_Tidings_, December 21: The editor of the Yreka Journal thinks the Yreka-Linkville mail should be thrice weekly, instead of weekly. The opinion that it would be, if the California representative had labored as much as Oregon’s had.

1878.

Newspaper excerpts from the _Ashland Tidings_ alone will continue the history of staging and mail service into the Klamath Country during this year.

January 4: Capt. Ferree of Lake county was in Ashland several days. The Capt. is socially a decided success, and he can run a stage line, farm, stock ranch and keep a good hotel ‘in the bargain’.

OUR PLEVNA – The name of the Horseshoe City of the Turks’ has become famous throughout Christendom from reason of gigantic military operations carried on about that city during the eastern war, and now we are to have a Plevna of our own in the land of pine and juniper and sage. A short distance above the site of our Plevna are the extensive marshlands of the Lower Klamath Lake, and mile below the Klamath river enters a canyon, so that the location is the most feasible one for a crossing place. There is a ferry at the place, called Whittle’s Ferry (now Keno – Ed.), although the proprietor now is William H. Roberts, which has constantly increasing business. The Yreka road to Linkville crosses at this point, and forms a junction with the Ashland road about mile north of the ferry. Immediately on the north side of the river are the ranches of Messrs. Thompson and Walker, both old time residents of Jackson county, and on the
south side, near the ferry, is the residence of Robert Whittle and his wife Matilda, who were famous as interpreters and Lava Beds messengers during the peace negotiations of the Modoc War. About 1/2 mile below the ferry, on the south side, is the sawmill of Mr. Pratt. Here the Klamath commences its rapid descent through the canyon, affording horsepower sufficient to drive a 'canyon full' of mills. Forests of yellow pine reach down to the river. At no distant day we confidently expect to see quite a village spring up at this point.

January 18: Ab Giddings, Joe Clow, Milo Mathews and the irrepresible Garrett, heroic stage drivers.

June 14: Bob Garrett, tireless and indefatigable driver, will remove his stock to the Jacksonville and Crescent City route by the end of the month.

June 17: M. Colwell, is the new contractor of the mail run between Ashland-Linkville-Lakeview ... Garrett has sublet the mail route from Ashland to Crescent City to Richard Ish.

Garrett and Ferree dissolve partnership of the Linkville Stage Line. M. Colwell takes over the mail.

Thatcher and Worden of Linkville awarded the freight contract from Redding to Fort Klamath.

July 26: William D. Corpe, the late mail contractor on the Linkville-Yreka (Topsy Grade) route, has gone into partnership with George Nurse in the Livery stable business. (George Nurse some time later married Corpe's daughter Mary – Ed.)

September 20: M. Colwell’s Stages advertise that they leave Ashland on Monday, Wednesday and Friday for Linkville. Return Tuesday, Thursday and Saturday.

Stage for Lakeview leaves Linkville on Wednesday, arrives on Saturday, carrying mail and passengers.

November 8: S. D. Whitmore, formerly of Ashland and original proprietor of the Soda Springs, has hewed him out a home at the margin of a pine forest near Bonanza.

November 29: Mr. Colwell, proprietor of the Linkville Stage line, has a fine new buckboard ... a great improvement over the old backbreaking coaches and as easy on passengers as a barouche.

December 12: M. Colwell, contractor Ashland-Lakeview mail, began daily service last Monday, to Lakeview in 60 hours.

1879.

There being no other contemporary source of information available, we will continue our stage history with newspaper excerpts.

Yreka Union, April 19: The stock of M. Colwell, says the Jacksonville Sentinel, mail contractor between Lakeview and Ashland, was attached on Saturday last (April 12th) by Mr. Courtney of Soda Springs. His stock at Linkville was attached the same day, and it is said that it is attached along the whole route to Lakeview. Colwell is making efforts to extricate himself from his difficulties.

Ashland Tidings, May 2: The mail is not going through. Colwell, the sub-contractor is broke and has no credit. The mail is sometimes three weeks late in arriving at Lakeview.

H. F. Phillips will run hacks to Linkville for the accommodation of the public. (Phillips was a Southern Oregon man who evidently saw an opportunity and made some sort of deal with Colwell or others in authority, whereby he would deliver the mails, at least temporarily – Ed.)

Union, May 3: S. S. Huntley, the original contractor in the Ashland and Linkville route, telegraphs to parties in Jacksonville that he will soon be out to straighten matters on that route. (This is the only mention ever located of S. S. Huntley. He seems to have been the real contractor, sub-letting to Colwell. In “straightening out” the Linkville route, Huntley either sold or sub-let again, this time to H. F. Phillips, then apparently drops out of the picture – Ed.)

Tidings, June 21: The Military express runs from Linkville via Klamath Agency
Joe Moore, freighter, and his famous wheel horse on Riverside Street in West Klamath Falls.
- Maude Baldwin Photo

Stage Coach on the Scott Valley, Siskiyou County, California run near Etna.
- Courtesy Siskiyou County Museum
and back three times a week, making the return trip on Sunday. We have been informed that Mr. Roork, the Indian agent, from conscientious motives refuses to give out the Agency mail on Sunday. Therefore the plans of the Government to furnish tri-weekly mail each way is thwarted. We do believe that the Government should relieve Mr. Roork from a position that requires either violation of duty or conscience.

_Tidings_. June 27: The four-horse team on Phillips Linkville Stage Line makes a fine appearance.

(Adv.) "The Ashland and Linkville Stage Line will hereafter run a line of stages daily between Ashland and Linkville for the transportation of passengers and express matter. On Mondays, Wednesdays and Fridays at 5 o'clock A.M., a fine four horse coach will start from Ashland, arriving at Linkville in the evening of the same day. Leaves Linkville Tuesdays, Thursdays and Saturdays in the morning, arriving at Ashland in the evening. On alternate days a two horse hack or buck-board will make the trip. Office in Ashland at the livery stable. In Linkville at Thatcher and Worden's store. (The latter location was the famous Brick Store at the corner of Main and Conger - Ed.) H. F. Phillips, Prop."

_Tidings_. August 1: H. F. Phillips had to send two hacks beside the stage to carry the passengers from this place to Linkville last Friday morning.

1880.

This year began in the grip of severe winter snow storms which lasted for some time and greatly hampered mail deliveries and transportation of any kind. The Ashland Tidings alone, continues the staging story for this year:

January 16: The Overland Roads. When Ab Giddings arrived with the stage from the south last Sunday, he reported that on the other side of the Siskiyou Mountains the snow was drifted to the depth of ten or fifteen feet in many places on the road. The mail from Yreka was brought over the mountains either on a bobsled or on horse back, and the carrier was two days and a half and two nights in making the distance from Yreka to Bar- tons, about 40 miles. No mail from a greater distance than Yreka was brought. Although the terrible roads made slow travel necessary, there was no impassable barrier to the stage travel in the Oregon portion of the route, and the mails came with tolerable regularity from the north.

_Ibid_. Snowed Up or Lost. Word reached here the latter part of last week that John McCurdy, the mail carrier on the route between Linkville and Lakeview had left the latter place nearly a week before, and had not reported at this end of the route. We were unable to learn the particulars, but from the way the story reaches us, it would seem that no one had come thru from Lakeview since McCurdy had left, and the people in Linkville supposed he had left Lakeview at the time mentioned. Later - we learned just before going to press that Mr. McCurdy had reached Linkville all right, after being on the road three days, instead of a week, as reported above. Mr. McCurdy was not lost, but the terrible storms made travel simply impossible, and he was compelled to seek shelter sometimes.

_Ibid_. Mail Carrying Under Difficulties. The people interested in the mail route between this place and Lakeview have reason to be thankful that the contract of carrying the mails upon this difficult route is in the hands of so conscientious and persevering a man as Mr. Phillips. Last winter, with not half the difficulties in the way of blockaded roads that Mr. Phillips has had to contend with, the carrier made a miserable failure of the business, and finally was forced to throw it up altogether. Up to the time of the last heavy storm the road has been kept open by the sleighs and wagons, but last Friday (Jan. 9th) the snow on the Cold Spring (Hayden) mountain was about seven feet deep, and as it was impos-
Parker Station on the Southern Oregon Wagon Road as it looked about 1915. It was demolished years ago. – Hal Ogle Photo

The old Bailey Stage Station on the Southern Oregon Wagon Road between Ashland and Klamath Falls, built in 1899, as it looked in 1971. An earlier station was once located nearby. – Helen Helfrich Photo
sible to get through with sleighs, the mail was
brought in on horseback. On Saturday morn-
ing Mr. Phillips started out with an extra four-
horse team, with the determination to break a
road for sleighs, and he is still out on the road.
It has been snowing some on the mountains
nearly every day since, and he has doubtless
kept busy all the time with the extra team. We
believe the mail has been put through some-
how to the full number of trips required by law
up to this time, and Mr. Phillips deserves the
fullest credit for his perseverance ... Since the
foregoing was put in type Mr. Phillips has re-
turned, and has given us a vivid picture of the
rough experiences that have been undergone
in putting the mails through. Eight horses and
several men worked for many hours to get over
the mountain on Sunday. Large trees were
blown down across the road, many of which
had to be cut out as it was impossible to go
around them with a team. The drivers on the
route, Walter Phillips, Bud Oliver, Collie Stow
and John May, have displayed extraordinary
pluck and fortitude in the double and difficult
work they have done on the road.

Ibid. Adv. EUREKA LIVERY. Sale and
Feed Stables. J. N. T. Miller & Co., Propri-
etors, Linkville, Oregon, Large new barn and
corral, and every arrangement to give satis-
faction in every branch of the business. Hay,
Grain and Flour constantly on hand for sale.

Ibid. H. F. Phillips purchased Ashland Liv-
ery Stables from Chapman and Neil.

Ibid. LINKVILLE LIVERY STABLES.
Manning and Webb, are pleased to announce
that their stables at Linkville, Lake County,
Oregon are in excellent repair, amply pro-
vided with feed, and that customers will he
waited on promptly, and in the best style. A
good Hack, Excellent Buggies and No. 1 Rid-
ing Horses always on hand. Horses promptly
cared for, and TOURISTS AND OTHERS
OUTFITTRED on the shortest notice. Do not
fail to give the Linkville Stables a trial.

January 23: (From Fort Klamath.) The mail
is very irregular, now coming in every third or
fourth day and no buckboard for over a week.
(This may have been one of the winters when
the mails were carried across Upper Klamath
Lake on ice by Ike Mose, Modoc Indian and
relative of Captain Jack, who lived at Modoc
Point - Ed.)

Ibid. RUNAWAY. As Walter Phillips was
speeding toward Linkville (at three or four
miles per hour - Ed.) in the mail cutter last
Monday morning, he was dumped out in the
snow when going down the mountains this
side of Parker's by a turnover maneuver of the
sleigh. He picked himself up in time to grasp
the hack of the cutter, and succeeded in right-
ing it again, but could not climb on, and was
left behind by the flying team which soon dis-
appeared from his sight down the mountain
side. After running about two miles the horses
attempted to pass a sleigh in which the Parker
boys were riding, and one of the boys reached
out and caught the nearest horse by the bit,
bringing the runaway team to a stand. They
turned back with the team, and soon met
Walter coming down the road on a trot with
the letter sack under his arm. He took charge
of the team and after going back for the rest of
the mail sacks and other packages left in the
snow, started his team again down the moun-
tain and 'held 'em level' till they reached the
station.

February 4: Snow is six or seven feet deep
on the summit of the Linkville road. Charley
Slade says he was thirteen hours going twelve
miles.

April 8: ...Disappointment in the defeat of
the toll road petition, as it might have given a
good road, instead of the one which now jolts
one nearly to death.

May 7: A number of gray wolves have
been seen on the road between Ashland and
Linkville within the past few weeks. They are
large, fierce beasts, larger than a blood-hound,
and an unarmed man would have little chance
of life if attacked by one. A week ago Oscar
Phillips heard a number of them following
him as he drove the stage through the forest
this side of Ways (Cooper Station). He was
unarmed, and it is needless to say he made
good time. Last Friday Collie Stowe sent in a
foot cut from a wolf he killed. He says as he
was driving the stage through the woods he came upon the wolf, feeding upon the carcass of a horse. Instead of running off, the beast showed fight, and Stowe killed it with an axe. The wolves are attracted to that region by the carcasses of stock that winter killed. The more they eat the less there will be left to pollute the air.

May 14: A new postal route established from Linkville, via Plevna, Klamath Ferry (Whittle's Ferry or Keno), Miller ranch (near Worden), Dorsey's (Dorris Ranch), Fairchild ranch, Bell (Ball) ranch, and to Mount Shasta (Little Shasta).

May 21: The Linkville road is almost impassable for teams, some Ashland business men contribute funds to aid in repairing.

June 17: W. G. Parker says considerable travel on the Linkville road, but the teaming season not begun yet.

July 8: Sumner Parker, son of W. G. Parker of the stage station, married Alice Howard, daughter of Zenos Howard. They will live at the station.

The badly mutilated body of a man was found between Linkville and Lakeview, wild animals had mutilated. He was about 50 and of light complexion. A pair of spectacles, a broken pipe, patched with leather, 60 cents, and a paper with the names of Rockford, Roaring Springs, and Shirk ranch was found (all near Steen's Mountain). Evidently he was traveling eastward. Nearby was a walking cane, two quilts and a saddle blanket. Supposition is that his horse got away. Being a stranger he did not know the way, and died from lack of food. Last fall a small white pony was found on the east side of the valley and no one has claimed him yet.

August 15: Captain D. J. Ferree of Lake County came into town Saturday. He rode from Ft. Klamath by the old Rancheria trail, and he says it is the worst he has ever traveled. He passed over it once before, about ten years ago, and if he is forgiven for following it this time, will promise not to try it again for ten years.

September 17: Joseph Swingle, driving a loaded wagon down Keene Creek hill on the Linkville road. The horses started to run, and the wagon was turned over. Mr. S. severely bruised, picked himself and gear up, caught his team and continued onward.

1881.

Ashland Tidings, January 14: One of H. F. Phillips stage teams was drowned in the attempt to cross Emigrant Creek on Wednesday morning. Ed Davis and Walter Phillips were driving in the thoroughbrace on the regular trip to Linkville, and as the stage usually passes Emigrant Creek before daylight, it is supposed they were unable to see the dangerous condition of the ford. The horses were carried down stream and the stage also went down stream. Mail sacks were lost. The stage was a total wreck and everything lost.

Jacksonville Democratic Times, September 9: John Lacey again bought the station he recently sold to H. F. Phillips on Corral Creek. (Originally the old Naylor place northwesterly from Pinehurst on Jenny Creek – Ed.)

Times, September 16: Three soldiers who were surveying the telegraph line between Fort Klamath and this place reached Ashland last Wednesday (14th), having set the stakes for the poles the whole route. The line follows the road all the way, and the distance, measured by chain, was found to be 99 1/4 miles.

The first intimation we have of a daily mail being established between Ashland and Linkville appears in the Democratic Times of November 25 when it was written: “Three drivers are now employed on Phillips stage line. Walter Phillips drives from Ashland to Parker's and back each day, and Charley Slade and Mike Parker drive between Parker's and Linkville.

Times, December 9: The telegraph line between Ashland and Fort Klamath will
be in running order as soon as the batteries arrive, which will not be long. Mr. Whiting of the Infantry Company of Fort Klamath will be the operator at Ashland.

*Times.* December 23: Z. M. Brown has taken Walter Phillips’ place on the Linkville stage line for a short time.

*Times,* December 30: From and after January 1, 1882 the mail will be carried tri-weekly between Linkville and Lakeview, but the same, six times weekly, between Ashland and Linkville. Mail change from Ashland to Fort Klamath, via Linkville to six times per week.

*Tidings,* December 30: Telegraph office opened in Greenman’s Hotel (Linkville Hotel), Private Brown of L Troop, 1st Cavalry, the operator. A repair station has been established at Parker’s Station.

The same bit of information was reported by the *Jacksonville Democratic Times* one week later, on January 6, 1882.

1882.

Let us repeat; the first daily mail to Linkville, now Klamath Falls, commenced running from Ashland on January 1, 1882. Other events of great importance to the Klamath Country also occurred during this year. They include the telegraph’s arrival, and extension to the east, advent of Wells-Fargo Express Company, and last but far from the least, the creation of Klamath County with Linkville as county seat. All of these events will be taken up in order in the following contemporary newspaper articles and from other sources:

*Democratic Times,* January 27: Wm. Taylor, Fort Klamath expressman thrown from buckboard near Linkville, fracture of rib and injury of two others.

*Times,* February 3: Major Barren of the Mountain House expects to put up a handsome residence next season. (At the junction
of the Linkville road and Siskiyou Mountain road, approximately six miles south of Ashland — Ed.)

**Journal**, February 4: The snow is four and one-half feet deep at Fort Klamath and eight inches at Linkville.

The present cold weather has no doubt frozen over Big Klamath Lake completely, so that teams with full loads can navigate its surface the entire length. 15 degrees below zero at Fort Klamath last Thursday night.

**Times**, February 8: Wells-Fargo & Company have established an express office at Linkville, Ogn., with Reames and Martin as agents. (In the Old Brick Store — Ed.)

**Times**, February 24: Mail service, Linkville to Fort Klamath, six times a week, awarded John Hailey for $1,970 per year.

Jerry Culverhouse bid $14,000 on the Linkville to Lakeview route, but now claims he didn't know it was reduced one half so couldn't afford to take it proportionately.

**Journal**, March 18: On the Ashland and Linkville road, six feet of snow blocks travel.

**Times**, March 24: Via the Lakeview Herald. Jerry Culverhouse will assume charge of the Ashland-Linkville mail route at the proper time instead of giving it up.

**Journal**, March 25: ...George Otto, Klamath River mail carrier to Linkville.


**Journal**, June 3: Mail stage for Linkville, via Willow Creek and Bogus, every Monday morning, arriving in Yreka every Thursday. (Via Topsy Grade - Ed.)

**Journal**, June 21: A telegraph line is to be built this summer from Linkville to Lakeview and Camp Bidwell, which will bring us in telegraph communication with these places, via the branch line already extended as far as Linkville from Ashland, Ogn.

**Journal**, July 12: P. F. McManus carries stage passengers between Yreka and Plevna, via Bogus Creek and Klamath River. (Via Topsy Grade — Ed.)

**Journal**, July 15th: Hailstones the size of walnuts, break all the windows on one side of the house of W. G. Parker of the stage station.

**Journal**, July 26: The telegraph line is opened between Fort Klamath and Camp Bidwell.

**Tidings**, August 11: The stage Hank Giddings was driving on the Linkville line upset when coming down the hill near Spencer's last Saturday. John Hailey and wife were the passengers, and Mr. Hailey received some slight scratches and contusions, but was not much hurt. Mrs. Hailey escaped injury entirely.

**Journal**, September 9: The stages of Wednesday night from Redding, were well crowded on both roads, having fifteen soldiers for Fort Klamath, besides the commanding officer and inspector of garrisons. The soldiers started for Linkville and Fort Klamath via Klamath river Wednesday morning in two wagons, and the captain and Fort Inspector in a carriage. The soldiers are mostly new recruits direct from St. Louis, with a few transferred from Montana to get a warmer climate, without much relief in that respect, owing to the high altitude of the Fort.

On October 17, 1882 Klamath County was created out of Lake county, which in turn had been created out of Jackson County. Linkville was made the county seat. For the complete history of Klamath County, see Klamath Echoes No. 1, pages 1-5 inclusive.

**Tidings**, September 15: Freight from Fort Klamath and other points of Lake county is going over the Linkville road this fall. Teamsters don't like the Rogue river route.

**Tidings**, September 22: The Yreka mail to Plevna by Willow Creek and Bogus (over the
The original Mart Frain home at the Truitt place one mile below Shovel Creek on the Klamath River at it appeared April 4, 1973. During Snow and Pokegama log driving days it served as a saloon.

- Helen Helfrich Photo

Topsy Grade – Ed.), leaves Saturday at 9:30 A.M. arriving at Plevna Sunday at 2:30 P.M. Returning, leaves Plevna Thursday at 9:30, arriving at Yreka at 2:30 P.M. Friday.

Journal, October 28: The death of P. F. McManus, the mail carrier, off the grade near Shovel Creek is reported.

Journal, November 1: ...We have interviewed Mart Frain and Gus Hahn, who furnished us a correct account of the sad accident causing the instant death of Mr. McManus. The accident occurred about seven o'clock last Thursday evening, about a mile and a half above Shovel Creek, and two miles and a half above Mart Frain's place where he generally stopped overnight except when he had a load of passengers. He usually reaches Frain's before dark and was getting along alright when Gus Hahn met him near Whittle's Ferry. ...Pat had the lamps lit, which he had lately procured, expecting to arrive late at stations as daylight became shorter. Some young men owning a ranch a little above Shovel Creek, heard him singing out to parties across the river to come and get some articles he had brought them. This call attracted their attention, and they saw by the lights, he had started on his way again toward Shovel Creek. ...Pat being found dead by the side of the road, and the wagon on its side having turned over once and a half into an irrigating ditch close to the Klamath river. Spindle on front wheel outside broke when hitting a large rock about size of a man's head. Wagon turned over on him, breaking neck and both shoulders. Wagon loaded with a large heavy chest, a firkin of butter and a number of smaller articles of express matter and a mail sack. No passengers. Steep bank about 7 ft. high. One horse stripped of harness, the other under the wagon, almost dead when found.
Journal, November 25: Mr. V. H. Pease, business agent of the National Mail Association of this coast, was in town Thursday and started for Linkville same day via Ashland, to see about mail carrying between these points where a sub-contractor failed to fulfill his contract.

1883.

Journal, April 11: Mr. Nate Clark, attends the McManus store in Plevna...

Journal, July 7: Linkville Mail. Messrs. Q. A. Brooks and J. W. Manning of Linkville, Ogn., were in town on the fourth and had petitions numerous signed by the citizens of Klamath county, Ogn., and Siskiyou County, Cal., for a tri-weekly mail between Yreka, Linkville and Fort Klamath, the most direct and natural route for speedy, certain and regular reception of mail matter by southern Oregon, a route that should have been provided with a daily mail long ago. Mr. Manning intends running a semi-weekly stage line for the present, having bought out Cobb McManus who carries a weekly mail, and if he can get the service raised will run three trips a week, or a daily if the business will justify. He is an energetic, go ahead man, and just the man to gain the support and confidence of the people of Siskiyou and Klamath counties, whose interests are mutual, and apparently like the same country by the natural advantages of easy communication between them through open valleys and up the Klamath river. The business with Willow Creek, Shovel Creek, and Bogus Creek in this state, and Linkville, Fort Klamath, Lost River, Plevna and other sections in Southern Oregon, will greatly enhance the prosperity of Yreka, and we are pleased to know the right place has taken hold of the enterprise of affording us a tri-weekly stage line on this route.

Journal, July 14: Nate Clark (administer of estate) employed in the store of the late P. F. McManus at Plevna abscended with $1,500.

Journal, July 25: Nate Clark who abscended with $1,500 as adm. of estate of McManus is in Idaho at his old home according to Bob Emmitt, one of his bondsmen.

Tidings, September 21: The Kilgore Brothers have sold their contract on the mail route between Linkville and Lakeview to parties in Goose Lake valley, who have already taken charge of the business.

Ibid. R. I. (Bob) Oliver sold the stage station formerly owned by Thomas Way to H. E. Cooper. (This site has become known as Cooper Stage Station, about four miles west of Keno on the Southern Oregon Wagon Road paralleling the north side of the Klamath River between Spencer Creek and Keno – Ed.)

1884.

This year began with a “hassle” in progress between the Ashland Tidings and the Yreka Journal over which was the best road for transportation into the Klamath Basin, the Green Springs route, or the Klamath River route, via Topsy Grade.

According to the Journal of January 9th, “The Tidings says the Ashland route is not blocked any longer by snow than the route between Redding and Roseburg is during some winters, just as though that made the Ashland road preferable to the Klamath river road. ...Further, the people of Klamath county, in Oregon, are making efforts to have their daily mail changed to the only route open at all times for travel, during the year, by wagon road, for their own personal benefit, rather than be discommoded beyond endurance, simply to benefit Ashland or any other locality inside of Oregon ... In addition, Capt. Burton, at Fort Klamath, is ready to put 50 soldiers at working on the Oregon end of the road just as soon as the Linkville people are ready to commence work. With the daily mail on the Klamath river road, a daily line of stages could be run all the year round, without losing an hour’s time on any trip. The military authorities are also satisfied now that it was a great mistake to connect the telegraph line
at a little way office, like Ashland, when by coming to Yreka it could be connected with a repeating office, open at all times, and managed by a force of three operators."

The Tidings was then "anxious to know how much Yreka had expended on the improvement of the Linkville road." The Journal of January 18th, answered that "their district had built a splendid road all the way to the Oregon line," and further stated that "every effort made about Linkville to fix up the Oregon portion of the road was opposed by the people of Jackson County. . . . Further than this, there is a continuous line of farms along the entire Klamath river route to Plevna, with a splendid half way house at Shovel Creek, kept by R. Beswick, to accommodate travelers, while on the Ashland route from Barron's (at the junction of the Green Springs road and old Highway 99 - Ed.), there is but one house, we are told, for the entire distance, an old shanty in seven feet of snow at the present time (Parker's station), for accommodation of travel."

In the meantime on January 11th, an organizational meeting was held in Linkville to build a wagon road down the Klamath river. Such men as S. B. Cranston, Gen. John F. Miller, W. C. Hale, F. A. Cogswell, J. W. Manning, J. L. Hanks, O. A. Stearns, E. R. Reames and C. S. Moore were appointed to various offices and committees to initiate further proceedings. Several proceedings were set in motion, subscriptions were to be sought; cooperation of Capt. Burton, Commanding Officer at Ft. Klamath, was to be sought; the road was to be surveyed; and a point on the incoming Central Pacific railroad for a depot was to be chosen, presumably at or near Willow Creek.

With a definite goal now in sight, and the wheels of progress set in motion we will once more continue with contemporary newspaper accounts to tell our story:

Journal, January 30. The contract for carrying the mail three times a week from Yreka to Plevna, where it connects with the Ashland daily mail to Linkville, has been awarded to Jerry Culverhouse for the sum of $2,300 per annum, service to commence the 1st of next July. This is a very low figure for a tri-weekly, but there is a good deal of passenger and express business to be gained, as it will be the main route for travel from Linkville and Fort Klamath, in order to make the trip with safety, security and pleasure. The people of Bogus and Willow Creek, will also find this line a great convenience, in being able to get aboard the stage every other day towards reaching Yreka, or the main stage line for the north or south, the latter to be superseded soon by the railroad now in progress. This line will also secure a large passenger business in summer to the famous Shovel Creek springs, the half way station, where Dick Beswick has a fine hotel for the accommodation of travelers and visitors.

Tidings, March 21. News from Plevna. The citizens are trying to secure a mail route from Plevna to Dorris Ranch (Lava Beds). The P. O. Department has established a P. O. at Topsy.

Residing Republican, Saturday, April 19. It is claimed, says the Yreka Journal, that freight can be delivered at Ashland from San Francisco via Portland, at 80 to 90 cents per 100 pounds for all kinds of goods, and by team from Ashland to Yreka the cost will not exceed three-fourths to one cent per pound. Freight to Redding averages at least 76 cents per 100, and if delivered at the proposed terminus above Dog Creek, the railroad freight is likely to be a little higher, with probably 1½ cents from Dog Creek to Yreka, at the teamster rates, if not more. At this figuring the Ashland way will be a little the cheapest when the depot is at Dog Creek, and a great saving over hauling from Redding. We cannot expect to get freight by teams from Redding at less than 2 cents, and by Ashland we can get goods by steamer, railroad and team, via Portland and Ashland from San Francisco.
McIntyre's gray eight-mule team, the best on the road, and always driven by Lum Lowden, headed east on Main Street in the center of the 700 block. About 1905. — Maude Baldwin Photo.

at 2 cents or less. By direct shipments from Chicago, the steamer cost from San Francisco could be saved, and thus gain another quarter of a cent per pound.

Regarding the above article, it may be well to remind the reader that the Oregon & California railroad, extending southward from Portland, reached Ashland on April 19, 1884, therefore the above interest in freight rates.

1885.

Journal, January 3. The Linkville stage driver, while on his trip from town to Linkville last Tuesday, with the cart recently brought into requisition, for getting over the mud easier, had a breakdown near Truitt's place on Bogus. The axle was broken, which threw the driver, Eli Clauson, under the wheel, injuring his head by cutting the scalp slightly. The cart was rigged up specially for the adobe section, since the accident to the stage two weeks ago, and had cutters just behind the wheels for scraping off the mud. The whole weight of a load resting on the axle, is a heavy bearing for axles of ordinary strength.

Journal, January 8. Passage on the Waugh stage line - $3.00 to Shovel Creek, $8.00 to Linkville.

Journal, August 20. From the Linkville Star of last Saturday, we glean the following items: The detachment of 31 soldiers of Capt. Miller, who has been out for some time, repairing the military line from this place to Ashland, returned home on Thursday, having completed their labors in good shape.

Journal, September 5. Mr. J. G. Waugh, proprietor of the Linkville stage line, is putting up a barn at Way's station, 5 miles from Shovel Creek. Waugh has been the proprietor of a ferry just above Redding for some time, which he still owns.

Journal, September 26. Now that we are sure that the California and Oregon railroad will be completed within the next 12 months, don't let us fail to have the wagon road down the Klamath completed by the time the railroad is finished. (By October 10th, the Central Pacific had purchased the O. & C. railroad with the understanding that Delta to Ashland section was to be finished in three years. At this time construction crews were working on the road bed north of Delta, and had been for some time - Ed.)

1886.

Journal, Saturday, January 2. Stages leave Yreka as follows: For Plevna, via Willow Creek
and Bogus, every Wednesday and Saturday morning, returning every Wednesday and Saturday.

Journal, February 6. Yreka and Plevna Mail. Mr. Waugh, the sub-contractor in carrying the mail from Yreka to Plevna, once its reduction to weekly service, has refused to carry it any longer, as he had an agreement to carry it tri-weekly, when it was reduced to semi-weekly, and lately to weekly with corresponding reduction in pay, without allowance of extra time for weekly trips. He found it to be a losing business and quit, as he was under no obligations to accept less than tri-weekly pay and carry the mail accordingly, which pay at one-third rate was not sufficient to make weekly trips in sixteen hours each way. Culverhouse, the original contractor, on being notified, authorized the Yreka P.M. to make temporary arrangements until he could come here and Mart Frain has been carrying the mail the past two weeks. Culverhouse, expecting to be here from Modoc county in a few days, he being in that section going over his line to Alturas, when notified of Mr. Waugh's relinquishment of the service on the terms allowed.

Journal, April 3. Our old friend Billy Carl, formerly Division Agent of the C. & O. Stage Company, was in town this week, and left an order with Swan and Lemay, for two stages and two buckboards, to carry the mail on a contract he has secured for a route in Oregon.

Ibid. Mr. W. L. Smith, Division Agent, C. & O. Stage Co., is in town again this week having returned from a trip to Ashland. Wm. Carl, of Canyonville, Ore., has secured the contract for carrying the mail between Lakeview and Linkville for $2,400.

Journal, May 19. Billy Carl, formerly Division Agent of the C. & O. Stage line, north of Yreka, for several years until the railroad shortened the distance to require but one such agent, has located at Lakeview with his family, and has the mail contract from Ashland to that place, via Linkville. Billy is an energetic and enterprising stage man...
The Culley Stowe log cabin, with a shake roof, at the Way Station as it appeared in July, 1948. It has since been remodeled.

- Devere Helfrich Photo
Journal, January 8. By the end of the week, rails will be laid to the vicinity of the Salt Works and the O. & C. stage will cease to run into Yreka.

Journal, January 15. Laird's (later Thrall) is the liveliest camp in the country, and is a stop over for the C. & O. stages, hauling men to work on the railroad.

Journal, January 26. The New Route: Linkville people, says the Lakeview Examiner, anticipate that the bulk of freight this year for Lake County, will pass through their town on the road down the Klamath. We hardly think so. It will be a difficult undertaking to turn the stream of travel from an old established road, where stations are numerous and feed cheap, to a new road where stations are few on the last few hundred miles, and feed very high. However, it is only a question, when all our freight, and even our mail, will come via Linkville, as it is the shorter and most practicable route, when the road once gets settled for heavy teams, and feed stations are established. By the new route freight can be landed in Lakeview for 2 cents per pound or less, based on calculations made by merchants and freighters of both towns. The people of Klamath have taken hold of the matter in earnest, and will do all in their power to turn travel through their town as it will undoubtedly be of great benefit to them, directly and indirectly. When we left there on the 17th, $1,400 had already been subscribed for working the big hill below Plevna (Topsy), and it was expected that several other subscriptions would be received.

Journal, January 29. The Linkville people raised about $1,400 towards improving the wagon road down the Klamath River via Shovel Creek, and expect in the near future to gain the easiest and shortest road to the railroad for all Eastern Oregon.

Journal, February 2nd. The Linkville Star thinks the only way for that place to receive mail matters on time and without being wet and damaged is via Yreka, in place of coming through Ashland. The road is much better by way of Yreka, and contains very little snow at any point.

By February 9th, the railroad and stages were connecting at Gazelle.

Journal, February 16. Fred Clift and George Chase have purchased the Linkville-Lakeview Stage Company's coach for the run between Linkville and Yreka.

Journal, February 23. Mr. Clift started from Linkville last Friday on his first trip with a stage to Yreka, but found snow so deep near Chases ranch, that he returned to postpone the time of making regular trips, until snow disappeared to some extent. The heavy snow fall this winter, in this county and along the Oregon boundary, is unprecedented, the like of it not taking place for a period of over 30 years. The new line via Klamath river, under management of Clift & Chase will be a great accommodation for all in the Klamath basin desiring to travel on the shortest and easiest stage route to the railroad.

Ibid. A dispatch from Lakeview, Or., to The Ashland Tidings, states that John Carter, the stage driver between Lakeview and Bly, assaulted a lady passenger named Hauge on his stage last Thursday night about 10 miles south of Bly. The lady was the only passenger, and was severely bruised in the struggle to prevent the brute from accomplishing his purpose. She reached Lakeview Friday and swore out a warrant against Carter who had skipped. He was arrested and jailed in Lakeview, and denies having gone as far as the lady states.

Journal, March 9. The first stage of Chase and Clift's new tri-weekly line arrived here last Sunday (6th) from Linkville, which enterprise will be a great accommodation to the people of Southeastern Oregon, as this is the shortest, easiest and quickest route to the railroad, far preferable to either the Ashland
or Redding routes. Both men are old hands at the stage business, and will run four horse teams, and first class stages, built expressly for comfortable travel over our mountain roads. The stages from Chewaucan, Summer Lake, Silver Lake, and Lakeview connect with this line, but sleighs are used in making the trips at present from most of the places east and north of Klamath Lake basin.

By March 19th, stages and trains were connecting at Montague.

*Journal*, April 9. The new siding of Ager is to be on the old Hi Richardson place.

*Journal*, April 23. The new railroad terminus will be at Hornbrook by May 1.

*Journal*, April 27. From the *Linkville Star*: The mail will be changed from Ashland to Willow Creek (a few miles south of Ager) on July 1st. It will be carried by Clift and King stage.

*Journal*, May 14. The town site at Ager's place near Cooley's on Willow Creek is now being surveyed, and the site for a depot selected. Ager is also having lumber hauled to put up a hotel. This will be the station for all business from Linkville and Eastern Oregon, from which point a daily mail will be carried to Linkville after July 1st.

*Journal*, May 18. George Chase is now working on the Linkville road via Shovel Creek near the state line (the second Topsy Grade). The road overseer is Mr. Waugh. The grade is 18 inches to the rod, whereas the former grade was 64 inches to the rod. H. M. Thatcher is to be the forwarding agent from Willow Creek.

*Journal*, May 28. Good work is now being accomplished on the Linkville wagon road, both by George Chase, on the Oregon portion, and by Road Overseer Waugh in this county. New grade is being built at places in Shovel Creek section with not over 18 inches to the rod, where the grade formerly measured as high as 64 inches to the rod. When the present work is completed, this road will be fully equal to the best roads in the county through mountain sections.

*Journal*, June 8. The *Jacksonville Times* says star services have been ordered as follows: Ashland to Linkville from June 6, 1887, change of service so as to omit Ashland and Soda Springs, and begin at Willow Creek, California, embracing the offices of Bogus and Beswick, next after Willow Creek, reducing the distance seven miles. This change is the result of long and continued effort. It has probably been brought mostly by the influence of contractors, carrying mail between Ashland and Linkville. Many residents of southeastern Oregon however have petitioned for the change, on the ground that with the completion of the California and Oregon railroad to the Klamath river their commercial relations for the most part, would thenceforth be with Califor-
McClintock’s Station north of old Bogus on the Ager-Linkville Road, as it appeared April 4, 1973.

The old Willow Creek Station on the Oregon-California Stage Road between Yreka and later day Ager, as it looked April 4, 1973.

nia, and San Francisco letters could be more quickly received by a stage running up the Klamath river into Oregon, than by the route from Ashland to Linkville. The mail contractors claim that in summer the road over the Cascade range east of Ashland is so rough and rocky that fast time cannot be made, while in winter there is so much snow on the line that the same effect is produced. The contractors on the Ashland route claim that they have lost heavily on their contract.

*Ibid.* Mr. C. S. Moore is now driving on the Linkville stage line from Yreka to Shovel Creek, until Frank King, one of the proprietors, is able to resume duty. Frank has experi-
enced a rough time the past two weeks, from a severe attack of rheumatism, but it is now improving.

The Linkville stage driver who arrived here Sunday, says: The road was not stocked or any arrangements made for commencing daily trips by Dr. Warren’s line, when he left Shovel Creek but probably may be during the week.

Ibid. Dr. Warren’s stage line is not yet stocked or stationed, from Ager to Linkville. It is to be known as the Warren Stage Company.

Journal, June 11. Dr. Warren, of Western Stage Company has stocked the road and now carries a daily mail from Willow Creek to Linkville, excepting Sunday. This will be a great accommodation to the people of Eastern Oregon, for easy communication with the railroad, and greater regularity of mail service.

Journal, June 22. The Jacksonville Times says: The Western Stage Co.'s stages now run regularly between Willow Creek, Cal., and Linkville and make good time, connecting regularly with the trains. Chas. Slade, Sell. McCord and Chas. Howard act in the capacity of drivers and give the fullest satisfaction, manipulating the reins over first class four-horse stock all the way. Eating stations have been established at Cooley’s, at Lennox’s and at Emmitt’s, where the best meals are served. The Stage Company is giving a superior mail service.

Journal, July 2. There seems to be some doubt whether a depot will be built at Willow Creek, the railroad evidently desiring to have the Linkville, Eastern Oregon, Shovel Creek and Butte Creek business come to the Montague depot.

Journal, October 12. Quoting from the Ashland Times: The operating terminus, has been moved from Cole’s on the south side of the Siskiyou mountain to the point where the railroad first crosses the Stage road on the north slope of the mountain, after passing through the long tunnel at the summit. New terminus named Siskiyou. (The railroad moved its terminus from Hornbrook to Cole’s sometime between May 28th, and June 8th, probably closer to the 8th. The first passenger train passed through the Siskiyou mountains on October 10th.--Ed.)

Journal, Wednesday, December 21. Last Saturday, the 17th, the last spike celebration was held at Ashland. Also the last trip of the stages from Ashland, driven by Charley Laird, Frank Hovey, Dan Cawley and others, the veteran driver Cawley bringing up the rear, as first over the Siskiyou and 30 years later the last over.

1888.

Journal, February 8. Linkville Items. From the Star of last Friday we glean the following: Daily coaches commenced running between Linkville and Lakeview Saturday. Linkville now has good mail facilities, and when a tri-weekly is established—which we hope will be soon—to Clear Lake, we will have better.

Ibid. No connection with the outside world, and no news except a little specially secured by telegraph, has made Siskiyou county an isolated section with Klamath and Lake counties in Southern Oregon, similarly situated. The situation for the past two weeks—“

Ibid. The Lakeview Examiner says: Billy Carl is the victim of an unfortunate accident. While himself and Horace Dunlap were leading two new horses (to be used on the increased mail service) Monday, from the weighing scales the horse Horace was leading became frightened and jumped on Billy, knocking him down and breaking the large bone in his right forearm and fracturing the small bone. Billy has handled horses all his life and this is the first time he has been hurt by one. He is getting along nicely, able for his usual rations, and we expect to see him out, jolly as, of yore.

Journal, February 15. Charley Slade was somewhat hurt last week by the breakage of the front axle of the stage, while making his regular trip to Linkville. He was thrown out on the wheelers near the school house at Shovel Creek, and received but slight injuries, no bones being broken. The six horses in the team were stopped after running a short distance, so
The original Beswick Hotel at Klamath Hot Springs near Shovel Creek on the Klamath River. Built in the mid-1870's, it appeared thus on April 4, 1973. 

- Helen Helfrich Photo

The later Beswick Hotel across the stage road north of the original hotel. This building, built of stone, burned and the stone was used to construct a dance pavilion, now also destroyed.

- Maude Baldwin Photo
that no damage, of any consequence was sustained. Mr. & Mrs. McConnell accompanied by Dr. Robertson went out to see him, Charley being a nephew of Mrs. McConnell, whose deceased father, W. D. Slade, formerly resided in Yreka for many years, having been one of the founders of the Mountain Herald, the first newspaper published in Siskiyou county.

Journal, February 29. The mail between Willow creek and Linkville will be daily (seven times a week) after March 1, 1888. Order and notice just received from the post office department.

1889.

Yreka Union, November 21. It is reported that the Linkville and Ager stage was stopped and robbed Monday night, about 15 miles north east of the latter place, while on its way to the former one. Wells, Fargo & Co.'s treasure box, said to contain several thousand dollars, was taken.

Journal, November 27. Another Stage Robbery. The Linkville stage from Ager to Linkville last Monday evening, was stopped by a highwayman, near the Lennox place, where the Shovel Creek road strikes the Klamath River above Bogus, and took $300 from the express box, but did not disturb the mail. It was after dark when the stage was overhauled, as the mail is now carried on the slow winter time, owing to the heavy condition of the road, the stopping overnight place being at Klamath Hot Springs, some five miles above the place of robbery. These frequent robberies of the Linkville stage are committed by men coming over the California line from Oregon, and although the hunt was made for the robber, he evidently returned to Oregon for hiding and escape. In cases of murder, robbery, etc., there ought to be a mutual law in California and Oregon, to permit the officials of either state to have full power to follow and arrest such characters without a requisition from the governor.

1890.

Journal, January 8. From the Linkville Star of last Saturday. With three and a half feet of snow at Parker's and five on the summit, travel to and from Ashland on the old road is of course, almost impossible, even the Ager road is badly blocked, though all the mails are coming nearly on time up to date.

Ibid. Tom Lang, the boss of the Western Stage Company's stables at Keno who was stabbed at Keno, was in town last week. He says that Mr. Nichols of the company, has just returned from Sisson with two light-made wagons for the route from Ager to Linkville. He is determined to spare no expense in making nice, easy riding for passengers on his line, both in winter and summer.

Tidings, February 7. The stage road between Linkville and Ager has been kept open, and the mails have been carried through with sleighs, with but few irregularities. The stages, on runners, have also been running between Linkville and Lakeview, and between Linkville and Fort Klamath.

Tidings, February 10. The report that the mail carried between Linkville and Ager had been kept open and the mail carried between these points during the present railroad blockade was erroneous. Klamath county has been until the last week cut off from both mail and telegraphic communication with the outside world. Mr. Wilson, who came from Linkville via Ager, reports that the mail has not been carried over the route for three weeks or more. Deep snowdrifts blockaded the road, and since the rains began the sticky mud from Ager east about 8 miles has been impassable. Along up Little Bogus the road has been badly washed by the flood, and will require considerable work to put it in repair.

Tidings, February 13. The weather remains clear, the days warm, but nights very cold. The mail from Bonanza and Bly still carried on snowshoes. The mail from Lakeview arrives occasionally, that is the letter part, nothing else is brought. The mail to Keno goes by snowshoes yet. No mail whatever is arriving from Ager, although the road on the mountain is passable. Mail from Fort Klamath and the Agency comes by horseback. Curly Webb has turned over the mail carrying business on
The "Big Point" on Topsy Grade, looking downhill or west toward Ager. Klamath River in the lower right hand corner.

- Maude Baldwin Photo

The "Big Point" on Topsy Grade, looking uphill, or east toward Klamath Falls. - Maude Baldwin Photo
the Ft. Klamath route to Ava Beel, and is holding down the position of Deputy Sheriff, Sheriff Childers being at Salem to stay.

Tidings, February 26. The ranch of Otto Bros. Wm. Otto, of this place, and his brother on the Klamath River, three miles from Shovel Creek, was damaged to the extent of $500 or $600 by the washing away of a fine bridge, and other ranches along the river were damaged by the washing of the bottom land, deposits of drift and lines of fencing.

Tidings, March 28. The new contractors for the seven day mail service each way on the Ager-Linkville route, are to receive $2,700 a year, making each trip during the summer or dry season on a 10-hour schedule, the distance being about 53 miles. The contract was awarded to the C. O. & I. Stage Co., and Col. Stone of the Scott Valley line is to be the Superintendent.

Journal, July 9. The Linkville Star says Bob Emmit, with a crew of 35 men has reached Topsy with his road work, which is done in such fine shape that everybody is praising it. (This construction was in part at least the completion of the third or last, and present Topsy Grade - Editor) Ed. Grubb, who brought Jesse D. Carr from Shovel Creek Sunday, said, "I trotted all the way over the road Bob made."

1891.

Journal, February 11. A dispatch from Linkville, Or., states that Fred Clift was seriously stabbed by John Fairchild, a nineteen-year old son of John Fairchild of Butte Creek in this county. Clift was intoxicated and sought a quarrel with Fairchild who tried to escape from him. Clift pursued him, when Fairchild called out to the by-standers, "Stop him boys, if he catches me, I'll kill him." He caught Fairchild who stabbed him with a penknife in the arm, neck and head. Clift was placed under arrest. No blame is attached to Fairchild who acted only in self defense.

Journal, April 22. From the Klamath County Star of last week we glean the following: Monday, while Ab Giddings was loading grain into a wagon at Judge Smith's grocery, an accident happened that disturbed the peace and harmony of the occasion and drew Mr. Giddings into a state of exposure to great bodily harm. A band of confounded hogs, driven around the corner of the granary, suddenly hove in view, frightened the horses and went away with a grunt of satisfaction at seeing Ab crushed between the wagon and the wall and the horses flying. Ab luckily escaped with a bruised shoulder, but the confounded hogs are still laughing to think how "slick" they did put that squeeze onto one of the finest old boys that ever cracked a lash on the California and Oregon stage-road.

Journal, July 20. L. H. Johnson, formerly of Yreka and Etna, has become sole proprietor of A. D. Carrick's blacksmith shop at Linkville. Mr. Johnson is the boss iron-smith, who taught not only Mr. Carrick, but many other good blacksmiths. So says the Linkville Star.

Journal, September 2. Nearly Killed Him. Will Murray had a terrible fright at Klamath Hot Springs, one evening last week. He was disporting in the warm plunge bath, which is made private by a six-foot fence, when a friend, who is acquainted with Murray's retiring disposition, put on a lady's hat and peeped over the inclosure. Murray saw a pair of mischievous eyes and the hat. In an effort to hide his nude condition he remained under water so long he strangled and had to be rolled on a barrel for an hour to bring him back to life. He opened his eyes and the first words he said were, "Help, take her away!" As reported by the Sisson Mascot.

Journal, February 3. L. H. Jackson (Johnson?), blacksmith, from Yreka and Etna of the past, sold out in Linkville, and intends to locate at Klamath City (Klamathon).

Journal, June 22. Stage Robbery. Ballard, of the Lakeview-Klamath Falls stage, was startled to a high degree yesterday morning, Thursday, June 16, about 2 o'clock, while rolling through the sylvan gloom of Drew's Canyon.
“Throw up your hands!” cried somebody from some recess in the gloom. The sound struck him so harshly that his ears felt as dead as last year’s bird’s nests, and madam echo was courteous enough to awaken and lash through the dismal forests a hundred reverberations of the startling command “Throw up your hands!”

Mr. Ballard threw both hands as high as he could into the melancholy starlight and saw two masked men standing erect by the dark roadside and covering him with pistols.

While one of them kept the driver carefully covered, the other as carefully took out Well Fargo & Co.’s express box, cut it open with a hatchet and rifled the contents, the amount of which is not yet known. Then the stage went on.

The robbers are supposed to be camping in the vicinity of the canyon, where it is easy to hide, and where the possibility of being caught is light and easy on their minds. From the Klamath Falls Star.

Journal, June 29, Dan Cawley, genial old driver of Col. Stones’ easy summer coach, is the veteran of the coast. Came back in ’54, driving the first and last stage carrying U.S. mail across Siskiyou Mountain. Klamath Falls Star.

Journal, September 21. A Keno correspondent of the Klamath Star says Al and Henry Smith of Keno purchased a hay baler at Yreka, with which they contemplate putting up hay for the Pokegama Mill Co.

Ibid. The Riverside Hotel at Keno, Or., on Klamath River, near the California boundary, was burned down last Wednesday night. Loss $1,500, insured for $1,000.

1893.

Journal, January 18. The Klamath Falls Star says that Reames, Martin & Co., attached the National Mail Stage Line Co., at that place, last week, for $1,000 but the matter has since been settled, as an agent of the Frank Cluggage heirs passed through Yreka some days ago from Kansas to make a settlement. The debts accrued, on account of Frank’s death, the heirs, two sisters, not understanding matters, until posted by telegraph. The line is doing a good business, and has the contract for carrying a daily mail between Klamath Falls and Lakeview.

Journal, September 13. Stage Robbery on the Klamath River Road. The stage from Ager to Klamath Falls was robbed near McClintock’s, in the Bogus Creek section, last Sunday evening, and the express box and passengers relieved of what they possessed, the express box probably contained but little if any money, but whether the passengers had much we were unable to learn up to the time of going to press. Sheriff Walker started out immediately and will endeavor to capture the robber, although it is probable that he has made tracks for Oregon. No highwaymen have yet been captured on this route, as it is the most advantageous for robbers to escape by reason of the rough nature of the country and dense forests along the river and the Oregon boundary line.

From William Lennox, who arrived in town yesterday we learn that the highwaymen failed to get anything from the express box or registered mail sacks, but secured about $80 from 2 passengers. The robber was evidently an old hand at the business and performed his work with coolness and determination. His feet were covered with gunny sacks, so that he could not be tracked, and he was also disguised with an accent indicating that he was probably a German. He is undoubtedly the man who stole a hat from the Walbridge & Carr Co., store at Ager, from Mr. Hawkins, on the same day, and was seen on the road by others, so that Sheriff Walker undoubtedly has a good description of the road agent.

The robber obliged the passengers to get out and march up the hill on the road a short distance, and requested the driver Jack Bartle, to throw out the registered mail matter. Jack said he had none, that no registered mail was forwarded on Sundays. Jack was then requested to dismount and walk up in line with the passengers, when a search of the stage was made. On finding a registered mail sack, the high-
A Western Stage Company coach in front of the Keno, Riverside Hotel en route from Ager to Linkville. The hotel burned September 18th, or 20th, 1892.

Freight teams in Klamath Falls at the corner of South Sixth and Walnut Streets, where the B & B is now located. Ed Lovelady at left, Vesta Hunsaker on the horse and Bob Hunsaker with team at right. - Maude Baldwin Photo

Klamath Falls General Delivery (Mundy and Hilyard) teams at some unknown feed yard, probably after 1908 when freight began to arrive by railroad.
wayman called on Jack to come back when he informed him that he was the biggest liar in the country. The registered sack contained only an empty pistol which was not wanted without cartridges. Securing all that could be found of any value, the driver was given charge of the stage again and ordered to drive on.

Journal, September 20. Another Stage Robbery The same highwayman who stopped the stage last Sunday evening on the up trip at Bogus on the road to Klamath Falls to Ager, overhauled it again on the down trip to Ager about 10 o'clock last Tuesday morning at the same point.

Sheriff Walker, who visited Bogus in search of the robber, supposed he made tracks for Butte Creek, and perfected arrangements to head him off in that direction, not supposing he would undertake to return to Bogus. Notwithstanding reports of parties concerning the highwayman, the sheriff was unable to obtain any description whatsoever, except that he was a large man and spoke broken English with a German accent. On the second stopping of the stage, the robber relieved a couple of Chinamen of $90, without touching the mail or express, and returned a couple of pension drafts to the driver from kindness to old soldiers, knowing well enough that he could not collect them without giving himself away. He did not go through a sick hostler in the stage, who had $140 of wages just paid him, saying that he did not wish to rob poor men. On receiving news of the second robbery, Deputy Sheriff Hobbs visited Bogus, and found that the highwayman had camped in McClintock's field near the family residence and after the robbery proceeded down Klamath River in the direction of Pokegama going around all the houses he came to, so that no one might see him, as shown by his tracks. He was traced to within 4 miles of the railroad, where the country was so rough and rocky that his tracks were not visible, although there seems to be no doubt that he reached the railroad and may now be enjoying himself in San Francisco. From his action in keeping down to the C. & O. railroad, which crosses that stream between Hornbrook and Pokegama. The Sheriff and his deputy procured several of the letters, which had been opened and torn and at one place found where he had shot and skinned a rabbit in making a meal. The stage robber is an experienced hand at the business, and plays his points with as great skill as the noted Black Bart, but the booty is light on this road except in overhauling passengers.

Journal, September 27. The Klamath Falls Express says Sheriff Walker and his posse hunting a robber of the Ager-Klamath Falls stage, found a letter addressed to him by his sister, but this is not so. The Sheriff found several business letters taken from the stage, also the hat stolen at Ager, and an old pair of prison shoes. The Express says he is supposed to be an escaped convict named Duffy from Folsom for whom a reward of $2,000 is offered. The Sheriff received a telegram from W. F. and Co.'s detective Thacker at San Francisco, that he suspected Duffy, but there is no description obtainable, the hat found being the only article recognized on him by small school girls who had seen him before the first robbery. A school book on astronomy was found in his tracks toward the railroad. The Sheriff having curtailed his leisure hours for studying the stars of the cerulean domme. When robberies are committed the Sheriff may be able to make successful captures if descriptions are secured but tracking a man up the Klamath river section or in the rough Siskiyou mountain regions along the Oregon boundary, is a very difficult undertaking.

Journal, October 25. Runaway Stage Accident. Last Thursday, the 6-horse team of the Ager-Klamath Falls stage en route to Ager, became excited by a young horse in the lead kicking over the line pole causing a runaway but the driver Jack Bartle managed the horses until near McClintock's when a single tree was broken to start them again at furious speed. Driver held on to the lines with determined effort but the king bolt of the stage giving way threw him to the ground, when he succeeded in stopping the team. Henry Truitt, a passenger, on his way to Yreka, jumped out and suf-
R. W. Marple was born at Fairmount Park, Philadelphia, in 1849. After attending the schools of that city he entered a bank as accountant and later was with the B. & O. Railway company as corresponding clerk; was also for a time city ticket agent of the Philadelphia & Reading railway. He came to this place in 1876 and took a mail contract; was afterward employed in the county clerk's office. He engaged in stock-raising in Big Valley, Cal., in 1882, but later moved his cattle to this county and is now in that business. He is also proprietor of large livery stables here and does a thriving business. He was married in Minneapolis to Miss E. M. Tomlinson, and his two boys and four girls help to make up a charming family. The eldest daughter, Miss Lydia, taught a term in the public schools of this place and is now finishing her education at the Monmouth Normal school.


Star, April 18. The contract for carrying the United States mail from Lorella twice a week was awarded to H. D. Lawton, of Atchison, Kansas, for $230 per annum. It is a pity that our mail service should be retarded by allowing anyone to bid in a route at figures at which nobody can carry the mail, thus giving poor facilities in return on the route. The contractor is supposed to make the distance, 16 miles, in 3½ hours.
and for three months in the year must go on
snowshoes, but if the postmaster at each end
of the line of contract will enforce the P. L.
& R., the carrier will lose his pay for at least
two-thirds of his trips.

Ibid. ANOTHER HOLDUP. An Invis-
ible Robber Stops the Stage Below Topsy
Grade. The robber who held up the stage at
12:30 Thursday morning last, may be safely
classed as an orator. He depended altogether
on his eloquence. Nobody saw or was aware
of a gun, a mask or other kind of persuading
thing other than sheer eloquence. The rob-
er's utterances did not imply very elevated
though, it must be confessed, but they did
imply thought of a pretty strong emotion,
and they were well adapted to excite emo-
tion in the heart of the lonely driver on the
box and the solitary passenger inside the
lumbering vehicle. The place was a lonely,
wooded spot at the foot of Topsy Grade, and
the gloomy silent condition of things sur-
rounding the event very favorable to a
short speech of the class which is invariably pref-
aced by the word “Halt!”

“Halt! Throw up your hands!” were the
strong coarse exclamations which echoed
from behind a large tree by the sylvan road-
side and rolled in startling reverberations
through the forest. Low, the new driver
quickly pulled up on his reins, flung his
hands up in the cold starlight and waited for
the rest of the speech.

Having thus introduced his subject, the
concealed orator proceeded to define it, so
that his hearers should have no doubt as to
the matter to be presented for their consid-
eration.

“I want the express box and the mail
sacks! D’ye hear?”

They did hear. In fact the driver on the
box was listening with ears sharper than
saw teeth, and as for the passenger, Mr. J.
R. Seechrist, a drummer, he attended very
closely with both ears, resolved to yield to all
professional advice and follow all admini-
tion of a strictly business nature. The orator
had introduced and defined his subject, and
now came the logic.

“If you’d like to save your life, come out-
er that stage with your hands up.”

The dependent theme of discussion promptly changed from the vehicle to the
road, where he put his best foot forward and
stuck both hands well up. Then the orator
reasoned to the conclusion that Seechrist
would be apt to see Christ in short order if
he didn’t “Take that big stone and bust open
the express box,” which he did. Then after
exercising the drummer’s rational faculty on
the wisdom of cutting open and emptying
the mail sacks, throwing the rifled box and
robbed sacks back, placing his own money,
consisting $16.35 in the road and “getting”,
the orator ceased, and the drummer took
the orders and executed them in a business-
like way, as drummers are wont to do in all
countries.

The driver had no money, and the stage
was allowed to proceed, when the invisible
thief gathered up the spoils and departed,
none know just in what direction. The
amount of money taken from the express
box was small, probably not $20, and only
one letter was opened.

Harry Pierson, a Keno young man got
himself arrested Monday on suspicion, hav-
ing said he had a watch he got “on the
grade”, but as neither the watch nor the story kept
good time he was discharged.

The sheriffs of both Siskiyou and Klama-
ath have been working on their respective
sides of the state line, but up to date no reli-
able clue of the robber has been obtained.

(The editor of the Klamath County Star at
this time was P. J. Connolly, who, according
to the History of Central Oregon, was
known as “Peter the Poet,” by the news-
paper fraternity, and was a gifted writer
whose articles were copied extensively. The
last issue of the Star was printed on Octo-
ber 31, 1895 - Ed.)
Star, May 9. Norman Nichols, the stage driver, entered our Sunday School Sunday evening, as a passenger on the stage that goes to Salvation, and I hope he’ll get there on time.

Star, May 23. ANOTHER HIGHWAY JOB. The Lone Orator Goes Through Everybody But Is Not Seen, He Made a Short Speech, Containing Hot Words from the Sylvan Grove, and Everybody Was “Carried Away” thereby. Commissioner Wells Gave Him 10 Cents.

Last Friday night, while Ed Walter was hauling Commissioner John Wells and Emanuel Cora, a merchant of Picard, Cal., through the dark and lonesome part of Topsy Grade called “Holdup Narrows”, and looking sharply out for something startling to timid nerves, a harsh voice broke the silence of the glen.

“Halt! Throw out the express box and mail sacks!” Only a voice! Not a shape of living creature in sight, while the startling echoes of the command broke gaily through the ears of the driver, swept through the flapping curtains of the coach, and rolled gloriously back and forth through the deep umbrage of the Klamath pinery.

Slap-Whack-Slap went the box and pouches into the road, when the spirit of the occasion again shouted from his leafy screen to Wells and Cora.

“You men dismount, and you, big fellow, cut open them pouches, and you, other fellow, bust that box open!”

Cora was killing time around the box when the voice called on the driver to tackle the job with an ax, the commissioner having duly slit open the pouches. Box and pouches were quickly emptied, the pockets of the passengers were picked by themselves at the command of the invisible “cock of the walk”, and Cora’s $2.50 along with the Commissioner’s ten cents lay on the heap when the order was given to mount and “get”, which order was obeyed with an alacrity highly credible alike to the heels of the passengers and the horses. The robber’s booty was very slim, the passengers having been prepared with very light holdup feed, and the box and pouches hardly ballasted.
The robbery was very close to the spot on which the holdup of a month ago took place, and the belief is that the same man is the perpetrator of both holdups.

The few scads raked in by Wells-Fargo on this route hardly pay for its establishment. Nothing but dire necessity will prompt anybody to pay the excessive express charges while freight wagons are on the road, and this is why Wells-Fargo withdrew from the route two years ago, but it is feared now that the troublesome robber, who probably lives near Topsy, and hardly makes his gruel at robbery, will discourage the business once again and for good.

Star, May 30. The Oregonian tells that a "guard" on the Klamath Falls-Ager stage fired three shots lately into the bushes behind which a robber was crouching, making the robber take to his heels. This robber is a lucky man. Had he been there he would have been killed. He would also have made a track somewhere in the soft earth, or broken a few of the dry twigs that lay where a man had never taken to his heels before. A man who can crouch around bushes and skips over forest ground without leaving any "sign" is hard to hit in even three shots. He is too thin for anything. But the "guard" was there. That's a fact.

Star, June 13. ANOTHER HOLDUP. The Robber Hardly Earning His Hash, But Still There. Monday night the stage was held up again. At about 11:30 a fellow man stuck his head out of the shadow of the wilderness three-fourths of a mile this side of Topsy and shouted "Halt!"

“What do you want?” inquired Charley Barneburg, the driver. “Throw out the mail sacks and express box, and passengers dismount!”

C. E. Swissler, a drummer, who was sitting on the box beside the driver, quickly struck the ground with both feet, and was ordered to cut open the mail sacks, which with the box, the driver had just thrown out. After cutting the sacks into shoestrings, the dutiful agent folded his arms and listened for the next order. "Driver take the ax and bust open that express box."

“Nothing in it, Pard.”

“Shake it up and let's see.”

A couple of shakes convinced the robber that fickle fortune hadn't a bean for him in that hollow receptacle, and he shouted, "Well needn't bust it.”

Then came the order to Swissler, "Empty the contents of the sacks on the roadside,” and the promptness of the duty rendered was so gratifying to the boss of the road that he almost wept for joy in the wilderness.

“Blow out all the lights but one, and light up the inside of the coach, Mr. Driver.”

Barneburg thrust a candle into the stage, which had the effect of smoking out a passenger hitherto unobserved by the robber. It was J. L. Demmer, who was coming up from Medford to testify in the Swingle case, he having worked for Langell at the time of the killing.

At the command of the robber Demmer took off his coat and vest, threw them on the ground and turned the pockets inside out, emptying out just fifteen cents from one of the garments. After "going through" Swissler and getting $5 and Barneburg who panned out nothing, the boss ordered the stage driver up a little distance.

“Take a candle, driver, and pack up the money and letters and place all in one pile.”

This done the prowler went through the stage with a candle, perfectly conscious of not having been born to die in his boots at that point, therefore perfectly oblivious to the possibility of being made a target for some hitherto concealed gun.

Finding no concealed treasure in the coach, he coolly picked up from the ground what he deemed valuable, and ordered his victims to put on their clothes and "get".

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"Good night," said the driver.

"Good night enough," replied the tranquil cuss. "Has the other stage gone by?"

"No, we meet at Chase's."

Star, June 20. HE IS HARD TO CATCH. The detection of stage robbers is probably the most difficult as well as the most dangerous work the skilled detective takes upon his hands. The Klamath and Siskiyou officers are utterly unable to unearth a single fact calculated to guide or direct them to the Ager road thief. He had a voice and that was all the clue he left. He has miles and miles of forest for cover. He can camp there all summer and fall, occasionally popping out at some unexpected point to rob the stage. That is probably what he is doing now. But to surprise him would involve the expense of hiring guards to ride behind the stages or a few hundred men to scour the vast area of timber. Like the Weaverville and Redding robber, he will laugh detection to scorn until a clue is found, and then the opportunity of the officers will ripen. At present, however, talk of catching the Ager road thief is sheer nonsense. There is not a detective in the world who just now could tell you how to begin the beginning of finding the first clue.

Star, Harvey Mack, the rustling superintendent of the Ager-Lakeview stage-line, rolled over the road to Ager this week to see whether anything needed straightening out on the way.

Star, November 7. HIGHWAYMAN CAPTURED. A. C. Frick the Escaped Jail Bird, the Robber. Surprised and Captured by C. N. Gordon. Attempted Escape at Shovel Creek Station. Last Sunday morning when the east bound stage on the Ager-Lakeview line was at a point just below the Emmitt place, two miles from Keno, the driver was startled by the sharp command of "Halt!" The order came from behind an adjacent telegraph pole, and as the driver drew rein, a man stepped out, and covered him with what at the time, was supposed to be a gun. "Throw out the express box," was the next command. "I have no express," said the driver. "Well throw out the mail sacks," was the reply, and the driver promptly obeyed "You can now drive on," said the robber, and as the stage started up C. N. Gordon, of that place, who was on the inside, and unseen by the highwayman, dropped out of the stage on the opposite side, and as the robber stepped forth to secure his booty, Mr. Gordon, who was armed with a shotgun, fired, supposing he was in close proximity to the long-sought for, notorious, Topsy Grade stage robber. The thief started to run when a second shot disabled him and his capture was then easily effected. When the second shot was fired, the stage which was then about 100 yards away, stopped, and District Attorney Benson, who was also a passenger, got out and went back to Gordon's assistance. Mr. Gordon was somewhat surprised to learn that his captive was none other than A. C. Frick, who had broken out of the county jail only the night before. The gun proved to be only a stick. Mr. Gordon took his prisoner to Keno, where his wounds were dressed, and from there they started for Jacksonville, where Frick will be placed in the hands of United States officials.

They arrived at Shovel Creek late in the evening, and while preparing for supper, Frick made an unsuccessful attempt to escape. Frick is well known here as a sneak thief, a would-be desperado and a bad character generally. He served a term in San Quentin recently, for beating and robbing a 14-year old boy in Siskiyou county, Calif. 1896.

Semi-weekly Tidings, June 22. Jack Bartle, the stage driver at Shovel Creek...

Semi-Weekly Tidings, July 27. 14,000 pounds of wool belonging to I. D. Applegate was hauled by W. B. Grubb to Ashland Woolen mills at 7 cents.
Identified as J. L. Yaden, mail contractor, by his son John, both now deceased. Probably coming down the western grade on Hayden Mountain.

1897.

*Tidings*, February 15. The mail is now conveyed from Klamath Falls to Ft. Klamath by pack saddle, on account of the conditions of the roads.

*Tidings*, April 12. W. D. Woodcock and son Eldon sub-let the Klamath Falls to Clear Lake mail route to A. D. Carrick. Walter Oglesby is now the stage driver on this route.

1898.

*Tidings*, March 28. Mrs. J. G. Walker has been in charge of the Keno telegraph office for 7 years. She has now turned the office over to Nellie Doten.

*Ibid.* G. W. Smith's 8 mule team, with Frank Ward driving, is now on the Ager to Klamath Falls road.

1899.

*Tidings*, February 13. Jeff Howard is the Ashland stage driver. Marion Hanks, driver of the Fort Klamath stage, was in a recent runaway. His lines broke, the horses commenced running and Mr. Hanks bailed out. The buckboard was smashed to pieces.

NOTE. Beginning at this point, the *Klamath Republican* files, from July 1, 1899 through 1914, and located at the *Herald & News* offices, will be quoted. Before that date, all local Klamath Falls newspapers, *The Klamath County Star, Express and Republican* morgues have disappeared either through fires or some other unknown misplacement. Only an occasional number can be found in museums or libraries. In addition some quotes found in Siskiyou County and Jackson County newspapers have been found and used. The Univer-
sity of Oregon possesses some microfilm copies of missing Republican newspapers.

Republican, July 1: S. F. (or F. L.) McNaughton took over operation of the Ager-Klamath Falls mail stage line on this date.

July 6: Joe Moore, the teamster, freighting between Ager and Klamath Falls, arrived Saturday with 17,840 pounds of freight for our merchants. Mr. Moore made the trip in seven days.

I. E. Mitchell, the Ager-Klamath Falls freighter, returned Saturday from Ager with a load of freight for our merchants and a lot of folding beds for the Pelican Bay Lodge.

When Tuesday's stage was three miles this side of Ager, the team became unmanageable and ran away overturning the stage breaking the driver's leg. Bud Obenchain was driving. There were four passengers on the stage at the time, one of them, Mr. Foster, receiving a few bruises.

Robert Lawton returned from his business visit to Klamath Falls last Friday. He left Klamath Falls on his wheel at 9 o'clock in the morning and arrived in Medford at 7:30 in the evening, stopping an hour and a half on the way. He came down Green Spring mountain, a distance of six miles, in thirty minutes. This record is a good one, considering that it is eighty miles from Klamath Falls to Medford, and that much of the way is rough and mountainous.

July 20: Robt. Garrett, the superintendent of the Ashland -Klamath Falls stage line...

July 27: The merchants of the falls this week received about 32,000 pounds of freight, hauled in by Mitchell and the Moore Bros.

Joe Moore, the teamster, came in from Ager Tuesday with 11,000 pounds of freight for our merchants and a dozen spring wagons for George T. Baldwin.

Last week when R. W. Marple was returning from the railroad, he left his team standing at Topsy station and went to the house, when the horses became frightened and ran away. No serious damage was done except for the breaking of the tongue and dash board of the wagon.

August 3: Passenger fare from Klamath Falls to Ashland, $3.00.

Mannen Smith, of Ashland, rode from Lakeview, a distance of 110 miles last Sunday on his wheel, and continued on his way to Ashland Monday, intending to get there by 4 p.m.

Thomas G. Farrell, Portland, has just returned from a vacation of a few weeks, which he spent fishing in Klamath County. Mr. Farrell rode a large part of the way on his wheel, covering about 250 miles of the distance in that manner. — Telegram.

Moore Bros. and I. E. Mitchell & son, freighters, returned from Ager Tuesday, with freight for our merchants.

Saturday forenoon Wm. Spence came to town and left his team standing in front of Duffy's store when one of the horses became frightened and started to run, the other not needing much coaxing, assisted with the fun. After running across the bridge they were stopped. No serious damage was done except for a broken single-tree. Mr. Spence was a close second in the race all the way up the street.

August 10: Dick Smith, "Sig" Young and Chas. A. Burden were passengers on Richardson's steamer Monday for the Agency. From the Agency they will visit Crater Lake, going on their wheels. From the lake they will go over the Rogue river road to Eugene.

August 17: Mas. Moore arrived Sunday from Ashland with a wagon load of beer for C. D. Wilson and a load of lime to be used in the construction of the Klamath county bank building.

Fred Houston, Guy Hamaker and Joe Kingsley went to Fort Klamath Saturday morning on their wheels and returned Monday via Spring creek.

August 24: Robert Hunsaker left this morning for Ashland after a load of salt for L. F. Willits.

Joe Moore arrived from Ager Tuesday with a load of freight for the merchants of the Falls, and a load of Yreka lime for Baldwin's new stone building.
J. K. Kiernan received a hard fall from a wagon last Monday that laid him up for several days. He had got in a wagon and was standing up behind the seat when the driver struck the horse a sudden blow, which caused him to plunge forward, throwing Mr. Kiernan out on his head, bruising it quite badly.

August 31: S. F. (or F. L.) McNaughton, who has been superintending the Ager-Klamath Falls stage line at Ager for the past two months, returned to the Falls last Friday.

September 14: Mansfield Schonnickson, blacksmith at Keno...

Herbert Baldwin, Fred Carrick and Theo. Bryant left for Forest Grove, Monday morning on their wheels, where they will attend school this winter.

About 36,000 pounds of freight was received in the Falls this week by the different merchants.

September 28: The Ashland Town Talk plant arrived here yesterday in good condition, considering the long rocky, bumpy road it had to travel, and it is now being unloaded as rapidly as possible and in a few days will be installed as a part of this office. The name, suggestive of twiddle-twaddle, and the good will, suggestive of wind instead of worth, together with a lot of non-descripts, were left behind.

Mr. Moore returned on Monday with his freight train of three wagons from Ashland. To make the 60 miles over a rough mountain road requires from six to seven days with a heavy load, going and coming.

October 12: Mr. Moore returned from Ager on Monday with a train of three heavily loaded freight wagons drawn by a team of six stout horses. The display of horses and wagons was about as attractive as a rail road train. Three wagons hitched behind one another and three span of horses in front is a sight never seen in the east, but is quite frequent here.

Capt. O. C. Applegate arrived from Klamath agency last Thursday and departed for Ager the same evening for the purpose of checking and shipping the freight for the Indian service.

The freight consists of several tons and will be hauled by the Indian teamsters.

October 19: Travel via the Ashland stage has been unusually heavy during the past week. Many people coming and going by that route.

On and after November 1st and until the 31st of next March, the stages to Ager leave Klamath Falls every day at 6 o'clock a.m. and arrive from Ager at the same hour. Ashland stages during the same time leave this place at 7 p.m. and arrive at the same hour.

J. L. Yaden, the contractor on the Ashland-Klamath Falls daily stage line, arrived a few days ago from the east on an inspection trip, during which he will visit other mail routes which he runs on the coast. Mr. Yaden is highly pleased with the record of the local manager of his Ashland line, Robert M. Garrett, in putting the mails through on time and keeping the stock in such fine condition. He says the horses on this line are in better condition than on any stage line he has seen. Mr. Yaden says the line is now on a paying basis and its business is steadily increasing, as the facts in regard to the excellent service, the directness of the route to and from the Eastern Oregon country and the smaller expense involved in traveling the road from Ashland become more widely known. — from the Ashland Tidings.

October 26: The only change in the time of the Lakeview stage November 1, will be the extension of the hour of its arrival from 7 to 9 o'clock p.m. It will leave here the same hour in the morning as heretofore.

...They will cover their rigs for the winter travel, and in the spring will blossom out with brand new stages.

F. Otman, who was one of the drivers on the Ashland-Klamath Falls stage line, has been compelled by failing health to take a vacation and accordingly left for his home at Ashland Monday evening.

November 2: The county court has been having many necessary repairs made on a number of the county bridges, recently. Among them is the bridge across the Klamath river dam, six miles below Keno. This bridge
is a very important one, as a large amount of travel passes over it. But it has been for a long time much out of repair and was considered unsafe and liable to collapse every time a heavily loaded wagon passed over it. It is now in perfect order, and is made entirely safe by new stringers and timbers.

November 9: Telegraphic reports of the prize fight between Jeffries and Sharkey in New York last Friday night were received in Klamath Falls as the result of a purse provided by those interested to defray the expense. A report came at the end of each round, and Telegrapher Van Valkenburg's place of business was crowded with anxious spectators until a late hour, when, in the twenty-fifth round, the fight ended in favor of Jeffries.

November 16: The stage from Ager brought no mail from the south this morning, owing to the train being six hours late on account of a wreck near Gazelle, California.

November 23: The stages from Ager, Ashland and Lakeview got in every morning and evening at about the appointed time, in spite of the mud, rain, snow and all the other inconveniences of the routes.

Two Jackson county teamsters arrived here last Saturday with their wagons loaded with empty barrels to be used by the Klamath Fish Company next April for packing fish taken from Lost river.

November 30: Jackson county is soon to be treated to a bicycle path on an extensive scale. A committee of five will superintend the work and each will be armed with $100, with which to execute his duties.

J. D. Whitman was up from Medford Saturday making arrangements for the shipment of fish to this point from Lost river, Klamath county. Mr. Whitman is a member of a Medford company which owns the fishery, and which expects to do an extensive business this winter in shipping the fish to Ashland and Medford. – Ashland Tidings.

December 7: The rough, muddy and almost impassable roads delayed the incoming Ager and Ashland stages several hours yesterday.

Two Medford dealers paid 10 cents a pound here for turkeys and shipped 10,000 pounds to San Francisco, they having been for Thanksgiving day festivities.

Joe Moore, the freighter, had an accident while on his way from Ager this week. One of his wagons broke down twenty miles from here, and he was thus delayed in getting through.

In common with all postmasters of the land, Postmaster Castell was required to weigh all mail matter leaving the Klamath Falls office during thirty-five days this fall. The aggregate amount weighed approximately 4,500 pounds.

December 14: Mrs. A. L. Harvey, of Gold Hill, returned this week from a visit with her daughter, Mrs. Chas. Hoagland, in Klamath county. She came to Hart's with A. A. Fitch in an uncovered rig and a terrible storm was raging, which, together with the bad condition of the road, made it impossible to reach Hart's station the first night, as intended. About four miles the other side of Hart's the team refused to go any farther. Mr. Fitch used up all his matches, old letters, etc., in the vain endeavor to get a fire started. They were compelled to remain at that point in a raging storm all night until daylight, Mrs. Harvey being unable to ride a horse and unwilling to remain alone while Mr. Fitch took the horses to Hart's and secured assistance. The old lady took her troubles philosophically and did not complain. – Ashland Tidings.

December 21: Last Tuesday night, we understand, the stage team on the western route to Bly balked on the slash road and only reached the Hopkins corner at midnight. A neighboring farmer's team was substituted and the stage reached Newell's at 5 a.m., or five hours late. H. C. Rothe was a passenger, and his opinion of the matter would not look well in this paragraph. – Lakeview Examiner.

December 28: E. G. Wilson, stage driver from Klamath Falls to Shovel Creek, was recently married to Miss Mollie Vandergarr of Keno.
The time for the arrival of the Ashland stage was changed the first of the week. It leaves Ashland at 6 o'clock a.m., instead of noon as heretofore, and is due here between 12 and 1 o'clock at night.

The roads across the Cascades on the Ashland-Klamath Falls route have been pretty heavy the past fortnight, but the stages have been getting through with little or no delay on this route, notwithstanding the very heavy mail, which averages about 800 pounds per day out of Ashland. — Ashland Tidings.

January 11: Bonanza: The stage is getting here any old time now, owing to the muddy roads, and Clopton wants to engage a deputy to sit up and wait for it with him. Of course a young lady is preferred. Better advertise.

The Snow Road District #12, Precinct of Snow, was formed by the County Court at their last meeting.

F. L. McNaughton says that the delays in mails from Ager to Lakeview are due to the terrible roads between Klamath Falls and the railroad. "...the 'doby is so bad that in going a very short distance the wheels become solid and the driver is then compelled to stop and clean them, and this takes nearly half an hour. This has to be repeated often on every trip and the mail is thus delayed." (A sort of wooden spatula or wide chisel made of a wooden pick handle was carried by the drivers, especially to clean the vehicle wheels. — Ed.)

January 17: Bad as the roads are, we notice that on nearly every day new goods arrive for the various stores in this city.

T. F. Miner shipped by way of Moore's freight teams to Ager, Cal., on Friday and Monday, eighty beef hides for the San Francisco market.

F. B. Ottman arrived from Ashland yesterday morning to resume his position as one of the stage drivers between here and Parker's. He takes the place of Al. Decker.

February 8: J. D. Whittman of Medford, the gentleman who has commenced the business of canning for market the fish of Lost River, was in town on Monday. Lost River is one of the greatest producers of fish to be found on the continent. Excellent fish they are, and we hope the Lost River canning business will prove a financial success.

February 22: Four Indian freight teams from Ager passed through town on Monday
The lately purchased 600-pound fire bell for Klamath Falls is now at Ager and will soon be here and mounted in the belfry of the town hall.

Bogus creek, a wild and woolly stream which comes roaring down the mountains and crosses the stage road nine miles this side of Ager, is up and on its ear, and with a deluge of water is blocking the road. Hence, the stage from Ager can't get through and we have no mail today from that direction.

March 1: The Lakeview stage, headed for this place, struck a boulder between here and Olene Tuesday night and was overturned. Fortunately no one was hurt and no damage done.

March 15: The new fire bell, recently purchased by Klamath Falls, arrived last week, and was duly mounted in the belfry of the town hall.

April 5: Commencing April 1st, both stages for Ashland and Ager now leave here at 8 o'clock in the evening. Previously the stage for Ager left at 7 a.m. and the Ashland stage at 7 p.m.

April 19: A large number of six-horse trains of heavily loaded freight wagons arrived in town on Tuesday from Ager. Some were for merchants here and others were for other towns in the county.

June 7: The roads over the mountains are getting better so that one's neck is no longer in danger.

June 14: Mr. White who has a stage station on the road to Bly was at the Falls Monday.

July 5: On Saturday a big drove of Angora goats passed through town, and were being driven to Roseburg. There were 1,800 in the band and of course kicked up quite a dust as they passed. They were from Modoc and Lake counties.

July 12: 23,000 pounds of wool from the I. D. Applegate ranch to the shipping point of Ager, passed through town today.

F. L. McNaughton has fifty horses and ten experienced men on his new run.

July 26: An Englishman recently passed through town on his was to Crater Lake. En route, young Marple the driver, was compelled by his high-mindedness, to tell him to straighten out or he would dump him.

August 30: It is estimated that 150 tourists per day, pass through Fort Klamath to Crater Lake.

Gibson the stage driver from Shovel Creek to Klamath Falls is ill at the Hotel Linkville.

September 20: The duck hunters, O. E. Ervine and A. B. Libby of Merrill, Oregon will henceforth ship directly to Montague, here-tofore they have shipped via Klamath Falls. Prospects are for the biggest year in history.

It is reported that a horse committed suicide rather than travel around Modoc Point. It seems that he ran into the lake and drowned.

October 4: There was recently shipped from this place 700 pounds of snakes. Railroad express charges amounted to $75.00. They were hauled to Ashland by J. H. Jardine.

October 25: Joe Moore was kicked in the face by one of his lead horses as he went into its stall at Elgin's station near Topsy. His nose was broken and he received numerous cuts. He was attended by Dr. Reames and brought to town in a buggy Monday.

Ibid. The wagons, loaded with 10,500 pounds of freight of J. M. Moore, who was injured by being kicked at Topsy, arrived in Klamath Falls in charge of Charlie Elgin on Monday.

November 1: A change in the time of departure of the stages takes effect today. The Ager stage leaves at 7 o'clock in the morning and the Ashland stage leaves at 7 o'clock in the evening. (These changes were due to shifting from summer to winter schedules - Ed.)

November 15: Bob Hunsaker arrived on Tuesday with a train of heavily loaded freight wagons from Ager, with goods, etc.,
for the merchants and others. On Wednesday he started for Ager again to bring in another cargo.

Ibid. Joe Moore is up and around.

November 20: Joe Moore has pneumonia.

November 22: Al Decker, one of the present stage drivers out of Klamath Falls, has had more years of experience in that line of employment than any man in these parts. He has seen thirty-five years of almost continuous service as a stage driver and for fourteen years, with a few brief interruptions, has been engaged on lines in this county. That he is a reliable and desirable man for such trust, his experience testifies. Perhaps due in part to his large, muscular physique and to his strong force of character, he never was “held up,” nor was there ever an attempt to rob a stage of which he was the driver. Whatever the cause, he has wholly escaped such unfortunate experiences. Besides, he has been exceptionally lucky in the matter of accidents. Aside from breaking one of his arms in a tip-over on Rattoon mountain in Colorado, in 1865, he has escaped injury and wrecks, and in all his driving never has seen a passenger on any of his stages injured. He began staging in Colorado in 1865 and from there went to New Mexico in 1868, coming here about fourteen years ago. His stages have upset a few times and he has often had to dig out of snow banks or mud heaps, or master other hardships, but he has always managed to emerge without damage, save on the one occasion. Thus, it is seen that he has an excellent record, which he hopes to perpetuate to the end of his service as a stage driver.

December 13: Bold Mail Robbery. On Tuesday evening at about 8 o’clock, the stage from Lakeview was waylaid, the driver held up and the mail bag rifled. The stage left Lakeview that evening at 7 o’clock, Harry Yount being the driver. Two miles this side of Lakeview the road passes through what is called the “slash,” and when the stage had arrived there and was about half way across the bridge, the driver was ordered to “hold up,” and finally as he came to the end of the bridge he was told to stop or he would be filled with buck shot. It was intensely dark and the stage having no side lights, Yount, the driver, could not see the man or men who held him up. When he stopped, he was ordered to throw out the letter bag and drive on, which he did. An hour afterwards he went back to the bridge and found the mail bag cut open, and picked up such of the contents as had not been carried off. Whatever loss has been sustained by the robbery is of course now impossible to tell. Mr. Yount had no gun with which to defend himself, and there were no passengers on board. The stage arrived here last evening.

December 20: But little further information has been received in relation to the holding up of the Lakeview stage and the robbery of the mail on Tuesday night of last week. It is thought by the Lakeview Examiner that little and perhaps nothing was obtained by the robber, and that he was after the pocket book of an expected passenger instead of the mail, but the passenger did not materialize, having taken another route.

The revival of the “lone highwayman” recently, in some parts of Eastern Oregon, brings to mind the frequent “holding up” of the stage in this region a few years ago. In those days the robbing of the stages and passengers was not infrequent, especially, as we are told by old settlers, between this place and Ager. The Ashland route however, is said to have never been troubled in that respect, and passengers and mails came through unscathed. Whether the Ashland stages were better prepared for defense, or whether the travelers from that place had left their money behind them, we cannot say. At all events the sagacious highwayman had doubtless some good reason for not making the unprofitable effort.

Of late years the Ager road has also been undisturbed, and the arrival of a railroad will put a final quietus on the stage robbing industry.
January 10. Hon. R. A. Emmitt started from Keno for Ashland on his way to Salem yesterday. He was expecting to go as far on the road to Ashland as possible by team, and then go on snow shoes. The legislature meets on Monday next.

Stages from Lakeview and other points making good time under the circumstances. The stage from Ager carried no mail, the trains blocked by snow.

Mr. Yaden, the mail contractor who has with a force of men and teams been at work for several days opening the road on the Ashland route, returned Tuesday afternoon. He reports the work progressing favorably, and that in a few days the road would be open for use. Up to yesterday this place has been without a mail on that line for a week.

Robert Hunsaker who went to San Francisco about two weeks ago with J. T. Henley and J. F. Goeller, returned yesterday. From San Francisco they started to return several days ago. The blockades on the railroad were mostly over so that trains were running. Mr. Hunsaker stopped off at Ager and from there came home on horseback. The others continued on to Ashland where they are now. County Clerk Driscoll and Dr. Hargus are also at Ashland waiting for an open road. Dr. Hargus and Mr. Chitwood started for Ashland about ten days ago, and are reported to have been able to get only as far as Bailey's about 43 miles from here. Finding they could get no farther with a team, Dr. Hargus went ahead on snow shoes, Mr. Chitwood remaining. On the route Dr. Hargus met the stage from Ashland, which on account of the difficulties to be encountered, turned around and returned to that place.

Ibid. Bob Oglesby, the stage driver who was arrested at Lakeview on Christmas for robbing the mail, and who afterwards confessed himself guilty of the crime, arrived in Klamath Falls on Friday of last week in custody of U.S. Marshall Humphrey, on the way to Portland for trial before U.S. District Court. Soon after his arrest at Lakeview, he made confession of guilt and told where he had concealed a part of the stolen letters, being the mail from Silver Lake, and these the sheriff was able to find. As to the missing mail from Paisley, the prisoner said he had burned it. The total amount of money stolen was $77.90. Oglesby stated that when he is arraigned before U.S. court, he will plead guilty. The penalty prescribed by the U.S. statutes in cases like this is from two to ten years in the penitentiary at hard labor.

January 17: The mail which started out at Ashland on January 2, for Klamath Falls is now, Tuesday January 15th, somewhere on the mountains.
_Ibid._ Goeller, Driscoll and Fred Stahlmann return on the 13th. They started on foot and snow shoes. Snow is five to seven feet deep. They waded as snow shoes did not work good. The first night they made it to Howard’s, 15 miles out, next night, Friday, to Bailey’s, then to Parker’s, 9 miles on Saturday, and Sunday to Spencer’s (town of Spencer), from where they took the stage and arrived Monday morning in Klamath Falls.

April 25: Bob Oglesby, the stage driver, was sentenced to one year for robbing the mail sack.

May 2: Uncle George W. Bailey of the stage station has secured a mail order bride.

May 16: Numerous big covered wagons singly and others in trains drawn by from four to six horses, have been frequent in the streets the past week. Some carry loads of freight, from the railroad; other contain families of movers who are hunting farms.

_Ibid._ J. Howard, the stage driver to Ashland on that end of the stage route has been working at the Hotel Linkville.

May 20: Joe Moore with 10,000 pounds of freight for Baldwin from Ager, broke through the bridge.

It is reported that for some time past an average of 60,000 pounds per week of freight has arrived from the railroad for this place or passed through here for other localities. The cost of bringing such an amount would go towards paying the expense of running a freight train, if we had a railroad to run it on.

July 25: The Western stage ran away near Royston. The runaway through the woods demolished the stage, but the passengers were not injured. The team was caught, and some of the passengers started with the mail to Bly. The team ran away again, scattering the mail. After everything was gathered together, Bly was reached six hours late. A physician was sent back to attend the driver, Fred Day. Fred is said to be horribly mutilated.

August 22 (Thursday): The Klamath Falls and Ager stage which left here Tuesday evening was held up about 9 o’clock yesterday morning by a lone robber when near Bogus post-office, eight miles this side of Ager. Thomas Doos, the driver, and George Frain were the only persons on board. The robber stepped out of the brush. He got the mail sacks and cash box, but nothing of value was in them.

August 29: “Opened by a stage robber” was traced across an envelope containing a thousand dollar draft, received in the mail by the Bank of Ashland Friday evening. The letter was in the mail lifted in the robbery of the Ager-Klamath Falls stage last week, but as the draft was indorsed payable to the bank it was of no value to the robber who threw it with the letters down by the roadside.

September 5: Monday’s stage from Ashland brought to Klamath Falls under charge of J. L. Yaden and Constable Gardner, one James F. Prestoon, age 30, who plied his trade of highwayman near Pokegama mountains on Sunday. Held up three travelers, the first being Mr. Yaden.

Yaden was in a road cart, going to Fred Frain’s, one mile away when held up. $1.80 was in his pocket. Yaden started, the robber watching, then stopped and asked if he wanted his watch. Advised the man to move out, so he immediately disappeared.

Later, he met W. J. Booth, a fruit peddler, from whom he got 40 cents. Later A. D. Burton was met but nothing secured. Yaden went to Pokegama, got a party together, chased the highwayman 15 miles, and captured him at Puckett’s station. Would have met the stage a short distance farther on.

The highwayman was brought to Pokegama, to Justice Yeager’s court. Yaden then took him to Jackson County, where he met the officers at Hart’s station.

September 12: J. L. Yaden arrived Sunday on his return from Jacksonville where he escorted Prestoon who enacted the role of highwayman near Pokegama on Sunday the 1st, instant. Mr. Yaden says the prisoner pleaded guilty and was to be have sentenced Saturday and taken to the penitentiary in time to begin work.
there on Monday morning. Frank Prestoon, 23 years old, was sentenced to five years.

September 19: Joe Moore the freighter, hauled two big loads of wool for C. Cunningham of Fort Klamath to Ager.

November 21: George Obenchain, subbing for O. R. Stevens, contractor, is now driving stage out of Bonanza.

December 5: Bids on carrying the mail into and in this country were received in Washington City until 4 o’clock Monday afternoon. Mr. Yaden, proprietor of the Ashland to Klamath Falls stage line, informs us that he has filed bids for seven routes in this county. He says his bid on the line from Ashland asks for more than double the pay required by the present contract. The call for bids omitted the line from Ager, and petitions are being circulated to have it re-established. (In so far as can now be determined, this was the end of the Ager-Klamath Falls mail stage, although passenger stages continued to run until the railroad was built to Pokegama in May, 1903, when they too were discontinued – Ed.)

December 12: Warren P. French, age 75, died on December 1st. French ran a pack train from Red Bluff to Yreka before any wagon road was in existence.

1902.

January 23: J. L. Yaden, stage contractor from Ashland to Klamath Falls, comes from London, Kentucky, from where he has operated stage lines over much of the country. His first partner in the business was a Judge Bareing. Next he became a member of the firm of Chilton, Yaden and Company, who operated 1,000 stage lines at one time.

February 6: The following mail contracts are to go into effect July 1, 1902:
- George W. Jones – (Ashland-Pelican Bay) $299.97 per year.
- Col. Dutro of La Due, Mo. – (Ashland-Klamath Falls) $4,300.00 per year.
- Marion L. Van Meter – (Bonanza-Bedfield) $177.48 per year.
- J. L. Yadon – (Bonanza-Lorella) $744.00 per year.
- J. L. Yadon – (Bonanza-Yainax) $384.00 per year.
- Col. Dutro – (Fort Klamath-Crystal) $380.00 per year.
- Col. Dutro – (Klamath Falls-Tule Lake) $1,100.00 per year.
- J. L. Yaden – (Klamath Falls-Lakeview) $6,666.00 per year.
- Alex Martin, Jr. – (Klamath Falls-Fort Klamath) $1,500.00 per year.
W. W. Smith – (Lorella-Vistillas) 
$667.00 per year.

March 13: The mail stage unable to get through from Ashland on account of snow was replaced last week by mail on horseback, three times per week, but is now back on schedule.

March 27: It is recalled that O. A. Stearns rode across the mountains in 1866 to a political convention in Jacksonville there being no other source available.

April 10: Paisley-Bly wagon road of 36 miles wanted. May 15: The new dynamo for Klamath Falls is at Ager, weight 6,500 lbs.

June 12: Robert Garrett on Keene Creek mountain when he encountered an accident, 18 miles from Ashland, west bound. A single tree broke, then the brake, and Garrett was thrown to the ground, against a boulder. He was about to be trampled by a turning horse, but hit it with his heavy whip, felling the animal. Passing travelers came to his assistance, taking him to Ashland. He is now resting easy, and it is thought he will improve shortly.

June 19: C. E. Dutro, the new proprietor of the Ashland-Klamath Falls line, is to take possession on July 1. He will use 28 horses in traveling the 65 miles to Klamath Falls in 14 hours. Yaden retains the Lakeview run.

July 3. The telephone is building this way from Ashland, and will reach Pokegama this week.

Al Decker is the driver from Ashland to Hart’s station. He has been driving freight wagons for the Pokegama Lumber Company.

C. Dutro has taken over the Ashland-Klamath Falls line.

Yaden has transferred to the Klamath Falls-Lakeview run.

S. L. McNaughton, who had charge of the Ager to Lakeview line, now has the Termo to Fort Bidwell line.

The Ager to Klamath Falls line was not up for bids. (Apparently abandoned at this time as a thorough route – Ed.)

J. L. Yaden will soon have new stages and first class equipment. McNaughton had arranged to conduct the route for a month, but was disappointed in the management of his new line in California (Termo to Ft. Bidwell) hence was compelled to disappoint Mr. Yaden. This explains the latter’s delay in securing the necessary equipment.

July 10: Dutro is now traveling by way of Barren’s (at the junction of Greensprings road and old 97 – Ed.), Soda Springs (on Emigrant Creek), Shake (near Pinehurst), Pokegama (the old logging camp southeast of Parker Mountain), Keno to Klamath Falls. Leave Klamath Falls daily at 5 a.m., arrive by 7 p.m., 14 hours. W. M. Cockrell, Superintendent, C. E. Dutro, Contractor. (This is the first definite information of the change from the old Southern Oregon Wagon Road north of Parker Mountain to a new route to the south – Ed.)

September 4: The Ashland Tidings reports Dutro has turned over his interests to Garrett. Dutro at his station at Klamath Falls says reports of a transfer not true.

Jackson County to construct a bridge across Emigrant Creek for $240.00, all fords thus being eliminated. (There seems to have been three in the beginning – Ed.)

The Midway Telephone has purchased the telegraph plant in Klamath Falls, and is now eight miles beyond town and building toward Merrill.

September 11: C. B. Wilson, Jr., James Lyons, and Joe Hoffman are rolling up the old telegraph line from Ashland to Ft. Klamath.

September 25: An Ashland Tidings article reports that C. E. Dutro, the stage contractor, has been booted out of business, however he gives good satisfaction here, so why should Ashland be hostile?

Dutro is discredited but still running the Ashland-Klamath Falls stage.

Dan Doten the stage driver, had an accident while coming down Lewis Hill onto Riverside. The tongue broke and the stage hit a hitching post in front of Lewis’ house. Doten received a sprained angle.
October 2: Notwithstanding the effort to discredit Col. Dutro by a few outside newspapers, he is growing fat and continues to manage the stage line with his usual good nature. The Tidings is against him, we (the Republican) are for him.

Louis Biehn brought a ton of corn meal and a ton of onions over from Medford last week for Klamath Falls merchants.

October 9: J. M. Moore arrived Sunday from Ager with four big wagon loads of freight which aggregated a weight of 15,500 pounds.

McIntire is leading the attack against Dutro on the Ashland end, trying to discredit him. Dutro has been asked to quit. Someone in the east said they would then declare him a "failing contractor". However he refused to quit.

McIntire claims to represent Dutro's bondsmen, and has notified postmasters not to give mail to Dutro's stages. The two met at Shake, each demanded Hart to give him the mail. The mail was given to McIntire under protest from Dutro. Then Dutro's driver started out, and McIntire substituted his own driver for Dutro's driver. The Ashland postmaster notified individuals locally that he had employed McIntire to perform special service in delivering the mail.

It all began when Dutro took over July 1, with one J. A. McIntire assisting him, who then started the row, claiming Dutro was not doing his job, and wanting the run himself. On October 1, McIntire told the postmasters along the route not to deliver mail to Dutro. The two men met at Shake, where McIntire claimed the customers did not want Dutro to deliver the mail, which claim Dutro refuted. Drivers were changed, the mail transferred, etc. Seems to be just a dirty jealous mess.

October 16: Notice. The public is hereby notified that C. E. Dutro has nothing whatever to do with the Ashland-Klamath Falls stage line, that the parties performing temporary service will not be responsible for any debts that he may make and will not honor any tickets that he may sell.

J. A. McIntire, Agent for Salmon & Salmon.

Ibid. There is a huge cry to have the Ager-Klamath Falls mail line re-established.

Ibid. McNaughton has carried the Klamath Falls-Lakeview mail for the new Yaden firm until October 1st, while they were organizing.

(J. A. McIntire, in charge of staging operations, seems to have run the Ashland-Klamath Falls mail until April, 1904 or possibly as late as July 1st, when Alex Martin was awarded the mail contract - Ed.)

October 30: (Letter from O. A. Stearns to the Republican.)

Spring Meadow Farm, Or., October 27th, 1902.

Editor Republican: As one of the people who are supposed to be served by the contractor on the stage route from Ashland to Klamath Falls, I wish to enter an emphatic protest against the manner in which we are being served.

Myself and neighbors have boxes by the roadside for the convenience of the driver, but our mail is, sometimes left at other places, sometimes pitched over the fence into the yard and frequently the mail for parties twenty miles or more from here is left in my box, or the mail of my neighbors residing between here and the Falls, is put in my box. Some of my mail never reaches me at all, and letters to be mailed although stuck in the side of the box where they can be plainly seen for two hundred yards up or down the road are left for days without being mailed.

If matters are not remedied, there will be a kick against the contractor, where it will do some good.

Very Respectfully,
O. A. Stearns

It is only fair to add that Contractor Dutro has not had control of the line since October 1
and any causes for complaint since then should not be attributed to him — Editor Republican.

Ibid. The case of C. E. Dutro vs. J. A. McIntire, an action to recover money, occupied the attention of Judge Baldwin and a jury for several days of the past week, being concluded on Monday when a verdict was rendered in favor of the defendant. We are informed that the case will be appealed to the circuit court.

November 20: A petition is being circulated to get James F. P. Bogart (Prefect) out of the penitentiary. It is claimed the penalty too much for what he got. Shouldn't it be the act, rather than the amount? The intent was there.

1903.

March 26: The miry strip of road near Spencer Creek, which delays the stages frequently of late, should be fixed or avoided, if possible. We understand there are several pieces of road between here and Ashland, and between here and Ager that need the remedial attention of the proper authorities. Let us have the roads improved wherever necessary.

As an indication that the promised influx of people has already commenced, it may be men-
May 1: The first railroad train reached Pokegama today. Judge Henry L. Benson of Klamath Falls, and his daughter Gail, were the first passengers over the new scenic railroad. (Judge George T. Baldwin, also of Klamath Falls, and his daughter Maude, came in the following day from San Francisco, on the second train to make the trip – Ed.)

George Poppleton was in town Tuesday looking after the interest of the Ashland-Klamath Falls stage line. Mr. Poppleton has succeeded Mr. McIntire in the management. He stated that they are making connection at Pokegama with the new railroad. They are still running to Ashland as the mail route has not been changed as yet.

June 4: Robert Garrett Collapses. Garrett was prostrated in the stage seat near Soda Springs sometime on Tuesday. The one passenger aboard, got him to Soda Springs unconscious. From there he was brought to Ashland suffering a severe attack of spinal meningitis.

June 8: Anyone seeing the fine wagons and carriages which are daily being taken out of the old Midway stable building would think that we had a carriage factory in town, but the fact is they are simply the results of the work of Henry Weber, the painter. The big building is nearly full of stage coaches, wagons and carriages which are daily be … apparently new by this artist of the brush.

July 2: Why isn't the Klamath mail being routed by the railroad instead of Ashland?

November 5: There is still no mail by the railroad, and it is still arriving by stage from Ashland, a day late. Why?

November 20: The mail will soon be arriving by the railroad instead of from Ashland.

November 26: It is reported that the Klamath Falls mail will be brought by way of Pokegama, instead of Ashland, after the 1st of the month.

1904.

March 24: J. A. McIntire of Missouri, who for some time has been manager of the Ashland-Klamath Falls stage line, arrived to attend the case of Yaden vs. Salmon and Salmon. The case was settled out of court.

An unidentified man has been found dead on the stage road to Ashland.

March 31: Mail carrier Dick Eddy and Mr. Snowgoose found a man on the Ashland road, six miles above Soda Springs, several days ago. Eddy had met him four miles from where the body was found. He was well past middle age, and had the appearance of a logger.

Later – Robert Heston, about 60, left Klamath Falls on the 21st, became exhausted, fell down in the snow and went to sleep. He was identified by a post card found on him.

April 21: Alex Martin Jr., has been awarded the contract to carry the mails between Pokegama and Klamath Falls. The new contract began on the 17th, and for the present will be carried by the Sunset Stage Company and the Klamath Lake Navigation Company.

R. W. Marple died on the 20th at 4:15 in the afternoon at the home of John Way below Topsy from injuries suffered in a runaway. He was driving a four horse team hauling 2,000 pounds of freight. Sunday he left Shovel Creek in the morning and upon reaching Way's place, stopped to water his horses. This was just accomplished when the leaders started up and Mr. Marple in grabbing the lines and trying to stop them was thrown under the wagon which passed over him with its heavy load of freight, breaking several ribs and injuring him internally. He was carried into the house and medical assistance was summoned. He suffered continually until his death yesterday afternoon.

The body was brought to this city last night and the funeral services will be conducted from the residence at 2 p.m. today.

After coming here in 1882, Mr. Marple conducted a livery stable and stage line. He was the proprietor of the Western Stage Com-
pany and Mammoth Stables. He is the father of six children and was fifty four years, six months and eighteen days of age at the time of his death.

_Ibid_. Another Accident Last Night. Dr. G. W. Maston returning from the Marple death bed, accompanied by Mrs. Lydia Lennox, daughter of Marple, when near the Emmitt place about 12 o'clock, had his buggy drop into a chuck hole. He was thrown out, his leg catching in the wheel, was broken below the knee and nearly torn off. At the Doctor's request Mrs. Lennox cut the leg off with a knife, and bound it tightly above the knee. Dr. Maston was taken to Emmitt's house, and Doctors Harps and White summoned. At last reports he is still living but small hopes are held for his recovery.

May 19: Mrs. R. W. Marple has sold the Mammoth Stables to Horace Mitchell, who then leased the property to Thomas Newton.

June 30: Road Wanted. Paisley to Bly. The Paisley citizens raise $167.00 ... The cost of the Lake County side will be $50,000, in the hands of D. B. Conrad, who owns a ranch on the Klamath side of the county line. Distance from Bly to Paisley is about 35 miles, 15 in Klamath County and 20 in Lake County. At present there is a good road from Bly to within five miles of Conrad's. The road will save 60 miles between the railroad and Paisley.

September 8: The stage to Pokegama upon leaving Klamath Falls, upset. Bob Garrett the driver suffered a fractured arm No passengers were hurt.

September 15: Combined time of the mail to Lakeview: Portland to Thrall - 19 hours, 24 minutes; Thrall lay over 12 hours, 6 minutes; Thrall to Pokegama - 2 hours; Pokegama lay over 11 hours; Pokegama to Klamath Falls - 7 hours; Klamath Falls lay over 19 hours; Klamath Falls to Lakeview - 33 hours; Total in transit 51 hours, 24 minutes. Total lay overs 42 hours, 6 minutes. Total time 93 hours, 30 minutes.

September 22: A series of accidents has struck the Oregon Stage employees: Bob Garrett, arm broken; William Mesner broken leg in assisting to move a piano; and John Barrett at Pokegama badly injured when kicked by a horse in the face.

1905.

August 17: George Chase does not like big loads of freight teamsters hauling, with four horses on two wagons. They bring one load to his place, then go back after more and finally double to get to the Falls.

_Ibid_. Weyerhaeuser negotiating for timber and the Klamath Lake Railroad.

September 7: Jack Marshall is using six horses with two wagons to haul 12,000
One of McIntyre's mule teams headed north on Fifth Street, just off Main. White building, the Schallock and Daggett General Store. Brick building, the old American Bank and Trust Company, built in 1906-1907, now the location of the new P.P. & L. Building. 

One of McIntyre's mule teams headed north on Fifth Street, just off Main. White building, the Schallock and Daggett General Store. Brick building, the old American Bank and Trust Company, built in 1906-1907, now the location of the new P.P. & L. Building.

pounds, and by adding another wagon might bring 20,000 pounds with no help.

Ibid: Walter Marple is now the proprietor of the Midway Feed Stable.

Ibid: Other stables in Klamath Falls are the Klamath Livery, Feed and Sale Stables; Buessing and Bennett at Main and 9th.

September 14. Miss Zelia Bussy, passenger and T. W. Reynolds, driver of the stage were seriously injured yesterday morning. There were seven passengers aboard. In going down the hill to the bridge across Klamath River, the brake lever broke, the stage went over the bank, the front wheels uncoupled and the team went free. All the passengers were taken to Spencer's Station. Dr. Hargus and Alex Martin Jr., hurried to the scene. Two passengers were yet inside and under the coach. Another, Mr. Stratton of San Francisco refused to help raise the coach - instead he went looking for his dog.

October 19: H. E. Spencer Dies. Mr. Spencer, 86, of Ashland, who first came to Ashland where he secured the land, 160 acres, known as the Galey-Carter tract. He settled on Emigrant Creek in 1860. He later moved to Spencer Creek. Nathan High, his son-in-law, operates a blacksmith shop there at the present time.

November 2: Governor Chamberlain is coming in by stage from Pokegama, via Keno to Klamath Falls today.

1906.

February 8: B. F. Nichols arrived last night with a load of freight from Pokegama, having made the trip in six days. He was loaded for the Driscoll Mercantile Company of Bonanza, who are alive to business and bound to keep the necessities of life if it does take winter freight to keep supplied.

Ibid: J. A. Parker, of Bly, arrived last night from the railroad with his daughter, Bertha Bell, from Washington, who has come home for a visit. They departed for Bly this morning both glad to get so near home at this time of the year. Mr. Parker was principally raised on the mountain between Klamath Falls and Ashland and has resided in Klamath county ever since it existed under that name. He reports the roads in a worse condition than he
has ever seen them during his residence here.

March 8: George Dukes, stage driver between Klamath Falls and Pokegama had the two middle fingers of each hand and both ears frozen Sunday, March 4th, while making the trip from Pokegama. He did not realize the condition until he reached the stables. Dr. Maston was called in, and the latest report is he will not lose his fingers, as was thought at first. It will be a month or more before he will be in condition to return to work. His place is being filled by "Good-roads" Decker, the old war-horse of stagedom.

October 25: Microfilm copy of Republican files at the University of Oregon: The Oregon Stage Company reports 524 more passengers coming into Klamath Falls than going out, during the five month period ending September 30th. (This would be for the months of May, June, July August and September - Ed.)

1907.

January 17: The people of the Klamath country are dissatisfied with the present stage schedule.

January 24: While on his way to Pokegama last Thursday afternoon, J. L. Pitchford was thrown from his wagon and very seriously injured. The front wheel passed over his head and when the wagon was brought to a standstill, the hind wheel was resting on his body. Dr. Cartwright was summoned and it was at first thought that there was little hope for the recovery of the injured man. Careful attention, however, has resulted in his recovery and all fear of a fatal termination of the accident has passed.

February 21: The Klamath Falls and Pokegama Transfer may be assessed forwarding charges from Thrall.

March 14: W. R. Davis has bought the Mammoth stable on this end of the Pokegama stage line, from Travis. H. W. Straw has been put in charge. McIntire interests now control the freight business.

April 4: Due to a railroad blockade, 150 sacks of mail arrived here on Monday.

May 30: George Galbreath, driver, killed in a stage wreck. Injured Wednesday morning, Galbreath died at three in the afternoon. He was descending the hill this side of Chase's. The front wheel of the stage struck something, swung the stage against a tree, smashed it to kindling. Galbreath's right side of the face cut open, nose crushed to a pulp, his right upper jawbone, right molar bone broken, right leg below the knee, left leg shattered from the middle of the thigh down. C. L. York, Charley Scott, also injured. James Murphy face bruised, Nick Caris no injury. Drs. Cartwright and Masten, Coroner Martin attended. The Steamer Klamath is to bring the bodies in from Keno.

Ibid. New Stage Line. The first gun in the transportation fight commences tomorrow with the inauguration of the Klamath Falls to Ager, via Klamath Hot Springs stage line. This is the first move by the Klamath Company and will be under the direction of H. W. Straw. It is the intention to put on four eleven-passenger coaches, two each way. The Steamer Klamath from Klamath Falls at 10:30 a.m., stage at Keno, Hot Springs by 5:30 p.m., remain over night, leave next morning in time to connect with the trains at Ager. The other way, Hot Springs 5:30 p.m., leave there 7 the next morning, and reach Klamath Falls by 2:30 p.m.

June 20: The McIntire Transfer Company has leased the Spencer Creek station from Mr. Wright, and will make it a stopping place.

Ibid: A stage wreck occurred on the new stage line near Klamath Hot Springs last Sunday with serious injury to H. W. Straw. It happened near the hotel, when a culvert was missed and the stage top ... Straw is improving rapidly, and will reach here next week.

September 26: F. A. Aurenreith is in charge of the traffic for W. R. Davis.

Ibid: Both stage lines connect with the Steamer Klamath at Teeter's Landing, from the Pokegama line and the end of the approaching railroad track.

December 19: Transportation suits are being filed by both sides.
December 26: The Butte Valley Stage Company has leased its outfit to the O. & C. Transfer Company. The former is the company headed by J. H. Hughes and operates a stage line between Bray and this city. This transfer leaves the O. & C. Transfer Co. in sole control of the field. Mr. Hughes has commenced arrangements for the placing of a stage service between Merrill and Bray, the ultimate object of the plan being to secure any cut-offs contemplated.

1908.

January 16: A. P. Cross, one of the owners of the Klamath Falls-Lakeview stage line is considering hauling for Wells-Fargo.

February 13: Charles Lambert of Bonanza, is the present manager of the Klamath Falls-Lakeview stage line.

March 19: Twenty-three people arrived from Pokegama, Saturday, two extra stages having been sent after them. This is the first lot of home-seekers for Klamath County to take advantage of the colonists rates, which went into effect on March 1. It is reported that from now on a large number of home-seekers are expected almost daily. Some of these parties were here last summer and purchased property and are now returning with a number of their neighbors and friends.

April 2: Forrest post office at Spencer Creek is to discontinue April 1st.

Ibid: Again the powers that be in transportation matters, will meet in conference with the Southern Pacific officials in San Francisco to determine upon a freight service for this city. The meeting will occur within the next four days and will be attended by representatives of the McIntire Transportation Company and Klamath Falls Transportation Company. Captain J. M. McIntire will represent the former and it is understood that W. R. Davis will be there to look out after the latter company. This conference is held at the request of the Southern Pacific, and is for the purpose of securing a through freight service to this city, which is very much desired by the railroad company. The California Northeastern will be at Dorris on May 1st, and if the Southern Pacific has its way about it the Pokegama line will be discontinued at that time. A through rate, whereby the Southern Pacific will deliver freight at the store door or warehouse, will go into effect at that time over the new road. The conference between the railroad offi-
cials and the local transportation company managers is to determine which company will haul the freight from Dorris to this city for the Southern Pacific.

If the McIntire Company should be selected then it is very probable that the Pokegama route will be discontinued, but if the other company is chosen it is hard to tell what will become of that line. The two companies seem to be at dagger points and it has been said that there can be no mutual agreement.

New Schedule. The McIntire Transportation Company under Capt. J. M. McIntire will leave Dorris at night and after an all overland journey, will arrive at Klamath Falls the next morning. The other line, the Klamath Falls Transportation Company, under W. R. Davis, will leave Dorris at night, travel overland to Teeter’s Landing, transfer to the Steamer Klamath and arrive in Klamath Falls at about the same time the other line arrives, so goods will be available to merchants at about the same time by either route.

Ibid: Freight to Lakeview. Now by train only to Likely for $2.75 per hundred from San Francisco. Through passage $5.05 to Lakeview. It is thought possible for freight to pass through Klamath Falls from Dorris to Lakeview for $1.50 with passengers at $15.00.

Freight business to Lakeview never did develop the way people of the Klamath Basin visualized or wished. The fact is, Lakeview received most of their freight from Reno in the south. Only such freight as came south from Portland was ever freighted overland through the Klamath country to Lakeview.

The north bound Nevada, California & Oregon Railroad broke ground in Reno on December 22, 1880. The rails however, did not reach the Junction House, at the foot of Beckwith Pass, 37 miles from Reno, until December 8, 1884, and Doyle, 57¾ miles from Reno, until June 6, 1890. Service was established to Amedee, east of Honey Lake, on November 17, 1890 which then became a freight terminus to northeastern California and even Lakeview, 20 miles north of the California-Oregon State line.

Finally in January 1899 work began on a further northern extension of the line, and Termo, about 105 miles from Lakeview, was reached June 1, 1900. Madeline became the “end of track” ready for use on April 1, 1902, about one year before Pokegama, in Klamath County, came into existence.

Thus Lakeview which had been more than 150 miles from Ager, its nearest railroad shipping point to the west for some 15 years, was but 90 miles from Madeline. Even Pokegama to be was approximately 125 miles away and, later, Teeter’s Landing at least 110 miles away. A considerable amount of freight however, did pass through the Klamath Country over the years.

Extension of the N. C. & O. Railroad was resumed in June, 1906 and service into Alturas, 55 miles from Lakeview, was inaugurated December 1, 1908.

The rails eventually reached Lakeview, 238 miles from Reno, on January 10, 1912.

April 30: Dr. Masten died Friday at 5:45 of congestion of the brain after being unconscious for five days. He took sick April 14th. His sickness dates back to the time of his accident on April 20, 1904. He arrived here in July, 1903. He belonged to the Elks, Masons, who held the services, Knights of Pythias, AOUW and WOW.

May 14: Freight is now coming from Dorris, although considerable still coming from Pokegama.

May 21: The McIntire-Straw stages to Pokegama to stop after Tuesday, May 26th.

October 8: The first freight to Lakeview arrived at Calor Saturday. 28,000 pounds arrived then, with 7,000 pounds arriving since. The McIntire Transportation Company will haul the freight.
1909.

January 21: Bob Garrett and John Louden have taken sixteen stage horses belonging to W. R. Davis, to the Ady ranch near Midland.

February 4: The McIntire Transportation Company has brought eighteen heavy wagons, and 60 head of horses to town where the beds were unloaded, then the wagons and canvas shipped to Los Angeles, where the company has a contract hauling cement, gravel, etc., on the 200 mile ditch which the city is building to furnish water to the city. (Probably the Los Angeles Aqueduct from Owens Valley – Ed.)

February 18: J. M. McInire left for Los Angeles Friday. His famous mule teams, consisting of 40 head are to be shipped soon. The harness and other outfits have already been shipped while the wagons are to be left here and sold by G. W. McInire of the Farmers Implement & Supply House (Northeast corner Sixth & Klamath - Ed.). The drivers are to go south also. They are A. F. McInire, Charles Scott, Ben Simpkins, Chas. Kelley, Lurn Lowden, Ross Potter and Jim Marshall.


April 22: School at Wampus began Monday with Mr. Bussy the teacher.

Ibid: Sam Gosliner, the cook at the Southern Pacific camp near Wampus, left for San Francisco, Friday. (Wampus was in existence during the construction of the canal below the bridge on the Klamath River, five miles west of Keno – Ed.)

Transportation into the Klamath Basin by stage, freight teams and boats came to a virtual end on May 20th, with the arrival of the first train in Klamath Falls. There remained only some mopping up trips by freighters between Pokegama and Klamath Falls.

On its last commercial trip, the Steamer *Klamath* carried more than 100 townspeople to Ady to board the first incoming passenger train, and in turn brought a few back who had ridden the first train out of town.

May 20: Robt. Garrett, a stockholder in the O & C Stage Co., states the company has sold all its horses – two carloads or 40 horses to
First train into Klamath Falls, May 20, 1909 which marked the end of staging and freighting between Klamath Falls and the Oregon and California Railroad.

buyers in San Francisco. Fifteen remain to be disposed of to local parties – His interest in the wagons and outfits has been sold to W. R. Davis. Garrett drove the first stage into Linkville in 1874, and the last stage in January of this year between the railroad and this city.

October 28: W. H. May, superintendent of the San Francisco district, is here to inspect conditions in regard to opening the Western Union here. The poles are now between Weed and Grass Lake.

December 9: The Western Union wire has arrived here, to open in the railroad freight warehouse. It is rumored that an up town office is to be opened in the same building with Wells-Fargo & Co. in the Klamath County Bank between it and the Klamath Abstract Office. (On Fourth Street in the old Hall Hotel, now Stevens – Ed.)

1910.

June 2: (Microfilm at University of Oregon, from the Republican files): Chas. Lambert has taken one of the old stages to Mendocino County to run between Sherwood and Harris, a distance of 54 miles. The cost $2,300 with $300 repairs to be spent on it.

(From this date to the end of this article, all quotes are from the files of the old Evening Herald in the morgue of the Herald & News offices in Klamath Falls.)

1915.

April 8: The Shovel Creek resort at Klamath Hot Springs was recently destroyed by fire but is to be rebuilt, Mr. Brown, the manager says. (The resort was never rebuilt, and little evidence remains of it, but the original hotel still stands – Ed.) In between times, large tents will be used for club rooms and dining rooms.

June 18: Jim Eaton formerly a stage driver, Klamath Falls to Lakeview, fell into a ditch near the county infirmary, where he has been staying for about two years. He quit driving after a stage turned over on him.

July 29: A sign 10 x 20 feet was placed at Ager yesterday, by J. A. Gordon and E. B Hall. It was placed at the forks of the road on the Pacific Highway, and directs tourists to take the inland route to Crater Lake. The road in Siskiyou County is in perfect shape, but some work is necessary on the Klamath
The end of an era. Six unused stage coaches forlornly awaiting an unknown fate, sometime during the winter of 1908-09. Lakeside Inn at left, Mammoth Feed Barn behind stages, and the Baldwin Hardware and Hotel in the background. Buildings of old Linkville to the right of the barn, all long since destroyed to become the site of present Veterans Park.

Priest Photo

side which needs loose rock removed and some bridge repair.

1916.

July 28: Petition for a new road to replace the present road over Lewis Hill. Nineteen sign, all tax payers between Klamath Falls and Keno. 4,000 feet of grade needed to replace the old road. Judge Hanks favors.

1918.

February 12: John L. Yaden died Sunday. He was 67 years of age and had been here for the past 20 years.

August 13: J. W. Scott, a State Highway engineer, is looking for the best route through Wood River Valley, or via Chiloquin for a highway to the north. Following that, he will try to locate the best route over the Green Springs. He will start at the top and survey both ways.

1919.

May 15: The Harry W. Hessig home this side of Klamath Hot Springs burns.

July 1: A new highway from Salt Lake, via Boise, Burns, Lakeview and Klamath Falls is to follow the Topsy Grade and Klamath River from the State Line to the Ocean. It is to be called the Roosevelt Road. (This was probably the first rumblings for the present Winnemucca to the Sea Highway, but was to be named for Theodore Roosevelt. Further it was to follow down the Klamath River, and not through the Rogue River Valley, as does the present road.

—Ed.)

Ibid, Senator George T. Baldwin who is in San Francisco, says 20,000 autos will come by Topsy Grade to Crater Lake from California this year.

September 6: Sell McCord, an old Klamath stage driver here from Prineville.

1920.

January 20: Senator Geo. Baldwin introduces a bill, which passed in special session of the legislature of Salem, making Topsy Grade part of the State Highway system and providing for its improvement as a post road.

May 17: Harry Poole, of the Liberty Theatre reported today noon that the installation of the new $7,000 photoplayer which arrived Satur-
day, was awaiting arrival of an expert from San Francisco. The expert should have arrived last night, the report being sent ahead that he was coming by auto. A later report states that two men were killed when a Hudson Six went over Topsy Grade last night which has Poole deeply worried. Details from Yreka are lacking.

May 18: The report of a wreck is unfounded. Hot Springs is the nearest phone, and no report has reached there.

May 20: H. L. Jacobus of San Francisco has installed the new organ, and the public will hear it for the first time tonight. (So the reported accident that caused such high excitement for a time was unfounded – Ed.)

November 10: Col. J. W. Lathrop, a pioneer stage driver for 50 years, dropped dead today at the O.K. Livery barn. He drove for years between Redding and Weaverville.

1921.

April 6: Mr. and Mrs. M. S. Lester of the Ewauna Motor Company left Portland Sunday morning for Klamath Falls coming via Topsy Grade. The Ewauna Motor Co. has the Hupmobile agency. Lester averaged 25 miles per gallon. He also has the agency for the Overland and Willys - Knight cars.

April 11: Ernest McCollum and Cecil Grisez arrived from Portland via Topsy Grade last night in 19 hours. They drove a new Paige. The roads were in good shape to Ager, but from there to Klamath Falls very poor. McCollum is from the Imperial Garage.

September 27: The County Court held a meeting with Weyerhaeuser regarding a 14 ½ mile strip of timber between Keene and Hayden Creeks. The road right-of-way is on a 60 foot basis to the edge of Klamath County, Jackson using that width, but in Klamath 40 feet seems to be the limit.

Ibid: Green Springs road construction and future plans for the road program outlined.

1922.

February 3: The Chamber of Commerce has gone on record favoring an $800,000 road bond issue at the special election to be held February 21. The bond issue is for completion of the Green Springs Highway, Klamath Falls to Lake County line, Ft. Klamath to Crater Lake, West Side of Upper Klamath Lake, with
matching State funds, and also possible Government funds, with construction of the road to Weed as far as the County line.

April 4: There is a good road from Grass Lake to Weed and with Haystack Hill eliminated, high speeds are possible from Bray to Dorris and Dorris to Klamath Falls the road is in very bad condition.

Portuguese Hill on the Ager road is reported impassable. Topsy Grade is blocked by an enormous rock, the size of an automobile. Lou Arens has issued a call for volunteers to help open the road from Chase's station to Pinehurst.

July 5: This newspaper has suggested support for the Weed Road as recommended by the Chamber of Commerce since it is nearly on a grade level, while the Topsy Road to Ager drops 2,000 feet.

R. C. Groesback of the automobile association says it will take several years to secure the Weed road development. Green Springs is practically impassable due to log haulers. The Topsy Road is the best at present, and will be the only one of much use this year. Practically all agree. A car a minute at a given point near Dunsmuir passed during a 10 hour period.

September 12: The State Highway Commission meet the 5th and 6th to discuss the construction of 90 miles of road, or the $800,000 bond issue considered in Klamath County. They recommended the rock surfacing of the Keno - Hayden Creek stretch of 22.17 miles and the Hayden Creek - Keene Creek stretch of 11.17. All to start soon.

September 22: According to G. F. Stebbins in charge of the local highway office, contracts are to be let October 6th, for ten miles each way from the County line.

December 21: Plans for a bridge (at McCol- lums Mill - Ed.), and grading from Klamath Falls to Keno have been authorized.

1923.

February 27: It has been decided that for 1923 at least, the Topsy Road shall be improved. Judd Ager of the Siskiyou County board of supervisors favors it. Siskiyou County will not help on the Weed Road.

March 2: Butte Valley is aroused over the Siskiyou County attitude. Each locality has a personal reason for its stand.

November 8: Hayden Creek Hill will hold up autos this winter on the Green Springs. Only a heavy freeze that will last ten days will allow trucks to deliver rock for surfacing the road.
1924.

April 29: The "Mile High" Fiesta is to be held at Hayden Meadows on June 4th, to mark the completion of the Klamath Falls-Ashland Road.

June 4: The "Mile High" Fiesta was held...

June 5: At the celebration held at Hayden Meadows, a special road was built to accommodate the visitors. Water was furnished by the Lithians, Cave Men and Pelicans. O. C. Applegate was present wearing his famous leather jacket.

July 23: The Ashland-Klamath Falls $1,000,000 highway was officially completed today. The preliminary section, Pacific Highway to the top of Green Springs was started in 1918 and completed to the top of Green Springs in 1919. All contracts with the exception of a three mile section through the timber between Spencer Creek and Hayden Mountain, were completed last spring. W. D. Miller was the last contractor to finish, his work being an inch of top surfacing between Keno and Hayden Mountain.

AS TOLD TO ME...

By MARTHA COOPER
May 5, 1948

I was born in '69 in Missouri and came west in '77 with my parents and family, when I was eight years old. Our family settled on Deer Creek in Josephine County near Grants Pass. I was the daughter of "old" Dave McCollum, no relation of the McCollum for which McCollum mill was named. I married Elbert H. Cooper in 1886, who was a brother of Herbert Emerson Cooper, and with whom he was in partnership in the old Cooper Brothers sawmill on the north side of the Klamath River about 3 miles west of Keno.
The mill was started about two years before we were married and my husband put lots of money into it. Of course, he made lots out of it too. The logs were hauled to the mill on an old wooden spool wheel wagon drawn by two oxen and driven by Dan Novel. Tom McCormack bought the old mill under the bluff.

My husband drove stage from Ashland to Linkville. He drove for three years after we were married. The old Cooper stage station was started in about '81 or '82 and lasted until '88. He drove a big covered coach, pulled by four horses. He would make the trip to Linkville one day and back to Ashland the next, each day meeting the other driver who was making the opposite run, so that there was a trip each way each day. The Cooper stage station was closed because of the new road being built that crossed on top of the dam and passed through Keno.

The Cooper Station was about three miles west of Keno, and on the right hand side of the road going toward Ashland. The house came first, the barns just west and still farther west was the camp site of the soldiers to and from Fort Klamath. They had a parade grounds there, and I used to enjoy watching them drill and hearing the bugle notes. I think this spot might have been called Day, as they always tried to arrive there early in the day. There was a fine spring across the road from the house, which might account for this spot early becoming a campsite for the passing soldiers.

I remember that Bing Grubb, an early day freighter in crossing the bridge at Linkville, broke through the bridge with his outfit, only two horses, the lead ones, at the east end of the bridge, were on the bank, the other four horses and wagons were in the waters of Link River. They had to use block and tackle to get them out.

My husband worked on the stage three years, winter and summer, never missing a trip. I wanted him to quit because of the hardships of the trips and because he was gone all the time. He used to haul a Catholic priest who was on his way to Fort Klamath and probably Linkville. He asked Elbert why he drove stage, and he replied because of the money he could make. In the winter time when the snow became so deep in the mountains as to stop the stage they unhooked the leaders and led them back and forth to break a trail so they could continue. There were five stops on the trip in those days where they changed horses. Starting out from Ashland there was a stop at the foot of the hill, called Soda Springs, then at the old Mountain House, about a half mile west of the Green Springs summit. Next at Parker Station, where meals were served and next to Cooper Station where we always had meals ready. (Mrs. Cooper left out the Hart or Bailey Station a short distance west of Jenny Creek – Ed.). Last, there used to be a horse change at the Stearns ranch, in fact the old shed they drove through is still standing there. I remember driving through it many times. At each station the horses were changed by those in charge of the station, this being done so fast that the driver or passengers did not have to alight. (?)

In '91 my husband and I homesteaded just east of the Otey ranch over the hill north of Dorris. Our homestead buildings were located where the fill is now on the north side of the hill on the highway. I well remember Indian Tom, especially once when he beat up his squaw with a log chain. He practically killed her, beating her to a pulp. She managed to crawl to the Johnny Grafford ranch who got an officer.

When his squaw died, whether from this beating or another, or some other thing, she was placed in a coffin and all her possessions with her, Indian Tom tamping her clothes in beside her with his feet in order to get everything in with her when she was buried.
AS TOLD TO ME...

By DAN DOTEN
October 21, 1948

I was born at Yreka in ’76 and came to this country by way of Topsy Grade in ’84 when I was about eight years old. My father, Josiah Wilson Doten, was a silent partner of Fairchild and John Doten in the old “6” Ranch, later known as the Meiss Ranch. Father came across the plains by wagon train about ’54 and settled first in the Etna and Salmon River mining country.

They took up the old “6” Ranch before the Modoc War. They never had any trouble with the Indians. I was born in March and made my first trip over the old Ball Mountain road in May, from Yreka to our home in Butte Valley. It used to be a beautiful ranch, all hay where the old lake bed was. There were a number of artesian wells there that flowed lots of water. I’m not saying this because it was my father, but John Doten and Fairchild would sell a number of head of stock and not turn it in on the books.

That made my father very unsatisfied and brought on lawsuits which eventually broke them all. They did not take up the old “6” Ranch as a homestead themselves but bought out other homesteaders. Father was known as Cy Doten.

Yes, I remember Indian Tom Brown. His people used to go to a wild plum brush patch of about 160 acres that used to be back on the Ball Mountain range. They used to go there every fall.

There is an old graveyard across the railroad on the hillside from Worden. It is older than the one at Keno. I thought Ivan was named for Kesterson, but I remember a railroad man being killed at the tunnel by Dorris. He was on a speeder. John F. Miller was the first settler in that part of the country, his ranch was later known as the old Downing ranch. Cummins owns it now.

Perkins Spring was the old name of the spring south of Keno, but we always knew it as Hoover Spring. It was called that for an early settler that tried to homestead there after we
Jerome and Jesse. He got his start with a string of pack mules, carrying supplies to the Northern California miners. In later years he got to be a very rich and influential man.

They used to send out a big wagon to gather up all the women in the country and haul them to the Fairchild Ranch at Willow Creek, where they used to hold big dances, on times like the Fourth of July and such.

Frank Picard had a store at the first place just above the old Schnackenburg place on the Topsy road. There was a bridge across Klamath River just at his place. Picard started old Picard which was about four miles straight west from Dorris. He had a store there for settlers. Quite a little settlement at one time. There was a saloon there. The old graveyard is about a half of a mile north along the base of the ridge. I used to drive stage on the old Ashland-Linkville road. My run was from the old Parker Station into Linkville or Klamath Falls. I also drove the old Pokegama to Klamath Falls run a little. I drove the old Ager to Klamath Falls stage for four years. My run was from Klamath Falls to Klamath Hot Springs. I left Klamath Falls in the evening and would reach the Hot Springs in the morning where we made our changes. I would lay over there all day and start out in the evening on the return run to Klamath Falls. Used to meet the stage going the opposite way around the old Chase Stage Station. I worked on this run two different times. I worked for F. L. McNaughton and when they quit the Ager to Klamath run he wanted me to go to Canada. I would have gone but I would have had to swear allegiance to the king and I had been an American so long I wouldn't do it.

There were several hold-ups along the road, but they were never recognized. I guess I was one of them, because I was never held up. The time the robber held up two stages one night, the driver of the first stage was ordered not to stop when he met the stage going the opposite way. The second stage not knowing of the robbery, could see the lights of the other stage coming through the dark and pulled out to stop and talk a little, and was surprised when the other driver just pulled right on saying something about being in a hurry. Then when the robber jumped off the rear boot he knew what the reason was.

Bill Fee, who was also an early day freighter, had just started up the hill from Cold Spring one night, when one of the horses got to lagging. He gave him a cut with his whip, and the tassel caught in the harness. He stopped the stage to unfasten the whip when a man stepped into the road farther up the hill and told him to come on. Bill was a pretty bull-headed fellow and told him he had to unfasten the whip first when the man yelled "didn't give a damn, to get to hell up where he was." Bill forgot his bullheadedness and did as he was told. The hill south of Cold Spring was called Grouse Ridge, and the next hill was Chicken Hill.

There was an old ford at the only riffle along here at the approximate site of the Copco dam just down here. When we first came, the posts were still standing where the Whittle Ferry had the cable stretched. It ran on a pulley with a rope which could be fastened to either end of the ferry to let the rear slant down stream and thus be forced across the river by the force of the current. My father once had his horse fall with him at the old ford. The bar they forged on was sort of horseshoe shaped and you had to keep on it or you would get into deep water above it or boulders below it.

If there was a post office here before it was at the Emmitt ranch, it was before my time. At that time it was called Plevna and was located at Bob Emmitt's place. It was later moved to the Stearns' ranch, and that was when Keno became a post office. The ranchers around Stearns' ranch didn't want to lose their post office when it was moved from Emmitt's and succeeded in getting it moved to the Stearns' ranch.

The canal built from the old dam at Ell-
ingson's mill was intended to tunnel through the horseshoe bend on Klamath River and the power house would be on the river at the lower end of the bend the same as Fall River Mills.

The old Thompson and Butler ranch was where the present Howard ranch is. It was the first place this side of the old Cooper Station on the Ashland road and was at the edge of the pine timber in those days. The first school was at the old Kearns pumping plant at the end of Juniper ridge. Four of us kids drove to school there. It was burned one night when there had been a fire left in the stove. Pleva post office was first at the Emmit ranch, and when Emmit got tired of running it, there wasn't much money in it in those days you know, it was a matter of cancellations, he wanted someone here to take it over, but Stearns didn't want it moved so far from his ranch so got it moved there. The settlers around here, petitioned for one here after that.

The old Hessig Ranch this side of the Klamath Hot Springs was bought from a man named Rush by the Hessigs. Judd Ager owned the ranch which was later the location of the town of Ager. The first stop this side of Ager was the old Bloomingcamp Ranch at Bogus. The road didn't go over the hills there in those days but kept on a level to Soda Flats. The bridge here was first built with 16 foot bents, and was covered with poles, later it was planked. The old one was never used for wagons. The ferry was just above it. After the Plevna school burned, the first Keno school was built across the river at the end of the lane at the foot of the hill. Later it was moved to this side. The old Ager road used to go from the end of the bridge straight south up the present main street of Keno and turned to the right just south of the present school house. You can still see it there, it crosses the highway at the first bend and parallels it to the Brimming Cup where it is just north of the buildings.

Sure, I knew Topsy. I remember her when I was a kid, she was big and fat. Used to come to Klamath Falls on the stage every once in a while. She lived in Yreka. Topsy Station was just at the top of the grade on the left side of the road going that way. There used to be quite a stream of water there.

In the beginning the old log chute at the Hot Springs was built too flat at the bottom and caused all the logs to shoot clear across the water onto dry land. So they dug the end lower and drove spikes in the chute to slow the logs down. There never were any Chinamen or Dagos working there or they would have found themselves floating down to Klamath. Those were pretty tough men working there those days. The logs were peeled in the woods where they were cut. The dam was not torn out because of the miners. It was used until they quit using the chute to send logs down the river. The railroad was so much cheaper and more dependable. They had a regular crew of barkers.

I think Tex Robison drove stage between Picard and the Hot Springs, although I don't remember him because there were so many called Tex.

The first boat here was the Mayflower, built by Cap Deskins and later sold to McCormick. It was a twin engine, one on each side of the boat and was a steam wheeler. The Canby was a steam wheeler, and I think the Buffalo was brought in from Frisco.

Mount Hebron post office was first located at the old Boyes ranch. In the old days the road used to go from the Hole in the Ground over the pass north of Dorris, straight south to Cedar Point then across the desert to about where MacDoel is now. There used to be a well at Cedar Point. It was only six feet to water and you could get water for your horse there as all the lakes were alkali. The road to the "D" Ranch and the "JF" Ranch turned straight east from there. There used to be a spring at the Sly ranch (Hole in the Ground). Orey took up a ranch there but it was never a stage stop. Lou Allen owned a ranch near there, and sold it to Elmer Decker. The ranch was in California but the deed was for land in Oregon. Decker claimed he had bought the land in California and when Allen ordered him off refused to go. Allen went to his house and got a rifle and killed Decker on the spot.
If a crooked log stopped on the chute, the next log coming down would hit it and shatter half of both logs to splinters. John Hessig was once the flagman at the bottom of the chute. It was his duty to stop fires and watch the chutes. The shavings would catch fire. The spikes would get so hot they would start fires.

We came here the second year after we sold the Meiss Ranch. Came here in 1884, so it must have been 1882 when they sold to others.

AS TOLD TO ME . . .

by JOHN YADON
November 24, 1965

I was born in 1895 and came to Klamath Falls October 12, 1901.

My father, Jefferson L. Yadon, came here in 1898. He was a member of the firm of Chilton-Yadon Stage Company of London, Kentucky. Due to a mistake made in the bid on the mail route from Ashland to Klamath Falls and Lakeview, the firm was losing $10,000 per year, so father came out to try and eliminate some of the loss.

Their firm was one of the three or four largest staging firms in the United States. The others were W. T. Travis and W. B. Catching. Stallings was another.

Father had the mail contract from Ager and later Pokegama at the same time. He also had the contracts to Lakeview and Merrill. He sublet the latter contract to Manning.

There was another mistake made in the mail contracts at one time. When the contract was drawn up, father's name was spelled "Yaden" instead of "Yadon". He didn't have time to straighten out the mistake so just let it ride down through the years. Carlisle used the "Yaden" spelling, while I have always retained the original spelling, "Yadon".

The Straw family was living in the first house across the Link River bridge when I came here. (The old C. S. Moore house, where the Shell Service Station was located in later years at the west end of the bridge-Ed.) Henry W., Ike and Dr. Jim Straw were their names. Jim Straw was the uncle to Dr. Hugh Currin. Applegates lived in the next house which is still standing. I don't remember which one, but it was Alice's father (Ivan - Ed.). I was invited to a party there soon after I arrived here, to meet the young folks of the community.

The Ashland mail route dominated all the others. We ran it until about 1906. Bob Garrett never drove much for us, he was the superintendent of the line. Had been around a long time, and was too old for steady driving.

We used wagons on the Lakeview run; thoroughbrace coaches on the Ashland run; and one thoroughbrace coach and wagons on the Ager run. Between 1903 and 1908, when the timber rush was on, we had to scrounge around for any kind of vehicle that had four wheels.

I have seen the time when it took four horses, just to pull an empty thoroughbrace coach up Portagee Hill, between Ager and Bogus. Sometimes it took hours to get through this stretch. The dobe was so bad, it had to be cleaned off the wheels and horses' feet every few yards.

From 1907 to 1915, I worked for the Reclamation Service, but before that I drove for some time on the Lakeview run. I rode on the Ager stage many times, and may have driven relief a few times. Henry Ouffenbacher was the driver there. He built the brick building where K. Sugarman had his store.

We kept our stages and horses at the old Midway Stable, opposite First Street. I remember Priest. He was a sort of freelance photographer. He would be walking along the road and we would overtake him in the Lakeview stage and would always give him a ride.
AS TOLD TO ME . . .
by CHARLES SNOWGOOSE

I came to this country October 25, 1891 by way of the old Topsy Grade, and now live on the ranch once the property of Robert Whittle to whom this land was deeded October 6, 1875. He started the ferry known as Whittle's Ferry in 1876. I think that it was in 1887 that Doten bought the property from Matilda Whittle.

Emma Walker was at one time the post mistress at Keno and her father, a Mr. Stewart, carried the mail from there to Picard which was located some five miles west of Dorris and there is still a graveyard located near the spot. He carried the mail twice or three times a week. Butler and Thompson had a large ranch and it was through them, possibly aided by Robert Emmit who all wanted the post office nearer them that it was changed from the site of Keno to the Emmit ranch. Also the Whittle building was the only house in Keno so the change wasn't difficult to swing. Fred Spencer owned and ran a hotel and barn in Keno in 1891.

Mrs. Elgin was the post master at Topsy which was at the top of the hill. A series of stage robberies took place around 1891 at the Chicken Hill locality and extended over a period of several years. Hank Giddings had some buildings, possibly a barn at the Chase stage and freight station which was later purchased by Chase. This stop was in operation when I came into the country in 1891, and was used as such until the Ager and Pokegama freight lines were no longer used, which would be about the time of the entry in 1909 of the railroad into Klamath Falls.

Chase Mountain, once called Snow Peak, was known locally by Kenoites as Baldy at one time. My old sawmill, after being moved from the site below McCollum's mill, was located on my present ranch and just east of my barn there on the river. Logs came from the nearby hills just west of the ranch and south of Keno.

The old Cooper stage and freight station was in use prior to 1891 when the mail came in from Ashland by the Southern Oregon Wagon Road. I went to the old Keno school when it was located at the foot of Juniper Ridge north of Keno. There was a school known as the Bonita school to the south and east of here. There may have been another school somewhere south of the river that was moved by Joe Moore to the site north of Keno and the river. Bonita school was probably on the Miller place near Teeter's Landing. The landing belonged to Teeter and was started by him but was not on his land. He had a scow upon which he hauled hay and wood to Klamath Falls. He sold the wood at $5.00 per cord. He would load it on his scow at Teeter's Landing, hauling it in with a yoke of oxen. He then towed his scow up the river by two large bulls, one of which was ridden by his small girl to drive them. This was done during the summer and early fall while the river was at its lowest. They traveled up the east bank of the river, right along the water's edge.

Nate High lived in Keno and later at the site of Forrest where he ran a small blacksmith shop. He and Marcus Anderson got together and decided they should have a post office at Spencer Creek at their homes instead of having to go to Keno for their mail. They succeeded in securing a post office, which was located east of the creek and north of the road. Marcus Anderson secured the contract to carry the mail two or three times a week, but not every day, and possibly at times only once a week. Anderson carried the mail on horseback.

Jerome Churchill, a banker in Yreka, was the real owner of the Meiss, J. F. and D. ranches. I once worked, when a young fellow, for Pres Dorris under his foreman, the man who really had the say so at the ranch. This was the time the settlers were taking up the hay land around Sheepy Lake. Fairchild did not question the settlers rights to take up the open lands but Dorris did, he claimed it all. At this particular time Dorris, his foreman, I. J. Straw, a bad man Lewellyn, who had killed several men, three and maybe four, and John Spring were all...
armed and talked the rest of the help, probably forced them, although unarmed to go along with them to Sheepy Lake. The settlers were armed with rifles. However, the four armed men with intentions of shooting or killing had control of the situation, and the unarmed men moved the haystacks to other locations, probably onto land claimed by Dorris. He also claimed the hay the settlers had cut, that is why he went after it. Later, and I was not in the bunch, Dorris and his men moved or tore down the settlers cabins and moved them away. Later still the settlers, with my father as their attorney, he was a sort of lawyer, met at Picard before some local representative of the law but secured no benefits there, due to the pull of the big stock men. The case then went to Yreka, and probably later to higher sources and believe the settlers won out.

Located in the same neighborhood was Indian Tom, one time interpreter for the Hot Creek Modocs, with one girl and two boys.

**MART FRAIN**  
**Pioneer of the Klamath Country**

On the afternoon of April 30th, 1857, five and a half years before Fort Klamath was established, and nearly ten years before Linkville (Klamath Falls) was founded, Mart Frain arrived on the west bank of Link River at its point of discharge into Lake Ewauna. He brought with him five pack mules loaded with goods destined to be traded to the Indians for furs.

Prior to this occurrence, thousands of men were attracted to the many and various gold strikes made in nearby Northern California following the first great gold rush of 1849. Many of them were prospectors or miners. Many however, were involved in other business ventures, or were seeking opportunities in which to indulge. Others were farmers or stockmen, newly arrived from eastern points, seeking new locations in which to better themselves. Yet others were of that restless breed of men always to be found in

![Unknown freighter headed west in the 300 block, in front of the old Klamath County courthouse.](image-url)
advance of the settlements, trappers, traders and frontiersmen, the advance guard in civilizing the then untamed west.

Among this latter group was Martin Rod­
erick "Mart" Frain. Of English, or possibly Irish ancestry, Mart Frain was born December 17, 1832 in "York State," U.S.A. From New York he later moved to Bay City, Michigan and later still to Detroit of the same state. He had at least two brothers and one sister who always remained in the east. Mart Frain's life, prior to coming west seems to have been uneventful.

After the news of the discovery of gold in California reached the eastern states, Mart Frain made his way to New York City where he took passage on a boat late in 1849. The ship sailed around the Horn and arrived in San Francisco after a stormy six months voyage. Mart Frain seems to have worked his way north, arriving in Scott Valley, Siskiyou County in the early 1850's. He is supposed to have mined extensively in the Scott Valley vicinity, and particularly on the Indian Creek watershed, northerly from Fort Jones. At some unknown date he located a rich mine about five miles up Indian Creek from its junction with Scott River, known as the New York mine. How much he, personally, mined is unknown, but it was not until about 1921 that his interest in the mine was sold to a banker in Fort Jones named Milne. Presumably it was leased to others to operate, during the ensuing years. However, during much of the elapsed time, the mine was leased to Chinamen, who seem to have worked it profitably.

Little is known of Mart Frain's life during most of the 1850's, but beginning with his arrival in the Klamath country in 1857 his activities can begin to be pieced together. Arriving at Link River near the west end of present Link River Bridge (a D.A.R. historical marker perpetuates the approximate location) Frain was ferried across Link River on a tule mat, propelled by an Indian woman. He set up his trading station near a ledge of rocks at the approximate site where Payne Alley and Main Street joins, just west of the present Baldwin Hotel of Klamath Falls. By nightfall his supply of goods had been exchanged for furs. He treated the Indians fairly and was honest in his dealings with them. They respected him and trusted his word. Consequently he repeated his trading activities with them for an unknown number of years, thus becoming Klamath Falls' first merchant.

In passing back and forth from Yreka through the Shasta Indian country, Mart Frain became acquainted with an Indian girl of that tribe, Bitsy Jons, born about January 1, 1850. According to family tradition she was the daughter of Rising Sun and a sister of Sitting Bull who had signed a treaty with the whites in 1851.

About 1866, Mart Frain, then about 34 years of age, took the little Indian girl as his mate, according to Indian customs. Exactly where Frain and his Indian bride made their home is unknown. There are three possibilities: On Indian Creek in Scott Valley, on Shasta River, easterly from Yreka, or even on the Klamath River, but Indian Creek seems the most likely.

On November 8, 1866 Frank Frain was born, the location being unknown. Next, on March 14, 1869 a second son, Fred Frain, was born, again the location being unknown. Then, some two years later, on April 8, 1871 a third son, Roderick Martin "Rod" Frain, was born. Rod Frain told this writer that he was born in Scott Valley, so it seems quite likely that both Frank and Fred were born there also, possibly in the vicinity of Indian Creek, near old Hooperville. It seems that both Roderick and Martin were family names handed down through the generations.

A fourth son, William Lorenzo "Wren" Frain was born June 11, 1873 in a wild plum patch near Wild Gal Spring on the Oregon - California line a few miles east of
Fall Creek. This may indicate that by this time Mart Frain had moved to the Klamath River country. At least we know, from an old photo, that Wren Frain was attending the Shovel Creek school in about 1879, when around six years of age.

So far as known, Mart Frain’s first home on the Klamath River was on a few acres of land purchased from Henry Truitt (always called “Old Al” by Wren Frain), who then lived about one mile below Shovel Creek, or Klamath Hot Springs later known as Beswick. The original Frain building at this location still stands, on the south side of the road at the present Louis Hessig ranch (the old Truitt place) and once served as a saloon during logging activities when Snow, Pokegama, the log chute and Klamathon were at the height of their various enterprises.

At this place probably were born Marr and Bitsy’s fifth child, a daughter, Nwie Frain, on December 20, 1875, and a sixth child, the fifth son, Alfonso “Al” Frain, on April 9, 1878.

All had gone serenely in the Frain family up to this time. Then on April 8, 1880 Frank Frain, the first born, died of pneumonia when fourteen years of age. He was buried in Yreka.

The mother took the death of her first born so to heart, that she grieved herself to death in less than a year, dying on January 15, 1881. Bitsy Jons Frain was buried at a graveyard in Parks Canyon a short distance southeast of Spannus Rock, near the head of present Copco Lake.

At this time a bit of history concerning what has long been claimed to be the oldest dwelling in Klamath Falls, and to have been built by Mart Frain will be given.

This building has been known at various times as the Frain house, Auntie Gowan house, La Fiesta Mexican Restaurant and presently (April-May, 1973) serves as the Law Office of Richard J. Smith. It is to be replaced or moved later in May and has been offered as a gift to the Klamath County Historical Society. What its eventual fate will be is unknown at this writing.

It has been told that Mart Frain once owned much of the south side of Main Street in old Linkville (Klamath Falls) from a point opposite the present Baldwin Hotel to the corner of Main and Center Streets or even farther. And further, that Frain once owned and operated a drug store somewhere in this vicinity.

Exhaustive research in County Deed Records, contemporary newspaper articles and other sources fail to substantiate these claims. No record whatever can be found of Frain owning property on Main Street, while the house at Fourth and Pine Streets (Lot 1, Block 7, Original Linkville townsite) did not pass into his possession until 1896 when he received title to it by Sheriff’s Sale (A. A. Fitch) in foreclosing on a mortgage of $868.02.

A brief history of the Fourth and Pine Streets (Lot 1, Block 7) property discloses that in the beginning George Nurse settled at Link River about March 12, 1867 filing the original legal townsite plat of future Linkville on January 27, 1879 although an informal one had been in use for some time.

On November 16, 1883 Nurse deeded the lot to W. I. Nichols, valuation not listed, who in turn deeded it to Sarah M. Beach (wife of a pioneer Doctor M. H. Beach) on October 10, 1886 for $100.00. On this same date Sarah M. and M. H. Beach deeded the property to D. J. Ferree for $350.00, which might indicate a small dwelling of sorts had been erected some time between 1883 and 1886 by someone now unknown.

Then on June 12, 1888 Ferree deeded the property to Auguste Kessler who seems to have been associated with Joseph Kessler, possibly a son. There was also a Henry Kessler, relationship unknown, and his wife Mattie, who was interested in property
(Block 8) east across Fourth Street, later the old Klamath Valley Hospital location.

Next, on November 11, 1891 Mart Frain loaned Auguste and Joseph Kessler $600.00 for which the Kesslers gave him a mortgage on the Lot 1, Block 7 property.

It also seems that down through the years one of the Kesslers, which one is unknown, was closely associated with Frain. It further appears that Henry and Mattie Kessler also borrowed money from Frain ($1,000.00?), giving a mortgage on Block 8 which was foreclosed and sold at Sheriff’s Sale for $1,230.22 at approximately the same time Lot 1 was sold.

Frain seems to have instituted these foreclosure proceedings against the Kesslers on September 27th, 1894 with the result that by July 22, 1896 the two properties became his.

Finally on January 11, 1901 Mart Frain sold the property (Lot 1, Block 7) to Emma D. Pierson and so passes from further connection with the property.

Ida Momyer Odell writing for the D.A.R. “Oregon Historic Landmarks” sometime during 1959 or before, states the property was known to old timers as the Auntie Gowan House for the reason of continuous ownership and occupancy by two generations of Gowans for a period of some 40 years. However they were not the builders of the five-room dwelling.

Mrs. Odell records a slightly different version of Frain’s acquisition of the Lot 1 property, stating “there was a dwelling on the lot before his purchase in 1892, for he and a man named Kessler lived there together, and Frain’s son (Wren) says that his father did not build the house.”

Mrs. Odell also wrote that Frain and Kessler owned and operated a general store in what became Klamath Falls, and that Frain owned the Fourth and Pine property for 14 years (?) - Editor) but how long he occupied it was not known. Between 1892 and 1906 the year it was sold to E. W. Gowan, many prominent citizens rented it. The Ivan Applegates, the D. V. Kuyendalls, and John Houston, owner of the “Opera House” occupied it at various times. After the Gowans and others it became the property of the E. Ditsche estate when it was leased for use as a cafe.

One wonders if the sale of the Truitt property below Shovel Creek would have furnished Frain with the money to finance these business and property purchases in Linkville? There is more to the story, however, than the legal records and Mrs. Odell’s article disclose.

The Yreka Journal in recounting the story of the big Linkville fire of September 6, 1889 which destroyed the entire town, as then existing, recorded that an H. Kessler lost $6,000 and a Joseph Kessler $600. Would this have been the drug store and merchandise stock referred to as being owned by Mart Frain?

Further information is disclosed in an article by the Klamath Falls Express of February 22, 1893 which indicates that the Frain - Kessler business must have been re-established shortly after the 1889 fire. “Carroll and Company have purchased the merchandise stock of Henry Kessler’s store in this place from Mart Frain, and the drugstore will be moved to Pokegama (Klamathon) where Henry will officiate as druggist for Mr. Frain.”

It has not been determined whether the partnership of Frain and Kessler did or did not set up business in Klamathon, but probably not.

During the years the Frain family lived at the Truitt place (1872 to 1887, both dates approximate but close) Mart made a living by pursuing several activities. He fished, trapped, traded for, and bought furs; killed deer, whose meat he sold in Yreka; raised garden truck and fruit (apples, cherries and prunes) which was...
also peddled in Yreka and Butte Valley; and in fact did about anything at which a dollar could be made. Concerning gardening, Wren Frain many years later, recalled carrying water pails from Klamath River to water their corn crops. How different from many of our present generation who sit around, protest, and subsist on welfare.

It is definitely known that Mart Frain, while living at the Truitt place in 1862, conducted a stopping place for the current mail-stage driver, P. F. McManus, at least between July 1st and the latter days of October when McManus was killed in a stage accident above Shovel Creek.

A few years after this accident, Mart Frain was the mail carrier on the Klamath River line for at least a month during February, 1896 and possibly longer. The current mail carrier had defaulted his contract and Frain filled in until a new one could be secured. He was also in partnership with one J. S. Baker, age 53, during this same year, in operating a sawmill somewhere near Bogus Creek, which had formerly been located at the mouth of Jenny Creek. On November 3, 1886 Baker was killed by a rolling log.

What became of the sawmill is unknown. It will be noted, that much in the same manner of George Nurse, Mart Frain had several partners down through the years in his various enterprises, evidently furnishing the finances and the partner the labor.

Frain’s sons were raised to follow the same pursuits as their father and became proficient hunters, their names appearing many times in the old newspaper accounts as having killed bear, cougars, etc. Down through the years several of them worked on the great stock ranches of nearby Butte Valley. They were at times employed by the logging companies in the timbered areas around Snow and Pokegama, as well as working on the Klamath River driving logs from Shovel Creek to old Klama-thon as late as 1900.
It appears that about 1887, Frain sold out at the Truitt place and moved upstream approximately one mile and across Klamath River to the north side opposite the Klamath Hot Springs and near the foot of the Pokegama logging chute. At least Wren Frain recalled the move was made when he was fourteen years of age. This home (hereafter called the Cave house) was built near an old Indian cave at the base of a high rock cliff. It is doubtful if Frain ever legally owned this place, merely lived there by squatter's rights (Frain ownership in these two locations has never been checked in the Deed Records of Siskiyou County in Yreka so nothing definite can be stated). From 1887 until about 1908 the Cave place served as Mart's home. Living with him for many years was his youngest son Al. A frequent visitor, or even a member of the home also, was Mart's old friend and former partner, Henry Kessler. It was while living at the Cave place, but after 1892, that Mart flagged for a number of years at the lower end of the Shovel Creek Log Chute conveying logs down from Snow and Old Pokegama.

In the meantime, a short while after moving to the Cave place Mart Frain purchased 160 acres on the Klamath River at the foot of Topsy Grade from David W. Vanman for $700 on December 13, 1888. This property may have originally belonged to a Tom Satton. Further, it may have been that Mart bought the Topsy Grade place for his three older sons, Fred, Rod and Wren, to whom he deeded the place on April 27, 1893.

Following several routine years, Mart moved to Fruitdale, California about 1908, where he conducted a general merchandise store called the "Reliance Bazaar". He also owned three houses there but was broke by 1914 or 1915,
after which the boys brought him back to the Klamath River country, where Wren built a small cabin near his own home at the foot of Topsy Grade. There Mart Frain lived out his days passing away March 21st, 1927 at the age of 94 years, three months and four days.

Al Frain, after his father moved to Oakland, became a cook and for many years was employed around Yreka and Hornbrook. During the late 1930's he came back to the Klamath River Canyon country to live for a time at the old Herman Spannus ranch below Klamath Hot Springs. He died there in April, 1939 and is buried in the Way Cemetery below Topsy Grade.

Coincident with the purchase of the Topsy Grade ranch, the second and third Topsy grades were constructed by George Chase and Bob Emmit respectively. Work on the latter (and present) Topsy Grade commenced in 1889 and was completed in May of 1890. Three of the Frain boys, Fred, Rod and Wren, all worked on its construction. Rod told this writer of hanging by a rope while drilling on the big point.

The Topsy Grade home was a log cabin with a stone fireplace, but at some later date a board and batten frame lean-to was added by the Frains. With the boys working away from home much of the time, returning home only in the fall, the cabin was vacant much of the time, serving only as a bachelor headquarters. Considerable time during the winters was spent by the three boys in hunting and trapping, and adding improvements to the ranch.

In the meantime Nettie Frain, after her mother's death, lived much of the time with her mother's old Indian friend, Isabel and her Indian husband known as Tom Brown, who lived on Bogus Creek. Later Nettie went to school in Oakland, California and at one time worked for George Nurse and his wife in Yreka, also attending school there. Nurse had moved from Linkville to Yreka about 1883 and was accidentally killed by a horse at the latter place in 1895.

Nettie Frain married Ed Way in 1893 and a daughter Sadie Helen was born to them on May 21, 1894. About nineteen months later, Nettie passed away at the Ed Way homestead or timber claim in the extreme southeastern corner of Jackson County just east of the head of Fall Creek. Nettie was buried in the Way Cemetery. Her daughter Sadie May married Joseph Edwin Scantlon and lived at Algoma where he was woods foreman. One child was born to them at Algoma in September, 1915 who several years after his mother's death in August 1925 was adopted by a brother of Vern Owens (long-time resident business man of Klamath Falls) and is now known as Joseph Edwin Owens. Ed Way was killed by a man named Hobbs on October 14, 1916 near Yellow Jacket Springs a few miles east of the top of the Algoma Incline railroad.

On July 27, 1898 Wren Frain married Effie Pearl "Gussie" Way, born at the site of the later day Cooper Stage Station on February 24, 1881. She was a sister of Ed Way and daughter of Thomas Way who shortly after her birth, moved to the Klamath River Canyon country to later establish the Way Stage and Freight Station several miles below Topsy Grade. To Wren and Gussie Frain, one child, a daughter Vera M. (now Vera Hutchinson) was born March 11, 1899. Vera married Merwin Donelson on April 23, 1918 to whom was born one son, Halleck Donelson on September 14, 1920, Halleck in turn has four children, three boys and one daughter, with the second son having one child as of the present writing (1973).

On October 31st, 1906, Rod Frain deeded his one-third interest in the Topsy Grade ranch to Wren, in the meantime having filed on a homestead at Bear Flats across Klamath River from the Topsy Grade ranch, as had Wren. Rod was 50 years of age before he married Mollie Donelson, age 35, sister of Vera Frain's husband. They had one child only, a son, Hardman Martin Frain, the last of the line to bear the Frain name, who was born November 16, 1927. Rod's home for many years was on Jenny Creek, west of the
head of Fall Creek in southeastern Jackson County, but after his wife's death about 1945 in a car accident in Klamath Falls, could no longer live at the home place, so moved into a small house on his niece Vera's home place between Keno and Klamath Falls. He died there in August, 1949 and is buried in the Linkville Cemetery. In his later years Rod suffered much from rheumatism, brought on no doubt by his long driving activities in the cold waters of the Klamath River.

Fred Frain, about 1896, married Ida Moore whose parents, the Isaac Moores, owned a beautiful meadow ranch at the head of Fall Creek (on the present Copco Road). This was once known as Oaklawn Farm. Ida Moore had one son from a previous marriage, Loren Close, born about 1893. Fred and Ida had no children. On September 17, 1910 Fred and Ida deeded their one-third interest in the Topsy Grade ranch to Wren Frain who then became the sole owner. It was at approximately that time that Wren replaced the old log cabin home with a frame house built on the same location. Lumber for this house was hauled from the Wise and Maxwell sawmill several miles away at the top of Topsy Grade.

While living at the Fall Creek ranch, Fred ran some cattle, his brand being an FF. He sold this place to Clyde Laird in about 1945 or 1946, after which he moved to Ashland where he passed away in March, 1951. He is buried in Ashland.

By 1894 Wren Frain was buckarooing in the Silver Lake country when the big Christmas entertainment conflagration of December 24th, burned forty people to death, with three more dying shortly thereafter, thus forty-three deaths out of an estimated crowd of 175 to 200 people. Luckily Wren was not present.

Later, Wren worked at the Meiss, Fairchild and Dorris ranches of Butte Valley, buckaroos...
ing, haying, or doing whatever was required.

After his marriage, Wren began to build up a cattle herd of his own, using first an HF, but later a WF connected as his brand. Eventually acquiring some 1200 acres of land across Klamath River from his home, he found it necessary to bridge the Klamath River. At times, three different bridges were built across the river, the first more than a fourth mile upstream from the house, the second, below the house and the third, although used only by an occasional fisherman, standing until this past winter when it is reported to have collapsed. It stood below the barn and between the sites of the two previous bridges.

At one time high waters of the Klamath River washed out the first or upper bridge. At the time, Wren's horses were across the river, so there being no way to get them back, he was compelled to hitch himself to the plow and with his wife holding it, plowed an acre of ground for their garden.

A mild climate permitted the planting of some garden truck in February. In season, vegetables and fruit were sold in Butte Valley and to Algoma sawmill employees at New Pogueama. Some fruit and berries were secured in the Rogue River Valley, the Frain family traveling there by wagon over the Green Springs road, where Gussie canned their purchases before returning home.

The Topsy Grade ranch of Wren and Gussie Frain was in a beautiful location, overlooking deep and swift flowing Klamath River. The home sat on a bench above the rest of the ranch with a part time creek crashing down from the Topsy Grade hillside lying to the south. In addition a ditch carrying water from the Klamath River, taken out more than a mile above the ranch, furnished an additional supply of irrigation water.
About 1907 or 1908, Wren moved the school house from Old Pokegama to New Pokegama, a distance of some four miles, by team, being forced to cut the building in two parts.

Wren and Gussie Frain sold their property to Copco (now P. P. & L.) around 1925, but continued to live there until about 1932, after which they moved to a new home on the Keno-Klamath Falls highway, about three miles east of the former.

Wren and Gussie Frain had been married nearly 62 years when she passed away on March 15, 1960. Wren followed her in death four years later on August 10, 1964. Both are buried in Linkville Cemetery.

Vera Frain, Wren and Gussie’s only child, found an education hard to come by in those days of isolated schools and short terms in a country lacking schools from time to time due to a lack of pupils attending. Vera was first taught at home by her mother, then beginning the second grade was forced to “board out” at Picard, California, and after its removal to Dorris, at that place. Her third school was at Pokegama, her fourth at Oak Grove, below Klamath Hot Springs. For the fifth term she attended Pokegama again, then back to Dorris. Vera next attended two different schools near the top of Topsy Grade where two different sawmills employed enough families with children to make schools necessary there. Later she was able to attend a third Topsy school, this one at the foot of Topsy Grade, across the road from the later day Frain school which is still standing. Here Vera graduated from the 8th grade, and in 1915 was taught her first year of high school work, thus being the only pupil in old “Topsy High”. Her last three years of high school were spent in Klamath Falls High school where she graduated in the class of 1917.

Frain Country in the Topsy Grade vicinity is now deserted, the only access is by two almost impassable roads. The road leading up the Klamath from the Hot Springs in a “Holy Terror,” while that leading from the Klamath and Butte Valley country is impassable a great portion of the year, and although widened a number of years ago, the Topsy Grade is now in a sad state of repairs and will probably get worse.

John Bateman freight team headed west on Main Street in Klamath Falls, in front of the old Hurn Hardware store, now the location of the Star Drug at Fifth and Main.  

– Maude Baldwin Photo
Two unknown pack trains on North Street in Bonanza.

The old barn at Laird's Landing on Lower Klamath Lake while still standing in May, 1967.

- Helen Helfrich Photo