KLAMATH ECHOES

Sanctioned by
Klamath County Historical Society

Number 15
OLD PLACES

I love old places whose paths
Have welcomed many feet,
Whose hopes have reached to brush the stars
And felt the snow and sleet;
They have a way of leading back
Through years and years of time,
To where a host of memories
Make our thoughts sublime.
DEDICATION

We respectfully dedicate this, the fifteenth issue of Klamath Echoes to Orson Avery (O.A.) Stearns, emigrant of 1853 over the Applegate Trail; soldier in the Oregon Volunteers of 1863-1867 at Fort Klamath; first homesteader in the Klamath Basin, 1867; and historical writer of many important events which occurred in the Klamath Country prior to 1909, when the first Klamath Pioneer Society was formed.
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THE COVER: Map of Southern Klamath County, the area covered in this issue of Klamath Echoes. Drawn by Devere Helfrich.

III
This writer is a Native Oregonian, born in Old Crook County, raised in Deschutes County, and a resident of Klamath County since 1933. For over forty years he has been researching principally two subjects: emigrant trail locations from the Missouri River, west over the various branches to the Pacific Coast States, and, local Southern Oregon and Northern California history.

During that time an enormous amount of information has been gathered together with several thousand photos. Fourteen issues of Klamath Echoes have been published, and several more are partially completed. Many communities have been covered. Yet, with all the painstaking research done in the past, new information has continued to turn up in unexpected places so that all writings could be updated to some extent.

This, the fifteenth issue of Klamath Echoes will cover long overlooked sections of Southern Klamath County south of Klamath Falls, and lying on both sides of the Oregon-California line from near Merrill to the mouth of Shovel Creek (Klamath Hot Springs, or Beswick) on the Klamath River in California. Included are the histories of two ghost towns of early Klamath County, sites of several long since vanished boat landings, also some stage and freight stations. Further, several reminiscences are included which are unknown to most present day readers which tell of early Klamath Country happenings.

For these we are indebted to several sources, namely, the several writers who cared enough to leave their reminiscences in writing: The Ashland Tidings, Jacksonville Democratic Times, The Klamath Republican, The Evening Herald, The Herald and News, and the Klamath County Clerk's Deed Records. Finally, to the Siskiyou County Historical Society for permission to reprint several articles from their Siskiyou Pioneer we owe our deepest thanks. These sources, coupled with our many hours of research and personal photo files have contributed to a history we hope meets your approval.

The Editor
Heading wheat in the Klamath Basin. Maude Baldwin Photo

Threshing southeast of Klamath Falls. F.M. Priest Photo

Hauling lumber along Summer's Lane during the irrigation project construction period, 1906-1908. F.M. Priest Photo
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Source of first irrigation water in old Linkville (Klamath Falls). Fountain and pool at the Evan Reames home on Conger Avenue, north of Link River Bridge. Water came from several artesian wells. Maude Baldwin Photo.
O.A. Stearns,
Pioneer Klamath Homesteader

(The following letter was written by Orson Avery (O.A.) Stearns on January 1st, 1870. Mr. Stearns has been called the second man to settle in the Klamath Basin, and the first permanent homesteader. Actually Wendolen Nus preceded Mr. Stearns by several years according to the latter's own statement. Nus pastured stock during the winter of 1858-59 along the Klamath River, part of the time on land later to become the homestead of Mr. Stearns, about midway between Klamath Falls and Keno. According to the History of Central Oregon, 1905, Nus later went to the John Day mines, returning to the Klamath country in 1866. He then located on the west side of Upper Klamath Lake about three miles northwesterly from later Linkville, now Klamath Falls. Here he built a cabin, did some fencing (a stone fence, remains of which can still be seen), and there passed the winter of 1866-67. That winter he furnished beef for Fort Klamath. In 1867 he took up a place on the east bank of Klamath River, about two miles below the present site of Klamath Falls (later the old Gleim ranch, across Klamath River opposite the Klamath Lumber Company sawmill, south of the Reames Golf and Country Club). Here Nus built a cabin and ran a ferry across the Klamath River. He was killed the opening day of the Modoc War, north of Captain Jack's Camp near the Stone Bridge.

O.A. Stearns was born January 9, 1843 in Winnebago County, Illinois. He came west with his parents, across the plains in 1853. The Stearns emigrant train consisted of the paternal grandfather, four sons, two daughters, their wives, husbands and children, in all 29 Stearns family members. They left Illinois on April 5th, and traveling the Applegate Trail, arrived on Wagner Creek, near present day Talent, Oregon, six months and four days later, or about October 9th.

On November 17, 1864 O.A. Stearns enlisted in Company I, First Regiment of Oregon Volunteers and was stationed at Fort Klamath until the Civil War ended and regular army troops could once more man the post. Some time was also spent in the Steens Mountain area of extreme south eastern Oregon. Mr. Stearns rose to the rank of first sergeant.

Sometime during the latter part of March, or early April, 1867, some "two weeks after George Nurse founded Linkville," Mr. Stearns filed on a homestead on Klamath River west of the present day Weyerhaeuser Sawmill. Shortly thereafter he was mustered out of the Volunteers at Jacksonville, Oregon, July 19, 1867 and within two weeks returned to his homestead of 120 acres, in time enlarging it to 417 acres with additional purchases of State Land. At about this same time O.T. Brown, also employed at Fort Klamath, located a homestead on Spencer Creek some five or more miles west of Keno.

Mr. Stearns married Margaret Jane Riggs on May 17, 1873 and to this union three children were born: Leslie Orin, Blanche Alice (Ager), and Eva May (Bryant, Bowdoin, Worley). Margaret Jane died May 17, 1895 on her 22nd wedding anniversary. Mr. Stearns married for a second time on January 10, 1897 to Luella M. Sher-
man, a second cousin of William Tecumseh Sherman. To this union was born a son, E. Orson Everett.

O.A. Stearns is credited with establishing the first dairy in the Klamath country regarding which the Klamath Republican of April 2, 1903 wrote: "O.A. Stearns who has provided the town with choice butter for many years, announces in an Ashland paper that he proposes to quit the business and offers his cows and equipment for sale. His customers here will regret to hear such news." Mr. Stearns moved into Klamath Falls in 1909 and later retired to Ashland.

He was the first Justice of the Peace presiding over all of Lake County, then including most of what is now Klamath and Lake Counties. In 1880 he was elected to the State Legislature on the Republican ticket.

Mr. Stearns died in Ashland, Oregon on July 29, 1926. His home building site as later developed in Klamath County lies south of Highway 66 some 200 or more yards east of the Round Lake Road Junction. At one time it was known as the Hiram Murdoch ranch —— The Editor.)

Mr. Stearns' letter, addressed to some, as of now, unidentified person follows:

Briar Springs
January 1st, 1870

Kind Friend

In looking over my old letters today I came across yours of last April which I had laid away marked "Answered." Now as I had thought all the time that it was never answered there is good reason to believe that it was so marked through mistake. I will try to answer some of the questions asked in your letter, but which you have doubtless forgotten ere this.

Since I wrote you last, great changes have taken place in my father's family. My oldest brother Oscar was married a year ago last Oct. to a Miss Sarah McMannus. Last February I lost one of the best of mothers. She died of smallpox, and was followed in eight days by my youngest brother, George. My sister Arminda was married last June to a man by the name of Purvis, a tanner by trade. They live about ten miles from my father’s where Mr. Purvis has charge of a tannery. I think he is an excellent man.

My younger brother, Newel, is on my father's place, and there is talk of his being married soon. As for myself, I am about sixty five miles East of my father's on the margin of the great Klamath basin country and across the Cascade range of mountains, East of Rogue River. I have been here nearly two years and a half; ever since I was mustered out of the U.S. service. My place was the second one taken up in this country and when I came here the indians were still occupying the country though it had already been ceded to the U.S. by treaty stipulations. The indians were subsequently removed to the reservation about thirty five miles from here on Sprague River, Upper Klamath Lake and Klamath Marsh. During the past year there have also been collected there several hundred Snakes (indians) and during the past week the tribe of Modocks numbering nearly three hundred were removed there from Little Klamath and Modock lakes, South, and South East of here.

Soon after taking up my ranch, I took in a partner, a young man by the name of Lewellyn Colver, a former companion in arms. He stayed with me a year when growing tired of pioneering and its loneliness, he sold out to his father who comes out here two or three times each year but does
not stay long, or do much in the way of improving his part of the place when here. Some of the time I have been a lone, some of the time had hired help for company. My castle I built of hewn logs eight by ten inches in thickness and fourteen by sixteen feet in length. It fronts towards the setting sun and has a porch on the side with a ground floor. The apartments are divided into two, one below stairs and the other above.

The lower apartment has a fireplace in the North end built of volcanic rock and mother earth, large enough to admit a stick three feet in length. It is about 16 inches in depth, has stone andirons projecting from the jams on each side and a large stone hearth in front. My floor is of sawn lumber which was rafted from the fort down the lake, thirty miles and hauled eight miles, the distance from the lake here. The boards are neither planed nor jointed but are put down rough, leaving a few small cracks, not quite large enough to admit a person's foot between the boards, but quite large enough to admit plenty of fresh air. To the right of my fireplace, and occupying all the space between it and the wall on that side, except a space large enough to hang my coffeemill, stands my cupboard. It is six feet in height, the exact distance from the floor to the (joice) above, and is about one foot in depth, has boards for the side next the fireplace, and the wall makes the other side. It has seven shelves made of split pine boards resting on cleets of the same material, nailed to the sides. It contains a large amount of a variety of styles, also several wooden boxes (empty tea chests) and tin boxes, bottles, tin cans, tin kettles, pans of milk &c. The lower shelf contains several black kettles and two tin reflectors for baking.
An empty sugar barrel (that is emptied of its sugar) standing against the East wall and against the cupboard contains a part of a fifty pound sack of flour; the head of the barrel unlike the majority of barrel heads is on top of the barrel and has a piece of wood nailed across the top of it, projecting about an inch on either side with a scallop cut underneath it in the center to admit of being hold of. This latter piece of architecture of my own invention and took about ten minutes to complete it. To the right of the barrel is a shelf about two feet from the floor, made of a piece of board supported by two pins underneath driven into holes bored in the house logs. Upon this shelf are two buckets with water. (I believe in water as a cleanser and purifier as well as being quite good about cooking.) An old fashioned peweter cup hangs just above on a nail. About one third of the distance from the cupboard to the opposite wall, about three and one half feet from the floor is a hole cut through the walls two and one half feet long by fourteen inches high with an empty flour sack nailed over the outside; this is my East window.

The log forming the window casing is a very nice place to keep my lamp, two empty cigar boxes (I don't use cigars, though I find the boxes convenient) containing thread, beeswax, thimbles, shot, caps, matches, etc., etc. Still nearer the southern wall and just under the joice is an empty boot box nailed with the bottom against the wall, in this box (open at the front) are several books, among them Greeleu's Conflict, "Grant & Sherman, Their Generals & Campaigns," "General Laws of Oregon," "Welles Leawyn", "Davis' Algebra," "Parker's Philosophy," "Inquire Within," "Guide to Public Business," "Hooker's Illustrated Nat. Hist.," and the "Arabian Nights," the last I have never read but kept it on hand as a last resort when other reading matter fails.

On top of the cupboard between the joice, are about a dozen numbers of "Harper's Magazine," and one copy of the Overland Monthly Justice Docket Leger, several papers and my portfolio.

Underneath this bookcase is my bed, a very rude frame work on four legs, with wooden bedcords, hay matrass, several army blankets, two or three ancient quilts in their dotage and two flour sacks full of wild goose and wild duck feathers.

Underneath the bed, a boxful of canned fruits, one to hold dirty clothes (most of my wardrobe), one containing my carpenter tools (what few I have), another of nails, a can of coal oil, a basin to feed my cat out of and a pair of overshoes.

Over my bed, on the south wall of my den and well up towards my chamber floor, is another shelf, similar to my water bucket shelf, only larger, containing clean woolen, my best (only) hat, a mosquito bar (not used this time of year) and several newspapers that I have read.

From my wardrobe, along the wall towards the southwest corner of the shanty on numerous nails driven, pendant upon them several articles of wear that never get washed, my great coat, best trousers, etc.

Resting on the floor between the foot of the bed and the west wall is my wooden trunk containing my ammunition in reserve, many old letters, new clothes (not many of the last) and other odds and ends that somehow or other will accumulate around a bachelor ranch, a sugar barrel half full of sugar, molasses keg with a gallon or two of golden syrup in it, a nail keg with a lot of nails in it and a pair of moccasins on top of it; a box con-
taining two partly filled sacks of salt, coarse and fine, a sack with a few beans in it, several small sacks of garden seeds, two sacks of barley, one of them nearly empty, the last named my hay feed (seed). Midway between the South West corner and the North West corner stands my door, wide open, behind it upon a stock stuck in between the logs hangs a pair of spurs; above them by a rope tied round one of the joiice, a part of a shoulder of pork is hanging.

My door is of open work, made of boards with pieces nailed crosswise, and has cracks between the boards large enough to let the wind through quite freely; it is hung with cast iron bolts, has a wooden catch with a string tied to it and passing through a small hole above the latch to the outside and a small piece of wood tied to the end of the string to keep it outside the door and handy to pull on. A staple driven through the door casing near the outer edge, with a short chain with a link at the end fitting the staple in the door when shut, can be secured with a padlock and keep out the curious crowd.

Between the door and the North West corner of the house, and very near the door is another window similar to the first, except that it reaches down nearer the floor, is nearly three times as large, and has a rough board casing. A narrow place between the casing of the door and the window casing has a few little shelves where are whet stones, gloves, bottles of oil, and other indispensibles. Underneath the window is a wash stand almost the exact counterpart of the water shelf; an empty sardine box (empty as regards the former occupants) contains the soap. To the right of the window hangs a small looking glass, two towels and a comb. The corner to the left of the fireplace is devoted to holding my wood.

The side of the wall above my woodpile is ornamented with a powder horn, a saw and a shaving knife.

My chamber floor is composed of split puncheons, four feet ten inches in length, just the distance between the center of the joiice, it extends from the South End of the house, two thirds of the way to the North End where it abruptly terminates leaving the chamber the very handy repository of all kinds of traps, ropes, pack saddles, flour, cans of lard, old boots, a few tools, my wooden wash board, and the place where I put my broom when in a state of repose.

There are two or three places for guns, made by driving pins into the joiice near the North Side of the house, and one of those places is occupied by a large double barreled shotgun. In the cracks of the wall are sticking many little things not worthy of mention, and hanging on nails are other articles including two housewives, (so they are called) these are not the kind of housewives I should prefer, but are very handy about the house. The outside walls are ornamented with pegs in places containing saddle, hames and other implements of ranching.

South of the house about twelve or fifteen steps is a spring of pure water, not ice cold nor milk warm, but just about halfway between the two in temperature. To the East and the South is a field of about 20 acres, containing, besides the twelve acres of land plowed, and the eight acres unplowed, a log stable, with a small loft containing oats in the sheaf, a wagon shed on the East Side of it and a small hay stack just near enough to be easily transferred to the stable loft when required. A root house built of double walls of logs and an intervening space of two feet between the walls filled with dirt, roofed over with boards
first, straw next and dirt afterwards, the floor of earth about two feet lower than the ground outside, in it about twenty bushels of potatoes (my own raising) and two hundred pounds of apples brought from the valley, a plow and a few other farming tools, an old hay shed empty now, but very handy for stock to go under when it storms and a stack of about twenty tons of hay outside.

Along the river at the East Side of my place are two ricks of hay, one of twelve tons, another of forty. Link River (Klamath River — Editor), so called is about two hundred yards in width here, and about twenty feet in depth, running at the rate of about half a mile per hour. The place where I live is on the West Side of the river, it is a valley lying between the breaks or foothills of the Cascade Mountains, and sloping from them to the lower Klamath Basin. This valley proper is about twelve miles long and from one fourth of a mile to two miles wide. It is divided into several small valleys by spurs of the hills running nearly to the river or marsh for in some places the river runs out into the basin leaving a marsh on either side, but it generally bounds the West Side of the marsh.

My ranch is located near the center of one of the largest small valleys where the spurs of the hills (P.S. Direct to Ashland Mills, Ore, O.A. Stearns,) continue in the form of a slightly elevated succession of knolls on a continuous lumpy ridge to the river. These knolls are elevated from the ground on either side and from them burst small springs flowing some upon one side and some upon the other making the lower land on either side from the hills to the river a nice greensward. This is my meadow; in fact my claim is nearly all natural meadow, the remainder being so situated that the water could be made to overflow all but a few acres of it. The upper spring near where my castle stands is just where the hill ridge terminates in a gently sloping lawn facing the river. The hills behind the house are covered in places with juniper trees, which makes excellent firewood; there is also quite a heavy growth of sagebrush in places and through it, as well as where it does not grow is the most luxuriant bunch grass I ever saw. The flat lands are covered with a great variety of native grasses, prominent among which is the rye grass; this frequently grows from seven to nine feet high so that a man riding on horseback is completely hidden by it where it is thick upon the ground.

A fine variety of wild clover grows abundant near where there are springs and a native blue joint is also quite plentiful. There are no meadows of tame grass yet and everybody depends upon the natural grass for grazing and feeding all their stock. Some idea of the grazing qualities of this valley can be gained by taking into consideration the fact that there are nearly eight hundred head of cattle and one hundred horses owned and kept by persons residing here, besides the thousands of cattle, sheep and horses grazed by droves in passing through here. With all this amount of stock here, and the grazing in droves in passing through, the grass upon the hills seems nearly as abundant as ever; and we do not think of feeding unless the snow falls a foot deep over the ground.

This valley is but one among many in this great basin, and though the first to commence settling up is by no means the only one that is becoming peopled with industrious pioneers, I suppose if I want to say that there are already more than three hundred people in this country when I was the
second one, I would not exaggerate.

We expect to get a postal route established through here in the Spring and before three years roll around the steam engine's whistle will echo over the hill and the valley, "o'er marsh and lake, through brush and brake." If it were not for such things dimly seen through the future, I should not now be here for to say that I have been lonesome and disheartened at times is to say but little of what I really felt.

(Three post offices, Linkville, Yainax and Langell's Valley were established, or at least authorized on December 11, 1871. All lay east of the Cascade Mountains in what was then Jackson County, later Lake and now Klamath. Silas Kilgore, history tells us, received the first mail contract to begin July 1, 1872 from Ashland to Lake City in Surprise Valley, extreme Northeastern California. Other information however, informs us that as early as February 3, 1872 O.A. Stearns and William Angle were granted a special contract to carry the mail for one year from the 1st of July, once a week over the route from Ashland, via Link River and Langell's Valley to Lake City. Furthermore it was not until May 3, 1903 that the first steam railroad entered Klamath County at Pokegama, and not until May 20, 1909 that the first train entered Klamath Falls from Weed, California.

To a man of my social nature, a lover of busy active life, this pioneering is sometimes very discouraging and irksome.

I should like above all things to go back to Illinois on a visit, to see the changes and improvements that have taken place since my childhood. I do not know whether it would make me more contented or not; but if I did not succeed in getting me a partner to bring back with me, my visit would fail in its greatest object.

I am not disposed to grumble at the decrees of fate, but, I would like to be foot loose for a few months, and try and baffle the old fellow for once, I have tried hatching until I am satisfied that I was never cut out for one and to submit to what is unnatural is not part of the program I have laid down for myself.

Last May I went out prospecting in the John Day country, myself and companion were gone about thirty two days, traveled over 700 miles, over some horrible deserts, being without water for nearly three days at one time. Saw some of the wildest country and grandest scenery in the world I expect. Would give you an account of the trip but have invited two of my bachelor friends (probably Dennis Crawley and H.M. Thatcher — The Editor) to take dinner with me, and think it time to go to work getting it as they are liable to come at any time.

I have made some pies, have some canned fruit, light bread, coffee, fried mush, fried pork, mashed potatoes, molasses sauce mixed and intend to make a duff. This is a pudding composed of a great variety of fruit, the more the better, boiled from one hour to two hours according to size, and eaten with a prepared sauce. Won't you feel relieved when I go to getting dinner?

Good bye. Respectfully yours
O.A. Stearns.

(Additional early hardships and difficulties encountered in pioneering the Klamath Country have been recorded by O.A. Stearns in a narrative written in 1922 and quoted in part by Rachel Applegate Good in the History of Klamath County, 1941 — The Editor.)
Following is the narrative as quoted:

"Lew Colver finally concluded he would join with us to locate at a point on the trail by which we had marched in coming to the Fort, a spring with a nice piece of meadow and plow land beside it that we regarded as a desirable place to live. O.T. Brown, who, with his wife (the first white woman resident) and son, went from Gassburg, (Phoenix, Jackson County) to Fort Klamath about the time our company did, and who had been engaged in furnishing the garrison with beef during the time we were there, concluded that he, too, would locate at the east foot of the mountains on what was called by the Indians 'We-Tass Creek.' (Actually named by Jesse Applegate about 1869 and called by him 'Wet Ass Creek.' — The Editor) about eleven miles below where we expected to locate. Uncle Sam Colver had been very anxious for Louis to join with me in taking up the ranch and persuaded us to take his herd of horses, some fifty head, on shares. Uncle Sam and I took the horses out there within two weeks after we were mustered out, and after putting the horses across the river from Brown's, who had built himself a cabin and moved his family and stock there before we were moved out, I was left out on the ranch alone, except for a dog, and with my scythe went to mowing grass, as it was late and we needs must hurry to get enough hay up to winter the horses. I was there working alone for two weeks before Louis came out. I had no grindstone, and after two days' mowing my scythe was too dull to cut any more, so I used to walk 11 miles to Mr. Brown's and grind my scythe, generally staying all night and having two good square meals each time. The only company I had was a camp of Klamath and Modoc Indians about a quarter of a mile away who were engaged in digging roots (or the squaws were): the Indians were loafing and hunting a little. I had no shelter of any kind but built my blanket bed by my camp fire, and after supper went to bed and to sleep, when the mosquitoes would let me, and wakened only when the coyotes came around to serenade me. But I worked early and late and despite the loss of every third day in visiting the grindstone at Brown's, I had quite a start in haymaking when Louis came out with a wagon and more provisions and tools, including a grindstone. While the team and wagon was there, we hauled up a load of wood and some poles to build a pen in which we could sleep and keep our provisions. We had our camp fire outside, Henry Roberts came out with Louis and took Jack and Barney with the wagon back to the valley, leaving the two of us to finish haying. This accomplished, we went to work getting our house logs hewed, up in the timber. Before we had the logs ready, we had a severe two days' rain, and, as we only had a few tules thrown on top of our pen for shade, it sifted the rain through on our bed. It was so cold and damp we could only keep warm by remaining in bed. This we had to do for two days and nights, as there was too much wind to allow us to build a fire, and only by remaining inside our wet blankets could we retain any warmth. Louis had a little, wooly fiste he called 'Jeff,' who was always trying to crawl into Louis's side of the bed nights. We used him to our advantage and his eminent satisfaction to keep our feet warm during the entire time of the storm. Our logs cut, we borrowed a team and wagon from Brown to haul our hay and logs, as well as a few poles to build a corral and a stable; then we went with
Brown to the valley where we purchased a wagon, loaded it with provisions, and getting Jack and Barney and a big team of horses from my father, we started back with Mr. Brown, who had a six-horse team and wagon. It took us several days to make the return trip, as there were four different places on the mountain where we had to unload our wagons and pack the contents on the back of our team to the top of the hill, when it required the entire strength of the team to pull the empty wagons to the summit. But as there is an ending to all trials, so, too, our trip ended without further serious mishap, and our winter’s supply was safely housed. Our cabin was up and covered, a fireplace built, and a corral and pole stable with a shake roof over our hay also constructed. Some time in late November, Uncle Sam Colver came out to our house, bringing with him a big fellow who claimed to be a horse breaker, who was broke and wanted a winter’s job, and Uncle Sam thought it would be a good scheme to give him a job breaking some of his big geldings, so Louis and I could have teams to work. This man’s name was Hutchins; we always called him Hutch, for short. Soon after Hutch came out, Dennis Crawley came out with a spike team consisting of two more or less crippled mules and a blind horse. He had been several years in the insane asylum, and, having come out to find that his former partner, Charles Boxley, had gotten away with his property up at Forty-nine Diggings, on the strength of old acquaintanceship with Uncle Sam he came out to locate near him, expecting to partake of our hospitality to the extent of living in our house, using our stable and feeding our hay to his team. This he did, until near spring when he got a cabin built about two miles away. Winter set in early in December and, as we could do little in the way of improving during the prevalence of snow, Louis and I concluded to go over to the valley to spend the holidays, and some little time besides, leaving Hutch and Dennis to look after and feed the horses. Accordingly, on December 18, in a heavy snow storm, we started out and through snow from eighteen inches to over two feet deep we crossed the mountain and spent a very delightful four weeks visiting and attending parties, the first of any consequence since we first went east of the mountains to Fort Klamath. The 24th day of January, we started on the return home, accompanied by Charley Root and H.M. Thatcher, a school teacher, whom Dennis had persuaded to go into partnership with him, Thatcher to furnish the money in the shape of $50 per month while Dennis was to do the work on land which Dennis was to take up and improve for them jointly. Thatcher had two pack horses loaded down with provisions. Louis and I had each a pack horse and Charley Root another. As the snow had piled up very deep on the mountains and no one had been over the emigrant road to break the trail since Louis and I came over in December, we were forced to go over the Siskiyou and around by way of the Old Indian Trail up the Klamath. It took us well into the night of the third day to get to Brown’s. The snow was near four feet deep and the only way we could keep the trail after it became dark was for one of us to walk ahead and feel the trail with our feet, as the government expressman from the Fort went over both ways every week, so that there was a packed track underneath the freshly fallen snow. We came within sight of the lights of Brown’s house just as they extinguished them to go to bed, about ten o’clock p.m., and a
half hour later we reached the house and routed them up again, and by the time our animals were attended to Mrs. Brown had a good hot meal ready for us. Next day we got home and found the snow two feet deep and so fine and dry that it would not pack into a trail. The wood was about all gone and no sled nor wagon to haul more on, so it became imperative that we get some material down from the timber two miles away and construct a sled. The only course was for four or five of us to walk to the woods, breaking a trail, and with ropes draw the necessary timbers down to the cabin. This we finally accomplished, and, as it was terribly cold, we had to do all the work in the cabin in front of the fireplace. Hutch was a pretty good carpenter and understood sledmaking, and with the help of as many of the others as could get at the work it was only a few days when we had two pair of bob sleds ready for use. Dennis took one set to use hauling logs for his cabin; we used one set to break colts by and haul fire wood; and while the mercury must have been way down below zero for weeks and our cabin was none too well chinked up, we managed to keep from freezing. Our only way to cook was by the open fireplace; consequently we cooked and ate at the same table, aiming to use about equally from each store in proportion to the numbers of each group. There were six of us cooking, eating, and sleeping in the 10 x 12 (previously stated as 14 x 16 — The Editor) cabin, four of us sleeping in bunks, two on the floor, and sometimes we would have to keep travelers who could not reach the ferry at Linkville. I remember one night, when a pack train of mules got there late on a stormy night and we had to put up the four men and about thirty mules. I cooked breakfast standing on the hearth while the floor was crowded with sleeping forms wrapped in their blankets. I did not serve a very elaborate meal, but a hearty one, such as all of us frontiersmen were used to. This is one of the many instances to illustrate how the pioneer opened up the country. We helped Dennis build his house early in March, and he was ready to move in by the time grass was starting. He moved away one day, when the rest were away, and took many of our provisions with him.”

(Mr. Stearns was employed at Klamath Agency several months in the Summer and Fall of 1868, went to the family home in “the valley” for the holidays and did not return to the ranch until the Spring of 1869. During this time, his younger partner gave up ranching and turned over his interest to his father, “Uncle Sam Colver. — The Editor).

“Having long realized the necessity of there being a county road from the valley over the mountains so that the country would be more accessible, as an inducement to settle the country up, I drew up a petition to the county court of Jackson County, and, after securing practically every settler’s signature east of the mountains, I went over to Emigrant Creek, where Dr. Colwell had established himself at the Soda Springs and was trying to monopolize all the lands along the creek as a stock ranch but was troubled by seven settlers below him. The Doctor would sign the petition if it called for the road to be laid out through the center of the narrow creek bottom, as that, he thought, would render it impossible for the settlers to remain. The settlers would sign only if it would follow the creek, leaving most of the land for occupancy and tillage. I had hard work to get both parties to agree to sign, but finally did so by
assuring them that I would have good honest men put in as viewers who would study the best interests of those living along the road. When I presented the petition, the court debated a long time whether the country across the mountains was of sufficient importance to justify the expense of the survey and location, and finally agreed that if the petitioners, or two of them, would give $1,000 in bonds to reimburse the county in case of an adverse report of the viewers, they would order the survey. Accordingly Captain Sprague and myself executed the required bond and the order was made. At my solicitation the following men were appointed as viewers: William Songer, Samuel Colver, O.T. Brown; J.S. Howard was the surveyor who made the survey, which was duly accepted, and a subscription was immediately circulated to raise money to open the road, as no public funds were available. A sum of $600 was raised, $400 of which was subscribed east of the mountains, where the entire voting population was but 30. Uncle Sam and my father were the only subscribers to the fund below Ashland. Many in Ashland were opposed to the road, as they were in favor of putting a land grant road through by way of Dead Indian. Nearly half the subscription raised in Ashland was paid in provisions by the stores, which were charged at exorbitant prices. Uncle Sam Colver volunteered to take charge of the work, raised a lot of laborers and commenced early in the Spring of 1869 at the Songer place on the stage road, and by early fall had it opened clear through to the Klamath Valley. While it could not be expected that such a small sum of money would build near fifty miles of mountain road, it remains a fact that teams of two horses could haul over it a full ton without having to unload and pack up the steep places as formerly. In fact Uncle Sam did more actual road work with that $600 than has ever been done at any time since with ten times that sum. The building of that road was the beginning of the development of the great inland empire consisting of what is now Klamath and Lake Counties in Oregon, and Surprise, Hot Springs, and Big Valleys in California, because it was their nearest and only route over which they got their supplies for many years."
Linkville, now Klamath Falls, was founded by George Nurse who arrived with a small stock of merchandise from his sutler's store at Fort Klamath. The date was March 12, 1867 as near as can now be determined. Shortly thereafter he built a small store building north of present Main Street and east of the Link River bridge, at approximately the southwest corner of Cobo's City Center Lodge parking area.

On May 1st, 1867 Nurse applied "for a License to establish a ferry on Link River on the Route or Trail from Fort Klamath to Henley, Siskiyou County, California." The permit seems to have been granted at the June term of the Jackson County Court. When the ferry began
operation, before or after the permit was granted, is unknown. The ferry seems to have been operated until about July 1st, 1869 when it was replaced by a toll bridge also built and operated by George Nurse.

About two and one half miles below this location, Wendolen Nus had already settled on the south or east bank (left) of Klamath River on what later became the old John Gleim place. Exactly where or when Nus first settled there is unknown. However, he was in the neighborhood when George Nurse arrived on the date mentioned above. Klamath County Deed Records show the following: George Pape and Minna, his wife, gave a Warrantee Deed to Wendolen Nus and Chas. Schneider on February 11, 1871, consideration $1.00, for the SW 1/4 of NW 1/4, E 1/2 of SE 1/4, and SW 1/4 of SE 1/4, Section 16, Township 39 South, Range 9 East. Next the State of Oregon issued to Wendolen Nus on August 3, 1871 for $200.00, a State deed for the N 1/2 of NW 1/4, SE 1/4 of NW 1/4, and NW 1/4 of SE 1/4, Section 16, Township 39 South, Range 9 East. Finally the State of Oregon issued to Charles Schneider on August 3, 1871 for $200.00 a State Warrantee Deed to the NE 1/4 of Section 16, Township 39 South, Range 9 East. In all the three tracts amounted to 480 acres more or less. Then Nus was killed by the Modoc Indians on the opening day of the Modoc War, November 29, 1872. His companion at the time, Joseph Penning, was severely wounded, being left for dead by the Indians, but recovered and later became closely associated with the history of Merganser.

Thereafter, beginning in 1877 this land passed through several hands including Casper (Charles?) Schneider, Paul Breitenstein and Chas. Griffith, to end on August 2, 1892, nearly twenty years later, with the issuance of a deed to John Gleim by the administrator of the Wendolen Nus estate, J.N.T. Miller. (To locate and see this tract of land today, turn South off South Sixth Street in Klamath Falls onto Washburn Way. Follow that to the Old Midland Road. Then turn right on that road, cross the Great Northern Railroad tracks and continue to the Alturas branch of the Southern Pacific Railroad track. Halt there as you are near the northwestern corner of the Nus tract. It lies mainly southwest of the little hill (Water Tower Hill) which in turn is southwest of the Great Northern yards. The Nus tract extended to and across the Weed branch of the Southern Pacific. The sidetrack of Texum near the junction of the Alturas and Weed branches of the Southern Pacific is partially on the old tract, further described as lying southwesterly from KLAD Radio Station. —— Editor) He (Nus) may have arrived there in 1866 from the John Day, Oregon mining country to take possession of the land under some claim as of now unknown. Previously, in 1858-59 he had wintered cattle in the area west of the present Weyerhaeuser Sawmill and on Upper Klamath Lake some two miles and more northwest of the head of Link River.

Next, in the spring of 1867, O.A. Stearns settled on the first homestead in the Klamath Basin about halfway between present Klamath Falls and Keno. This has been described in the preceding pages of this issue of Klamath Echoes.

A short time later Wendolen Nus and Charles Schneider established a ferry across Klamath River in Section 17, Township 39 South, Range 9 East, then known as Link River. This undertaking is described by the Jacksonville Oregon Sentinel of February 12,
1870. “Saturday — County Court. A considerable amount of important business was transacted at this week’s term of County Court. Among other things viewers were appointed, for laying out a county road from Crawley’s Ranch (Somewhere in the neighborhood of the O.A. Stearns homestead halfway between Klamath Falls and Keno — Editor) to Bloody Point, on the state line, between California and Oregon. The proposed road crosses Link River about 3 miles below the bridge belonging to George Nourse (Sic): at the ferry of William (Sic) Nus and Charles Schneider, for which ferry a license was also granted at this term.” Again, whether or not this ferry was put in operation before the license was granted, is unknown. However, a new and shorter route between the Rogue River Valley and Northeastern California points, chiefly Surprise Valley, was inaugurated at this time.

Sometime shortly after this date, possibly immediately before the Modoc War of 1872-73 the ferry was replaced by a bridge, exactly when, or by whom is unknown at the present time although it perhaps was John Gleim. Search of Jackson County records might reveal the correct date of construction of this bridge. Klamath County records do reveal this bridge was deeded to Lake County (In which this county was then situated) on June 6, 1877 by John Gleim for $450.00. When it was abandoned is unknown, but the piers were for many years a hazzard to the boating industry between Klamath Falls and the Keno-Lower Klamath Lake landings. Merganser was located but a short distance northwest of the northern or western end of this bridge, and like the chicken and the egg, which came first or which was responsible for the
other is unknown at present.

The best and most comprehensive history in the past regarding Merganser is that given by The History of Central Oregon, 1905, and follows:

"There is only one 'dead' town in Klamath county. That is Merganser. Only the earlier settlers of the county remember the town of Merganser, at one time the rival of Linkville. It was the second town founded in the county and for several years was a place of considerable importance, especially during the Modoc War of 1872 and 1873. The townsite of Merganser was on the west bank of Klamath River, about two miles below the city of Klamath Falls, and the town came into existence in 1870. The cause of the founding of the town in such close proximity to the village of Linkville was that the proprietors of the older town site did not offer inducements to people to start in business in competition with lines already established, and it was impossible to secure lots upon which to conduct a business which would in any way interfere with the few lines of business there represented. It was this fact that led to the founding of Merganser by J. Roberts and Albert Handy. For a time this new town was known as Lakeport, but shortly after the name of Merganser was given it. The naming of the town was brought about in a peculiar manner. Two Scotchmen named Ennes were one day at the little town and in the vicinity shot a merganser duck. The question of a suitable name for the town was being discussed when one of the Scotchmen suggested 'Merganser,' which was at once adopted. The founding of the town dates from 1870, when the first business house was established, a general merchandise store, by J.P. Roberts and Albert Handy. Following a short delay a post office was secured, the second in Klamath County. Mr. Roberts became postmaster. The new town did not enjoy a mushroom growth, although the store did a fairly good business and Merganser became a favorite trading point. Mr. Wallace Baldwin, who resides at Klamath Falls, visited at a time during the Modoc War at Merganser, and has told the writer that at that time the town consisted of the store of Roberts & Handy, the post office, a blacksmith shop and the residence of Joseph Penning.

"Following the close of the war the town took on new life and other business houses were established. Joseph Penning laid out a townsite in 1875. It was surveyed July 1 by E.C. Mason. The plat was filed for record in the clerk's office of Lake county August 3, 1875. The town's business houses were increased by a harness shop of Robert T. Baldwin, and a large hotel built by John Gleim. A bridge was constructed across Klamath River. A little later Paul Breitenstein began the brewery business in the building which had been occupied as a harness shop. Mr. Baldwin having moved his business to Linkville. But this rival town was doomed; Linkville was destined to become the only place of importance in the county. The Roberts & Handy store at last secured a site in Linkville and moved from Merganser; the blacksmith shop elsewhere and the brewery closed down. The last business establishment abandoned the place and the town passed away. Now it remains only in the memory of pioneers who lived in the country prior to the '80's. The bridge which spanned the river was left to rot and fall away, and the last of this was only a few years ago torn down when the first steamboat was placed in commission on the river. The old structure im-
peding navigation of the stream."

The History of Klamath County, 1941, adds nothing new to the story of Merganser, recording only the following: "The History of Central Oregon says 'there is only one dead town in Klamath County.' It refers to Merganser, once the rival of Linkville, as having a bridge, a post office, a general merchandise store, a harness shop, a brewery (but not simultaneously, as these two occupied the same building successively), and a hotel. The town was founded in 1870 by J.P. Roberts and Albert Handy on the west bank of the Klamath River about where the yards of the Kesterson Lumber Company are today."

Oregon Geographic Names (Second printing, 1944) has the following to say: "Merganser is the name of a town that lived for a decade then passed into limbo. The place was established about 1870 by J.P. Roberts and Albert Handy to compete with the nearby village of Linkville, now Klamath Falls. It was situated about two miles below Klamath Falls, on the west bank of Klamath River and was first called Lakeport. The name was soon changed to Merganser because of some incident connected with the shooting of a merganser duck in the vicinity. The town petered out about 1880. For a short history of this place, see Illustrated History of Central Oregon, page 983."

Using the above History of Central Oregon, 1905, which contains a number of mistakes, as a foundation, we have compiled a history of Merganser and immediate adjoining territory. This latter history makes use of Klamath County Deed Records, excerpts from the Ashland Tidings, United States Postal Records from the National Archives, and a few short reminiscences of old timers, long since passed away.

Most of the men connected with the founding of Merganser arrived in the Klamath Country between 1869 and 1871 inclusive. When and how they first settled on their future home sites is not presently known. What we do know is when they received deeds or patents to their land, which were recorded in Jackson and Lake Counties in which present Klamath County was then situated and so remained until 1882.

There are undoubtedly records not yet consulted that would clear up several uncertainties as to when various tracts of land were first settled, claimed or filed upon. These records are in the State of Oregon archives at Salem, and the Case File Records in the Department of Interior, Washington, D.C. Time and cost has prevented such research.

Our history of Merganser as derived from records now available follows:

1870. As recorded by The History of Central Oregon, a general store was established by John P. Roberts and Albert Handy sometime during this year on a site later to become the town of Merganser.

June 20, 1872. A post office of "Klamath," was established in Jackson County with Albert Handy as postmaster. This post office was undoubtedly in the Handy and Roberts store which seems to have been located on or very near Number One Green, of the Reames Golf & Country Club. Since Handy and Roberts arrived in 1870 to start a general store supposedly on land then claimed by them, the southeast corner of the SW 1/4 of SW 1/4, Section 8, Township 39 South, Range 9 East, it is presumed that the post office would be located in this building. Also their's was the fourth post office in Klamath Country, not the second, as Linkville, Langell's Valley and Yainax preceeded it, all
being established on November 11, 1871.

March 13, 1873. The State Board of Commissioners, by State Swamp Land Certificate #117 sold to J.N.T. Miller a narrow strip of swamp land adjoining the Link or Klamath River’s right hand bank between present Klamath View Auto Camp and the U.S. Highway #97 Bridge across Klamath River above Weyerhaeuser Lumber Company sawmill. This land was not connected with the townsite of Merganser, but a wagon road from the northwest end of the old Nus ferry and later Gleim bridge led northwesterly across it to the townsite and beyond to Linkville and Whittle’s Ferry (Keno) and on to Yreka and Ashland.

April 9, 1873. The name of the post office “Klamath” was changed to “Lakeport,” why, we do not know, unless it was because Lower Klamath Lake, as an early General Land Office survey map indicates, extended as far upstream as present Link River Bridge in Klamath Falls.

April 2, 1874. The State of Oregon deeded 314.9 acres to Joseph Penning, who had arrived in 1869. This land adjoined the J.N.T. Miller strip on the north and was later to contain most of what was to become the townsite of Merganser. When filed upon is unknown.

April 2, 1874. Evidently as soon as Joseph Penning received title to his land, he sold a small portion to Albert Handy and John P. Roberts to complete title to land probably adjoining that upon which their store had been erected. This land lies immediately to the south of the southeast corner of Reames Golf & Country Club. Further, it lies immediately to the north of the old Kesterson Lumber mill, now owned by the Klamath Lumber Company. The description of the land in part read, “** * known as Handy & Roberts, all that portion of blocks 1 and 3 in the town of Lakeport not already the property of said firm.”

October 24, 1874. Lake County was created out of Jackson County with Linkville being named the County Seat. This may be one of the factors that contributed to Linkville outstripping Merganser in the very beginning. Another factor was that in the fall of 1872 the United States Land Office was located at Linkville and George Nurse was appointed receiver but did not qualify. Actually the receiver and register who opened the office were George W. Conn and Judson S. Small.

December 15, 1874. The post office of Lakeport was then listed as being in Lake County with John P. Roberts becoming the postmaster. Probably there was no change in the location of the post office, it remaining in the Handy & Roberts store building.

It was undoubtedly at about this time that the firm of Handy and Roberts decided to enlarge their business by establishing a store in Bonanza, as indicated by an article in the Ashland Tidings of August 24, 1876 by J.M. Sutton, the editor who visited Bonanza. He reported the store as being in operation at that time. The date Roberts took over as postmaster of Lakeport would therefore seem to be about the time that Handy removed to Bonanza to erect a building there. This move perhaps is the reason for changing postmasters, since Handy was never thereafter located in Merganser.

May 19, 1875. The post office name of “Lakeport” was changed to “Merganser.” At that time there was a Lake City post office in Surprise Valley, Modoc County, California also on the same mail route as that serving Lakeport which would have caused no
Merganser,
Exact copy of
G.C. Mason survey
July 1, 1875
With added legal
descriptions by the
Editor.
little confusion. This must have been at the time the merganser duck story originated.

August 3, 1875. On this date Joseph Penning filed the townsite of Merganser in Lake County records. However, from information previously recorded it would appear that the townsite had been laid out or at least recognized for some time. In this respect it quite closely follows the pattern of the establishment of the Linkville townsite its close neighbor, two miles upstream. The History of Central Oregon states that George Nurse soon after settling on Link River “platted the site and placed lots on the ‘market.’ This early platting, however, was very informal and never recorded. Later, in 1878, the townsite was replatted and recorded; the original plat was declared void.” Further, it is known that Penning had a house at Merganser, and since we have been unable to find any record of Block 2 (only three blocks were platted) in any deed exchanges, it is assumed that Penning’s house was located thereon. In passing, it is interesting to note that the townsite of Merganser has never been vacated legally, although it has passed out of existence on later legal descriptions. On the original map in the Klamath County Clerk’s files, a copy of which is printed elsewhere in this book, a penciled note has been made by some unknown person stating that the townsite was never vacated.

The original townsite was surveyed and dated such on July 1, 1875. The legal description is as follows: “Commencing ¼ mile East of the Southwest corner Section 8, Township 39 South, Range 9 East. Thence North 40° East, 3 rods to Bridge street, 7 rods across Bridge street, 15 rods to the East corner block 2, North 50° West, 8 rods to the North corner of block 2, South 40° West, 8 rods to Bridge street, 12 rods across Bridge street, 22 rods to a street (This “street” seems later to have become known as “First Street.” — — Editor), 26 rods across the street, 34 rods to the West corner of Block 3. South 50° East, 8 rods to Main. North 40° East 19 rods along Main to point of beginning.” The plat is marked “Filed, August 3, 1875 by Joseph Penning.” However, there is a separate note in pencil which states, “Rec. for Record. October 16, 1876.”

It therefore follows that legally, Merganser may have been ahead of Linkville as the first town in what later became Klamath County.

At about this time, October 6, 1875 another tract of land appears in the official Deed Records of Klamath County. It lies south of U.S. Highway #97 Bridge across Klamath River and is split by the highway for better than one half mile as it proceeds southward. It was patented by the United States on the above date to James Tobin another early day arrival who by 1875 had accumulated property of considerable value. Tobin seems to have lived on the north side of Klamath River at a small spring immediately west of the north end of this bridge across the Klamath. The spring is marked by a tall poplar tree, still standing, but now surrounded by the Weyerhaeuser log storage site. This tract however was not deeded to Tobin until October 23, 1882 and then by Joseph Penning.

It was described as follows: “Beginning 20 rods due North of the southwest corner of said lot (Lot 1, Sec. 18, T. 39 S., R. 9 E. — — Editor), running 20 rods due south to said corner, thence due east 23 rods more or less to low water to banks of Klamath or Link River, thence along bank in a northerly direction 10 rods due North of line intersecting river thence in a direct line to place of beginning, 2
acres more or less."

November 8, 1875. The State of Oregon deeded the SW 1/4 of SW 1/4, Section 8, Township 39 South, Range 9 East, to Handy and Roberts. It is only surmise, but they had probably settled, preempted, squatted or filed on this land a number of years previously since they are supposed to have founded their general merchandise store in 1870. Part of Merganser townsite is platted as lying in the extreme southeastern corner of this Section 8.

January 7, 1876. Lakeview succeeded Linkville as the County Seat of Lake County by election.

Not many people were born in Merganser because of its short life and small population. Perhaps only one, Charles Innes Roberts, the son of John P. Roberts. He was born in Merganser on January 27, 1876. His mother, Mrs. John P. (Harriet Baldwin) Roberts was the daughter of Robert T. Baldwin, one time businessman of Merganser.

Charles I. Roberts was connected with the hardware business in Klamath Falls for over 40 years. The business was known from time to time as Roberts and Hanks; Roberts and Harvey; Roberts and Peak; and finally as Roberts Hardware. The store was burned out in the Evans Apartment fire in February, 1947.

June 27, 1876. The Merganser post office was discontinued, but why is unknown unless it was for lack of revenue taken in.

United States postal records indicate that the total revenue of the post office of "Klamath-Lakeport" up to September 30, 1873 was $12.00, and that for nearby Linkville the same. There would appear to be a mistake because the same figure for both offices does not seem probable. Next, the revenue for the "Lakeport-Merganser" post office for the next two years up to Sep-

Members of the old Klamath Athletic Club and their equipment in the Houston Opera House. Man at left reclining on floor is Charles I. Roberts, the only known person to have been born in the town of Merganser. Maude Baldwin Photo
tember 30, 1875 was $16.34, while that of Linkville was $144.07. Finally, the revenue of Merganser post office for the two years ending September 30, 1877 was $13,80, while that of Linkville was $329.48.

August 27, 1876. Two months after being closed, Merganser post office was reestablished with John P. Roberts reappointed postmaster.

October 7, 1876. Ashland Tidings:
"J.P. Roberts sent the editor a box of Early Rose potatoes which he raised on his island (Baldwin Island — Editor) near the store, two or three miles from Linkville. Four potatoes weighed six pounds."

In the past, history has left us highly confused as to just when some of the businesses of Merganser began or ended. Now, we are able to clear this situation to some extent by extracts from the Ashland Tidings of 1877 which follow:

January 27. "J.P. Roberts is building a needed blacksmith shop at Merganser." (Where the blacksmith shop was located or who ran it remains unknown — Editor).

April 21. "Tozer and Daley, carpenters of Ashland are erecting a hotel (In Merganser — Editor). The blacksmith shop is ready. We expect Merganser will be the principal town in eastern Oregon. The road and bridge have been repaired. Much the shortest and direct route of all to the east and southern settlements of Lake county. Signed, Nick." (There are at least three possible sites for the hotel, two of which might not have been in the townsite at all. One is on the little hummock in the Reames Golf and Country Club near Number One Green, and Number Two Tee. This seems to have been the site of the oldest Whiteline house which may have been the hotel remodeled. There are still eight old trees standing which may have been shade trees for the building. Another site may have been in front of the Klamath Lumber Company office building where a well was once located. An old timer once pointed out the caved-in remains to this writer years ago. The third site could have been where the caretaker’s shop stands and will be explained later — Editor).

April 21. "Merganser notes of April 18. John Pearson of Jacksonville will take possession of the hotel and move his family here.
"Corles Merritt working for Handy and Roberts who are doing extensive mercantile business."


May 5. "Merganser notes: Hotel to be finest in Klamath basin. Ashland editor please send Tidings to Merganser, not to Linkville post office."

May 19. "Merganser. Heavy rain, good crops. John Pearson arrived with a load of flour for Handy and Roberts. James Woodson passed through on return from Captain Ferree’s. He has contract to furnish hay and grain for Garret & Ferree stage line ***."

Klamath County Deed Records record that on June 6, 1877 John Gleim who arrived in 1871, deeded to Lake county for $450.00 *** a bridge across the north arm of Little Klamath Lake commonly known as Klamath River and situated in Section 17, T. 39 S., R. 9 E."

Previously on August 23, 1875 George Nurse gave a Warrante Deed to Lake County for "*** the bridge across Link River" for $50.00. Much later, on April 1, 1881 Robert and Matilda Whittle deeded to Lake County "*** the bridge across Klamath River known as 'Whittle Bridge' for $275..."

June 28. Ashland Tidings. "O.C.
Applegate will orate at the Fourth celebration at Merganser.


"To secure orator, etc: O.A. Stearns, Henry Conn, E. Emmitt.


"Basket Dinner; No intoxicating Drinks; Good music at the Merganser hotel in the evening."

July 13: "Merganser report on the Fourth celebration:

Music by the band
Prayer —— L.S. Dyar
Music by the band
Declaration of Independence —— C.H. Dyar
Oration —— O.C. Applegate
Music by the band
Toasts, spicy and patriotic
Dinner
Games and racing
Parlor music —— Miss Corpe and Kate Darwin
Ball at the Hotel."


"We call attention to Handy and Roberts of Bonanza and Merganser who are enterprising merchantmen ***."

September 21. "Merganser mail now included on route, Yreka to Linkville by order of Post Master General."

September 21. "Merganser items:
Several loads of freight came from Redding. A report has been received that one of the thieves who stole horses from John Gleim and Wm. Forsythe has been killed.

February 26, 1878. The official plat of Linkville was filed by George Nurse before J.W. Hamaker, Notary Public. It was recorded January 27, 1879 with R.B. Hatton, Lake County Clerk located at Lakeview.

May 3, 1878. Ashland Tidings reported that “Judge Handy and J.P. Roberts have moved their stock of merchandise at Merganser to Bonanza.” Further, according to the biography of Harriet Roberts given in the Klamath Evening Herald of December 16, 1915, the Roberts family moved to Bonanza, living there for a time before returning to Linkville to live permanently.

May 15, 1878. Handy & Roberts deeded to John Gleim all of Blocks 1 and 3 (Which included two of the sites upon which the Gleim hotel may have been constructed — Editor) in the SW 1/4 of SW 1/4 of Section 8, except a lot in the southwest corner of Block 1 (Very near the Number Eleven Tee of the Reames Golf and Country Club, upon which the building stood which housed the harness shop, blacksmith shop and brewery at different times — Editor).

September 28, 1878. John Gleim became the postmaster of Merganser with the post office probably being transferred to the Gleim Hotel, already being mentioned as possibly located in one of three different locations.

May 12, 1879. The post office of Merganser was discontinued, with all mail probably transferred to Linkville.

June 6, 1879. On this date Roberts and Handy at last succeeded in purchasing a lot in Linkville. They bought Lot #2, Block #25 (situated near the site of the present Budget Host Motel office) from James K. Leabo for $500.00. This price would indicate some sort of building on the lot at the time. The property had been sold to Leabo by members of the Schallock family on October 19, 1878 for $350.00. They in turn had purchased the property from George Nurse for $100.00 on April 30, 1878. Finally, this same property was sold on September 4, 1882 by Roberts to John Gleim for $900.00.

Probably sometime in the 1879-1881 period Albert Handy passed away, because on December 11, 1882 his heirs deeded part at least of his property to John P. and Harriett Roberts.

October 3, 1879. The Ashland Tidings wrote that Robert T. Baldwin was moving from Merganser to Linkville. It was at this time evidently that Baldwin closed his harness and Saddle shop in Merganser to reopen it in Linkville south of Main Street and east of Link River Bridge.

It was also some time in 1879 that Paul and Anna Breitenstein, with their son Richard “Dick” (born in California in 1878) arrived in the Klamath Country. Mr. Breitenstein started a brewery in Merganser, probably in the building just vacated by Baldwin. How long Breitenstein operated this brewery in Merganser is unknown. However, the Ashland Tidings of May 25, 1883 mentions a brewery as “being in operation in Linkville.” This brewery was probably that opened in 1883 by John Adam Uerling, Sr., grandfather of Wallace Uerling. It was located at the corner of First and Main Streets (The present Pony Pass Motel location) and may well have been the Merganser brewery of Breitenstein relocated in Linkville.

January 9, 1880. Handy & Roberts deeded the southwest corner of Block
1 in Merganser to Paul Breitenstein for $250.

October 17, 1882. Klamath County was created out of Lake County with Linkville becoming the county seat.

April 19, 1883. John Gleim deeded to Breitenstein property now the location of Klamath Lumber Company sawmill and sheds.

May 20, 1884. Paul Breitenstein deeded the southwest corner of Block 1 to R.T. Baldwin, which probably is the approximate date he closed out the brewery in Merganser.

June 13, 1891. Joseph Penning received a Patent from the U.S. Government for all his heretofore described land.

December 7, 1896. E.R. Reames, Administrator of the Joseph Penning estate, sold the Penning property to Henry Whiteline with the exception of Merganser and the James Tobin tract west of U.S. Highway #97 Bridge.

January 23, 1897. A.A. Fitch, Klamath County Sheriff, and Administrator of the James Tobin estate sold the Tobin property to E.R. Reames.

Many transactions including property transfers, road and ditch right-of-ways, etc., took place during approximately the next 30 years which would become monotonous to repeat. Also they have little bearing on the Merganser story.

May 18, 1926. E.R. Reames, then living in Talent, Oregon, sold property to the Reames Golf & Country Club that now constitutes the first nine holes of the course.

June 25, 1926. Henry Whiteline gave a quitclaim deed to the Northwest Utilities Company (a corporation possibly connected with the Great Northern Railroad) for the remainder of his property extending from Klamath View Auto Camp to the U.S. Highway Bridge across Klamath River. Two small tracts were excluded: Merganser, the residence of Whiteline at that time and the Tobin tract west of U.S. Highway #97.

To those who some day might want to pin-point the Whiteline residence which may have served previously as the Merganser Hotel, we give the following portion of the Whiteline Quit Claim Deed to the Northwest Utilities Company: “June 24, 1926 *** It is expressly understood and agreed that it is not intended to convey hereby that certain tract of land adjoining the residence site of the grantors more particularly described as follows, to-wit: Commencing at the most southerly corner of Block numbered One (1) of the town of Merganser, being also the most southerly corner of the residence above referred to, running thence in a southeasterly direction one hundred (100) feet on the easterly line of said lot if extended, thence at right angles in a northwesterly direction to an intersection with the southerly property line of the Reames Golf & Country Club, Inc., thence easterly along the said property line to where said property line intersects the westerly line of said town of Merganser, thence southwesterly along the said westerly line of said town to the southwest corner of said Lot One (1), Block One (1) thereof, thence southeasterly along the southern line of said lot and block to place of beginning.”

An extended and exhaustive search would have been necessary to continue all the transfers that have taken place in the area since 1926. We repeat that Merganser was second to Linkville in settlement, but legally it was first to record the date of its platting. Therefore let it sleep in peace.
In 1905 when the History of Central Oregon was published "there was only one 'dead' town (Merganser — Editor) in Klamath County." At the same time on the northern shores of White Lake barely inside Oregon, or one mile south and two miles west of the center of Merrill, Oregon, Klamath's newest boom town was in the process of springing into existence. White Lake City was named for the lake upon whose shores it was to flourish for a short time then pass into oblivion.

White Lake itself was so named because of the color of the lake bottom, which apparently consisted of some white diatomaceous material. The lake was a very shallow extension of the original Lower Klamath Lake system. A large percentage of the White Lake area was south of the Oregon-California State line and therefore in California.

Beginning about 1903 with the completion of the Adams Tule cut from Lower Klamath Lake to White Lake and beyond as an irrigation system for the Merrill-Tule Lake country, boats were able to reach the lake and navigate most of its area. Merrill Landing was established at the extreme southeastern side of the lake through which a considerable amount of freight passed in early times. There seems also to have been a landing along the north shore of White Lake. At least a few years ago, two posts and
a cross-piece still remained of this little used landing.

Today, eliminated by irrigation and drainage projects, what was once White Lake is bisected by paved California Highway #161, “State Line Road,” connecting U.S. Highways #139 and #97. White Lake City lay north of this road and north of the curving north shore of the lake. The nucleus of the town was in Section 16, Township 41 South, Range 10 East, the northeast corner lying one-half mile west of the junction of the Merrill Pit and Lower Klamath Lake Roads.

The History of Klamath County, published in 1941, states that “When, however one reads the list of towns that were alive in 1905 (At the time the History of Central Oregon was published — Editor), one is compelled to add a few more to the dead column. A notable example is White Lake City which was born amid a blare of trumpets, figuratively speaking, only a few months before the History of Central Oregon was written.”

The idea that eventually resulted in the founding of White Lake City seems to have originated in Oklahoma City around the turn of the century. It will be remembered that the present state of Oklahoma had originally been set aside as Indian Territory. After the Civil War many changes took place, relocating various tribes, etc. Then on April 22, 1889 a large segment of land around present Oklahoma City was opened to white settlement. On that day took place the sensational “run” in which many thousands engaged.

In following years other “runs” took place as new lands were taken from the various Indian tribes by treaty and otherwise, to settlement by the whites. Included in these “runs” was the Cherokee Strip opening on September 16, 1893, almost as famous as the original. Politics, law enforcement, and the demand by new land claimants all tended to cloud the issue for a number of years before Oklahoma was finally admitted as a state on November 16, 1907.

Some individuals, as of now unknown, evidently recognized rich possibilities in the timber lands of the Klamath Indian Reservation, which might bring on a demand and “run” resembling that which had taken place for the fertile lands of Oklahoma some ten to fifteen years before. Agitation was therefore commenced, to liquidate the Klamath Indian Reservation, even going so far that a bill was introduced in Congress to that effect.

The History of Klamath County will once again take up the story of White Lake City: “As Bert Hall tells the story (E.B. Hall came to Klamath Falls in 1905 from Denver, Colorado. He and his wife moved into the Baldwin Hotel while it was still an office and apartment building. About 1910 he started a hotel there transforming it from an apartment house. 2½ years later he established the Hall Hotel at the corner of Fourth & Main which he operated for some 36 years — Editor.), he was taking a vacation between selling out one business and investing in another, fishing on a Southern California beach, when he fell into conversation with a man who told him that the Klamath Indian Reservation in Oregon was soon to be opened to settlement and that he was going to open a townsite there, such a proposition as he had previously tried in Oklahoma and knew couldn’t fail financially — an ideal location for the store Mr. Hall was contemplating. Subsequently Mr. Hall talked with the man again and after a time gave him some money as part payment for lots in the new town, the remainder to be paid on the opening day. When the
Oklahoma and Oregon Townsite Company (J.E. Loy, President; L.G. West, Vice-President; and J.E. Cook, Treasurer) arrived in Klamath County in the Fall of 1904. They found that they were misinformed about the opening of the reservation, but felt they must locate the town somewhere rather than return the money already paid down on lots, so chose a 350 acre tract on White Lake, three and one half miles from Merrill.

(Several other sources reveal that in connection with the selection of this land for a townsite there was the possibility, however slight, of a branch railroad building in from Bartle, California on the McCloud River Railroad begun in 1897. This survey planned that Lower Klamath Lake would be reached at Laird’s Landing, thence skirt Lower Klamath Lake to the east to tap the great Klamath Basin. At least this survey would be a strong talking point when it came time to sell lots. — Editor). Through the medium of blaring advertisements in the local papers they induced 250 people (a sizable turnout for those days) to attend the “drawing” or assignment of lots on June 1, 1905, and several of the investors endeavored to make good their expenditure by putting up temporary buildings and starting in business. At one time the White Lake City School boasted an enrollment of 30 pupils, but when the city was first seen by the writer, in the Fall of 1908, it consisted on one two-story structure, once white, standing forlornly in a waste of sagebrush. Without bitterness but with that clarity of statement that has always been noted as an admirable quality of Bert Hall he said to the writer: ‘If you mention White Lake in your history, please say that I was one of the suckers, not one of the
promoters.' He also mentioned fellow 'suckers' who came to the county at the same time — the Stilts family, R.J. Sheets, Ben Faus of Merrill, and others, — and it occurred to the writer that perhaps the White Lake fiasco was, after all, a blessing in disguise, since it brought us a group of citizens of this calibre."

We will now let the newspapers take up the story of White Lake City as this editor feels their contemporary information is far more valuable and accurate than the reminiscences of old timers who seem to have forgotten much, added something that never was, or completely mixed the sequence of events:

**Klamath Republican.** September 15, 1904. "J.E. Loy, President, L.G. West, Secretary, F.T. Cook, Treasurer, of the Oklahoma and Oregon Townsite Company have been in the city for the past two weeks looking for a site on which to lay out a town. The company has an office in Room 214, Culbertson Building, Oklahoma City, Oklahoma, and claims to be incorporated with a capital stock of $75,000.00. They have secured an option on 350 acres of land belonging to C.N.F. Armstrong, on Lower Klamath Lake, south of Merrill. The purchase price is to be $10 an acre.

"The stated object and purpose of this company is to build a city in Klamath county. Their plan is to sell certificates of stock at $15.00 per share, $10.00 to be paid when stock is issued and $5.00 to be paid on notice from the secretary, on or before May 1, 1905. Each certificate holder will be entitled to one lot in the town for each share of stock he holds, and his pro rata of the profits derived from the sale of the reserved lots. No person can purchase more than three shares from the company."

"The town is to be opened on or before May 1st, 1905, or during the Lewis and Clark Exposition to be held at Portland beginning May 1st, 1905. They claim that the very low rates to be obtained during the Exposition will assure them of attendance at the big opening of several thousand people, more than would otherwise attend. They believe that this mutual plan, together with the great natural advantages should give the town from 5,000 to 10,000 population from the start."

**Klamath Republican.** April 13, 1905. "Add: We have established a lumber yard at White Lake City and are now ready to supply all kinds of lumber for building purposes. Stilts & Henry."

According to U.E. Reeder (Klamath Echoes, 1965): "Most of the lumber used in building Merrill and the surrounding ranches was brought in by boat from McCormack's mill at Keno to White Lake City, not by wagon as most people think."

White Lake City was surveyed during the Spring of 1905 by Don J. Zumwalt, C.E. The plat was filed and recorded in Klamath County records on May 16, 1905. Legally it was described as follows: "Beginning at the Section corner common to Sections 9, 10, 15 & 16, Township 41 South, Range 10 East, Thence south 2013 feet to White Lake; thence westerly along the lake to the California-Oregon State line (Now the State Line Road #161 — Editor); thence west along the State line 907 feet; thence north 3617 feet to the section line between Sections 9 & 16, thence Easterly along the section line 4000 feet to place of beginning. Containing 244.37 Acres more or less."

The News-Herald of January 30, 1937 wrote an article on White Lake City, that although published many years later should be inserted into the
history of that community at this time: "White Lake City —— boom town of the Klamath basin in 1905 and '06 —— was served by one of the most picturesque weeklies of early newspaper history in southern Oregon, the White Lake Times.

Although the newspaper was started before the town itself, and was published as job work in the old Republican plant in Klamath Falls, the Times was moved into its new location in White Lake City early in 1905, as soon as a few buildings were completed and settlers began to arrive.

"White Lake City in its hey-day boasted 200 inhabitants, all of whom expected their village to become an important metropolis. The town consisted of a bank, a restaurant, furniture and hardware store, general merchandise store and a millinery shop, as well as several other business houses and a number of homes.

"E.B. 'Bert' Hall at that time was in the real estate business, and sold lots in White Lake City. Believing in it himself, he built a $5,000 building, and, incidentally, was the owner and publisher of the White Lake Times.

"Vance Hutchins, colorful figure in Klamath newspaper history, was the managing editor, chief editorial writer, type setter, pressman and general factotum of The Times.

"Though the weekly had only a short life, about a year to be exact, it was a vital factor in the growth of the mushroom town of White Lake City, and had a circulation of more than 900. Subscribers were scattered over the entire Klamath Basin, for at that time, the White Lake Times was the only newspaper published outside of Klamath Falls. It was entered as second-class matter every week in the Merrill post office, and was eagerly awaited by all its readers.

"In January 1905, Hall sent 'Hutch' to Portland to purchase equipment to be installed in The Times plant in White Lake City. The editor returned with an old Army press and a varied assortment of type.

"All the work was done by hand from writing editorials and news to the setting of type and running the press.

"While 'Hutch' held down the office and wrote his editorials, which, by the way, were quoted in farm papers all over the United States, Bert was out and about selling real estate, 'scooping' news, and soliciting advertising all over the country.

"One of Hutch's' stories which brought much publicity to the Klamath basin was about a prize mule bred by N.S. Merrill, founder of the town by the same name. This mule was a huge animal, and the editor of The Times ran a news item telling the advantages of this country for stock raising, and giving Merrill’s mule as an example, declaring it to be the largest animal of its age and breed in the United States.

"Not long afterward a letter arrived from a Florida editor saying, 'You fellows are all d--- liars, we raise larger mules in Florida than any Oregonian could imagine.'

"Hutch published the letter, and reiterated that Merrill's mule was champ. A long controversy followed, and eventually the argument found its way into 'Home and Fireside,' nationally read rural magazine.

"The results was that the Klamath basin mule was submitted to thorough weighing and measuring processes, and sure enough, he took all prizes, confirming the judgement of Editor Hutchins.

"According to recollections of the old-timers, White Lake City was started by three Oklahoma townsite promotors, who had hoped to build their Oregon town on the Klamath In-
dian reservation, which seemed likely to open for settlement about that time. The reservation plan fell through, however, so 260 acres of land was purchased from the Charlie Armstrong ranch on Lower Klamath lake, and White Lake City was platted.

"All lots were sold for the same price, about $15, and salesmen peddled the property all over the east and middle west. Two lots out of each block were reserved for the land promotion company, and later a drawing was held, and the lots apportioned to their owners.

"At that time it seemed probable that the McCloud railroad would be routed through White Lake City, but with the purchase of the Weed logging road by E.H. Harriman, and the resulting change in right-of-way, the White Lake City bubble burst, the new town failed, and the settlers eventually left.

"The good old White Lake Times folded up too, and according to Hall was sold to N.S. Merrill of mule notoriety. The plant was moved to Merrill and the name changed to the Merrill Record, under which name it is published today (1937 — Editor).

"White Lake City remained a ghost town for many years, but finally all the buildings were torn down and the lumber hauled away, so that now not even a stone marks the site of the boom town of early days."

Klamath Republican. June 8, 1905. "June 1, 1905 was the natal day of this town White City which is so beautifully located in the southern part of Klamath county. The birth of this new city was made a fete day by the good citizens of Klamath county who came in wagons, carriages, and by boat to welcome these new citizens into their midst.

"Many were surprised at the number of buildings already under construction, also the temporary tent houses, which will now be converted into permanent dwellings. Among the buildings we noticed was Mr. Nelson's hotel, which contains 28 rooms; the Whitelake Cafe owned by Harry Stilts; the Pioneer Restaurant; Mr. Clark's grocery store; the office of the Spencer Lumber Company, and several more, prominent among which is the Hall and McNeff building, a 50 x 60 two story business house, which when completed, would be a credit to any city. It is the intention of these gentlemen to have two large business rooms on the first floor with office and living rooms for their families above. 'McNeff and Hall' is the name of the new real estate firm which has already opened its doors in Whitelake City. 'Fitch and Spencer' is another real estate firm established in the new city. The Bank building is also a neat structure, and the incorporators, who are reliable men, are ready to accommodate the public with a general banking business. This is looked upon as one of the best features of the new city, as it is a great accommodation to the people of Southern Klamath county.

"The people enjoyed themselves as suited their fancy until 10 o'clock, when they were called together by Major Worden, who kindly acted as chairman of the meeting. The major, in his happiest vein made a few remarks, after which he introduced W.W. McNeff, of Colorado, who gave an address of welcome. Mr. McNeff dwelt on the fact that these new citizens came here in the true spirit of friendship to aid in the future development of Klamath county with its unlimited possibilities.

"The meeting was then turned over to the Water Users' Association. Colonel Holabird, Frank Adams, N.S. Merrill, J.P. Churchill, Elmer Ap-
plegate and Mr. Van Brimmer spoke in behalf of Government irrigation, urging the people to do their part and not lose this generous offer made to them by the Government. People are beginning to see this in the true light and many signed up after the meeting.

"After the addresses closed, the people faced about and Miss Maude Baldwin of Klamath Falls took a picture of the great number who had gathered around the platform. Some of these pictures will be treasured in later years by these new citizens who have left eastern homes to come to Klamath county, Oregon.

"This was followed by several well rendered pieces by the Merrill band, after which there was dancing. Mr. and Mrs. Ford playing for the dancers. Those who did not dance sat in the building and thoroughly enjoyed the fine music until the shades of evening warned the good people that it was time to start for home. All left expressing themselves well pleased with the day spent in the city and expressed the wish that they might be present at the next Natal day celebration of White Lake City. It is estimated there were 1,000 people present.

"Much of the success of the day is due our energetic townsman Mr. E.B. Hall, also Mrs. Hall, Mrs. McNeff, Miss Stilts and others who were on the entertainment committee.

"Last but not least we mention members of the Oklahoma and Oregon Townsite Company, who have conducted the opening of this new town with so much credit, to themselves and profit to those who have adopted Klamath county as their new home.

"May Whitelake soon be numbered among the prosperous towns of Klamath county, is the wish extended to these new citizens."

Klamath Republican. June 29.
1905. "Railroad to follow Hood Survey, already built to Grass Lake, some 24 miles. Probable route, down Butte Creek Valley to Boyes —— Hole in the Ground (At north base of present Dorris Hill on Highway #97 —— Editor) —— Teeter's Landing thence east side of Klamath River to Klamath Falls. The Hood survey was made about 25 years ago."

Klamath Republican. August 24, 1905. "McCloud River Railroad expected to reach Laird's shortly after Christmas. S.O. Johnson, is the manager, and is a son of President Johnson. To extend from the terminus of the railroad at Bartle. Mr. Johnson reports 40 teams and men started grade work between Laird and Bartle this week. They are to push with all-out vigor." (This announcement, as we know events today, was completely in error —— Editor).

Klamath Republican. September 7, 1905. "Mr. and Mrs. W.W. McNeff want the present school district divided. 30 children who are nearer White Lake City than Lone Pine. They point out that the new citizens cannot sign a petition for this as they haven't resided in the district long enough. White Lake destined to be District #33."

United States postal records in the National Archives state that White Lake City was established as a post office on September 20, 1905 with Lillian H. Stilts as postmaster. For the year ending July 1, 1907 receipts amounted to $102.00. For the year ending July 1, 1909 receipts amounted to $165.00. Henry Voss, a native of Wisconsin, became the postmaster on May 17, 1909. Voss owned 160 acres north across the Lower Klamath Lake Road from the northwest corner of the townsite of White Lake City. The post office may have been located there during Voss' term as postmaster.

Receipts up to July 1, 1911 amounted to but $20.00. It would thus appear that the end of White Lake City had arrived by July 1, 1909. The post office was discontinued to Merrill on December 15, 1912.

Klamath Republican. September 14, 1905. "Add: Sheets and Murphy, Furniture."

Klamath Republican. September 28, 1905. "Whitelake City now has a school district. #33 has been created."

Klamath Republican. November 2, 1905. "The McCloud railroad has received 40 cars of steel, now laying on the ground (At Bartle —— Editor) for extension to the north. (Instead this iron was used to extend the logging road eastward toward Ham­bone and Burney at a later date —— Editor). An express office has been established at Bartle, the terminus of the present railroad. The company is doing a good deal of business with the stage line (To Laird's Landing —— Editor) and steamboat (The Steamer Klamath to Klamath Falls —— Editor).

"S.O. Johnson of the McCloud Lumber Co. is reported to be buying timber in the Klamath country."

Articles continued to appear in the Klamath Republican to as late as February 14, 1907 that Merrill and vicinity was to have a railroad. However, late that season as the southern Pacific continued construction on the line from Grass Lake via Orr Lake and Mt. Hebron toward present day Dorris the dreams and visionary plans vanished. Actually the Southern Pacific reached Klamath Falls on May 20, 1909.

By January 20th, 1910 according to the Klamath Republican, the glamour and romance of the new boom town of White Lake City seems to have completely evaporated and the true aspect of the affair began to take
shape: "It is not so long ago, something like five years, when the business men of this city were thrown into about as much excitement as that experienced over the proposition to change the location of the courthouse. The cause of the excitement at that time was the creation of a new city in Klamath County. This new metropolis bore the euphonious name of White Lake City — more recently having been christened "Lemon City." There is no more disgraceful pages in the annals of Klamath County than those bearing the history of the rise and fall of this piece of fraud. The matter was ignored for a time by this city, and would, perhaps, have been left to meet with the fate that was in store for it without any outcry, had it not been for the fact that the promoters were carried away with the success with which they met and began the cry that it would soon be the county seat of Klamath County.

"That slogan touched the match that set off the fireworks, and it was no trouble for anyone to hear the words "Thieves," "bunco men," "grafters," and other such pat titles handed out on all sides. The storm was so great that it aroused the fear of the promoters of this scheme, and the dupes who bought lots were taken from Keno to the scene of the bilking, for the fear that they might learn the truth in passing through Klamath Falls.

"This history of that town is quite familiar to the people of Klamath Falls, although some of them seem to have forgotten it for the present. It is referred to at this time as an illustration of the senselessness of the outbursts of fury that will sometimes carry level-headed men off their feet, as instanced by the manner in which some joined hands with the Hog Combine in its fight on the Herald."

Klamath Republican, January 16, 1913. "MEMORY OF WHITE LAKE CITY BOBS TO THE FRONT. Memories of a little flier in frenzied finance taken in this county a few years ago, is recalled by the receipt of a deed for recording at the county clerk's office. The deed is for Lot 16, Block 59 of Whitelake City, and was executed June 1, 1905 by the Oklahoma & Oregon Townsite Company to Minnie Kirtland of Lawrence, Texas.

"In the spring of 1905, the townsite company platted forty acres on White Lake two miles west of Merrill. Two grocery stores, a hardware store, a butcher shop and a newspaper were quickly started, and articles of incorporation for the Bank of Whitelake City, with a capitalization of $10,000 was filed. The company also built a two story office building.

"After this start the sale of the property with alluring literature and convincing arguments, worked throughout the Middle West offering small investors an opportunity to make their start in life. In a few months, more than nine hundred lots were purchased by residents of the Middle West.

"The forty acres (244.37 acres — Editor) were purchased at $10 an acre, and the lots were sold for $15 each, so the Oklahoma & Oregon Townsite company cleaned up in the neighborhood of $12,000 for their few month's work.

"Following the sale of the property, the newspaper closed publication. The mercantile establishments were next to quit, and finally, the buildings were either razed or moved to Merrill, so all that remains of Whitelake City is a stretch of land on the shores of an alkali lake.

"Three columns were devoted to the list of delinquent taxpayers in
Whitclake City in the last tax advertisement the assessments against the property averaging about ten cents a lot.

“There are still some owners of Whitelake realty who believe they have a chance to treble their money and some appear to picture in their minds a flourishing city on the shores of the picturesque lake. One of these recently wrote the sheriff’s office regarding city taxes, stating that he had written to the marshal of Whitelake city and the city recorder without receiving a reply, and even his letter addressed to the pastor of the First Methodist Church of Whitelake City remained unanswered.”

From this date onward, very little mention of White Lake City can be found. It is reported to have had a peak population of about 200 persons at one time. By 1918 the former bank building, with its corner entrance and false front was serving as a one room school. There were from eight to ten pupils. The townsite, once zoned with street signs and street names had no streets. “It was worse than a ghost town, the entire vicinity being bleak and windy. By 1919 the pupils attended the Merrill school, and Whitelake was no more.”

March 9, 1955 the townsite of White Lake City was vacated by the Klamath County Commissioners. Today the lake is dry and all signs of the townsite have disappeared. Nothing remains but alkali, sand and sage.

Finally as late as 1969 a letter was received at Merrill from Big Springs, Texas, post marked April 18th. The envelope was addressed:

Bank of White Lake City,
(If still in business)
or Post Office,
Merrill P.O., Oregon

The Letter read:

1704 State,
Big Spring, Texas
April 16, 1969.

Bank of Whitelake City,
Merrill P.O. Oregon

Gentlemen:
The enclosed pictures (Printed elsewhere in this issue of Klamath Echoes — Editor) were found with some of my mother’s things when she recently passed away.

If they would be of historical interest to your bank — if it is still in business — or to the historian of Merrill (The Merrill issue of Klamath Echoes, 1969, #7, was in the process of preparation when this letter was turned over to the Editor) if there is such a place still — I am glad to send them.

Sincerely,

H. Creath Earley.

Told To Me
By Kenneth McLeod, Jr.
September 26, 1949

The McLeod’s name never showed up in the Central Oregon History because he didn’t pay the $2.50 to get it mentioned that was required in those days and which has now been upped to $25.00 in the Klamath County History. I do not know when my grandfather McLeod, Angus I think
his name was, came to this country (the West Coast) or how. Undoubtedly he was related to the McLeod who was a factor at Vancouver for the Hudson's Bay Company. By '49 he was in San Francisco and made his stake in the gold mines. He later became a partner of Fairchild's in the sheep business and came into the Klamath country sometime before the Modoc War, probably in 1871. He located about five miles west of the Stone Bridge on the west side of Lost River. He squatted there, probably near the hills west of Merrill, or at least his home was in that locality. He must not have been more than three miles from Captain Jack's camp and always got along with him alright. He always made it clear that he was not associated with Fairchild in the race horse business.

Sometime after '49 he returned to Scotland and married while there. A son, Kenneth, Sr., was born there before they came back to California, by boat this time. Kenneth Sr. was six years old at the time of the Modoc War. After the outbreak of the war McLeod herded his sheep north to near Linkville and wintered in the Devil's Tea Garden neighborhood (Near the junction of the East Side By-pass and Washburn Way — Editor). It was a severe winter and he lost half of his sheep. From here he went to Salem and that vicinity where he settled. In later years he would cross to the east side of the Cascades and in Central Oregon buy sheep and drive them back to the Willamette Valley and sell them there. I was born at San Francisco.

It is presumed that Grandfather McLeod came into the Klamath country by way of the JF ranch (The old John Fairchild ranch southwest of Lower Klamath Lake and west of Laird's Landing — Editor), since he was a partner of Fairchild, and worked his way east around Lower Klamath Lake, then north to the Lost River country. He never had trouble with the Indians, probably Fairchild saw to that. Also he may have worked into the California country through the influence of the McLeod of Hudson's Bay Company times. This McLeod was in the Klamath and Pit River country by 1828 and McCloud River was named for him. Also he reached his furs one winter near the present town of McCloud, California, hence the name.

According to what Peter Schonchin once told me, the Ben Wright massacre was at the bend in Lost River below the Stone Bridge. Also, Captain Jack Spring, where the latter was born is between Sheeppy Lake and Oklahoma Flat. Probably at the spring on the west side of the butte one mile or so east of the "D" ranch.

Henley

The Henley community, although parts were settled at an early date, did not become known under that name until about 1910. A school had been held as early as 1909 in a private home. When the first school was built at the present site of Henley High School the name Henley was chosen in honor of an outstanding local pioneer. A history of the Henley school will be given in a later issue of Klamath Echoes along with the many other schools of the county. For the present we will record some of the history closely connected with the Henley area.
The first documented and authentic record of the arrival of whites in the Henley area occurred on December 16, 1826. On that date Peter Skene Ogden and his 1826-27 Hudson’s Bay Company Fur Brigade arrived at a point on Lost River somewhere in the vicinity of the head of the Lost River Diversion Canal, which in later years replaced the Lost River Slough. The brigade departed southward toward Tule Lake on the 19th.

On January 6, 1827 they returned northward to remain in the vicinity of the slough until the 13th, when they departed for the head of Link River.

Three months and a half later, on April 30th, they once again passed through the Klamath Country after visiting the Rogue River Valley, again headed south toward Pit River in Northern California.

The next authentic arrival of whites in the area occurred on May 5, 1846 when Capt. John C. Fremont and his expedition came up from California headed north. When he crossed Lost River at the Stone Bridge below Merrill he named the stream McCrady River in honor of a friend in the east. The name failed to catch on.

Fremont then circled Upper Klamath Lake, had two battles with the Indians, and returned south through the area about May 15th.

Undoubtedly the Henley area was visited or viewed by whites during the emigrant days between 1846 and 1855, but if so and by whom is unknown.

Lt. H.L. Abbott of the Williamson-Abbott U.S. Railroad survey party of 1855, after crossing Lost River at the Stone Bridge on August 13th, in part wrote: “***we passed over without difficulty, and followed a well marked Indian trail towards the north, through a level valley dotted with sage bushes and a few clumps of bunch grass (Past the Henley area — Editor).” Camp that night was made somewhere between the head of Lost River Slough and Lost River Gap at Olene.

No attempt will be made to enumerate the visitors to the Central Klamath Basin for the next several years although there seems to have been a goodly number. However, the route up Lost River from the Merrill country seems to have been on the main road from Yreka and Northern California to the John Day mining area during the early 1860’s. Two diarists have left records for this passage during the years 1863 and 1864. Both mention crossing “the slough on Lost River.”

With the founding of Fort Klamath (1863), Klamath Agency (1866) and Linkville (1867), roads were opened from California through the Henley area towards the northwest and the
Old Fort Road between Linkville and Fort Klamath. The ford at the head of Link River was replaced by Nurse’s ferry at the mouth of Link River in 1867 and that in turn by a bridge in 1869. Both were at the mouth of Link River where it empties into Lake Ewauna. Then by at least the spring of 1870, as we have seen in the Merganser story, a ferry had been added by Wendolen Nus and Charles Schneider at what later became the town of Merganser.

The first wagon road southeast down the Klamath Valley would have developed in the next few years after Linkville was founded in 1867. From Linkville this road kept around the foothills avoiding swampy land much the same as the present East Side Bypass to near the Fair Grounds. From there it approximated Summers Lane to the little hill east of the old Summers School buildings, now the Klamath County School Warehouse and I.M.C., and Bus Garage. Thence it kept east of this little hill to head southeasterly in an almost straight line to Mac’s Store on Highway #39 south of Henley. It then angled due southeast to Stukel Ford and later Stukel Bridge, crossing Lost River at that point. Lost River Slough was crossed about halfway between Highway #39 and Homedale Road but slightly north of the present Lost River Diversion Canal. The route just described is taken from an 1884 survey made by O.C. Applegate shortly after Klamath County was divided from Lake County.

This road is shown on the 1859 Map of Oregon by the Bureau of Topographical Engineers, probably as a result of Fremont’s 1846 excursion into Southern Oregon. There can be no other explanation since Linkville had yet to be located and there is no known wagon use of any correspond-
to capitalize on his findings. It was sometime during this period or very shortly thereafter that he became associated with Jesse D. Carr, the California capitalist.

Members of the Jesse Applegate family settled at Clear Lake in what is now Modoc County, California, in the early summer of 1871 or even before. As evidence see a letter to A.B. Meacham, Superintendent of Indian Affairs, from Jesse Applegate, dated Ashland, Oregon, July 27, 1871 in which he in part wrote: “I have today reached this place after making the tour of Lost River and the rest of the Modoc country, and its inhabitants, both white and red are in a high state of excitement. * * * I know you will excuse me for my anxiety on this subject when I inform you that two of my sons (Henry and either Daniel W. or Peter O. — Editor) and my grandson (Charles Putnam — Editor) are in the extreme frontier of the Lost River country, having their all invested in a band of cattle for which they are now cutting hay on Clear Lake, and that duty requires my own return to that vicinity to-morrow, not however near enough to them to render them any assistance if attacked.”

Two months and a half later we get an inclination as to why Applegate’s duty required his own return to that vicinity “tomorrow.” Also of the plans being inaugurated for the Klamath Country in the near future when the Jacksonville Democratic Times of October 7, 1871 reported: “The practicability and advantages of irrigation is going to be tried on a large scale. Jesse D. Carr has made a contract with Jesse Applegate to cut a ditch or canal from Lost River through Klamath Valley into Klamath River, a distance of 10 miles, at a cost of $40,000. This ditch will tap Lost River at the gap of Klamath Valley, on the east side of the Klamath River, bringing at least 350,000 acres more to yield from 5 to 10 times the grass that it does at present. Mr. Carr has the capital and enterprise, and Mr. Applegate has the brain and experience to accomplish the work. The land will cost Mr. Carr not more than $975,000. The ditch and other improvements will cost $100,000, making it all, $1,075,000. In three years, when the Oregon railroad reaches the Klamath Lake Valley, these 700,000 acres of drained and irrigated lands will be worth at least $5 per acre, making a total of $3,500,000, giving him a clear profit of $2,425,000. (Cost of land to Carr: $1.25 per acre and he will have 10 years to pay for the 50,000 acres of swamp land.)

Approximately two months later the Times again reported: “December 2, 1871. The Lost and Link River Irrigating and Manufacturing Co. — The board of Directors of this company, consisting of James T. Glenn, Henry Klippel, Jesse Applegate, James D. Fay (Jessee Applegate’s daughter Gertrude married a James D. Fay — Editor), (James J. Comstock, absent) met in Jacksonville on Tuesday the 28th, organized with Jesse Applegate, president, James T. Glenn, Secretary.

A coad (Sic) of by-laws was adopted, and measures taken for the commencement of work on the canal as soon as the Spring opens.

The object of the company is the construction of a canal from the gap of Lost River to Little Klamath Lake, large enough to float steamers and barges, and the creation of manufactory, etc. The canal will be about ten miles long, and will render productive a large area of land now utterly valueless for want of irrigation. The company is sustained by several noted capitalists in California as well as in
Oregon, and means business."

Two weeks later the Times of December 16, 1871 ran the following advertisement: "Jesse Applegate, agent of Lost and Link River Irrigating, Manufacturing and Navigation Company gives notice that ground has been broken upon their canal to turn Lost River into Link River (Klamath River — Editor).

In passing, it is interesting to note that a small group of men, Henry Klippell, James T. Glenn, James N.T. Miller and James D. Fay known as the Southern Oregon Swamp Land Company purchased 39,926.48 acres of swamp land from the State of Oregon. Included in this purchase were lands in the Buck Lake, Chewaucan and Rhett, Tule or Modoc Lake vicinities. The purchase is recorded in Klamath County Deed Records, Book #1, page 28 as of April 10, 1873. State Swamp Certificate #67 had been issued for this acreage on August 20, 1872.

Several comments must be made at this time on the Carr-Applegate association:

1. Jess Applegate had been a professional civil engineer both in Missouri before migrating west in 1843, and in Oregon after arriving. He worked at times on the early north-south territorial roads of Western Oregon and on the early north-south railroad surveys of the same area.

2. The reclamation of the Klamath Basin as envisioned in the above newspaper articles were about fifty years in advance of their times. The U.S. Bureau of Reclamation in the 1906-1922 and even later period, constructed almost identical systems as that proposed by Carr and Applegate in 1870. Instead, however, of grass lands, the entire basin became a rich and productive farm area.

3. No record has come down to us, through either our county histories or in the reminiscences of old-timers of any work actually being commenced, other than this newspaper advertisement of December 16, 1871.

4. The California-Oregon railroads had not in 1871 yet reached Redding, California or Roseburg, Oregon which points were reached in 1872 and construction halted for ten years, while right-of-ways and subsidies were discussed. When construction was continued in 1882, the line led up the Sacramento River to Shasta Valley and over the Siskiyous, by-passing the Klamath Country. Eventually in the 1920's the main line was re-routed to pass through the Klamath Basin from Weed, California, recrossing the Cascades into the Willamette Valley by way of the Natron Cut-off at Odell Lake. Thus it would seem that the original route sanctioned by Carr and Applegate, eventually proved the better route.

5. It must be admitted that when it came to planning (or dreaming) there was nothing small about our ancestors, they really "thought big."

6. Just what caused the abandonment of the project is unknown. Several factors could have contributed, namely: the size and cost of the project and the few facilities then available with which to pursue such an undertaking, all offset by the overall time of anticipated income return; the immediate rush of new settlers into the Klamath Basin, upon learning of the contemplated project, which in turn triggered unrest among the Modoc Indians who feared losing their ancestral homesite, and eventually the outbreak of the Modoc War which took place November 29, 1872 on Lost River at the Stone Bridge.

In regard to this 1871 rush of new settlers, the Jacksonville Democratic Times of June 17, 1871 has the
following to offer: "We have the pleasure of meeting Mr. Dennis Crawley of Link river, in town this week. Dennis reports everything flourishing in the Lower Klamath Lake. Crops look well, and immigrants flying from the drought of California, are flocking into the Lower Klamath basin by way of Pitt river and Big Valley. Dennis also says, what we are very glad to hear, that they are chiefly Democrats."

Exactly when Jesse D. Carr first came to the Klamath Basin is unknown. However, he must have visited the Basin sometime during the summer of 1871 or even before. We cannot conceive that so astute a business man as Carr would invest his money in a Klamath enterprise before thoroughly investigating it. When he first bargained for holdings here is also unknown, but Klamath County records (Deed Book #1, pages 6-13) reveal that he first received deeds to land here on November 27, 1871 and February 27, 1872. The land purchased, included 400 acres in Section 36, Township 39 South, Range 8 East, located where the town of Midland is now situated; 640 acres, or all of Section 36, Township 39 South, Range 9 East, which lies west of the Klamath Falls-Merrill Highway #39, and northwest of Mac's Store (This land was later owned by Henry Semon, Martha Green, Fred Dingler, Wm. Green and Ira Orem — Editor); and 480 acres in Section 36, Township 40 South, Range 10 East, which lies one mile directly north of the town of Merrill. The tracts were all State School lands and in every case were deeded to Carr before the owner had received his deed from the State. Most of the principal owners were non-residents of the county, and at the time probably all lived, or had lived in the Rogue River Valley near Jacksonville. In most cases they were members or friends of the Applegate family. This land amounted to 1,520 acres, and in most cases cost $200.00 for each 160 acre tract. Some would now probably be valued approximately $1,000 or more per acre. It therefore seems safe to assume that Carr had been here at least once before, and was by now well on his way to establishing his dreamed of cattle ranch empire. It is also interesting to note that these deeds from the original owners to Carr are numbered 3, 4, 5, 7, 8, 9, 10, 11, 12, and 13, copied into Klamath County Deed Book No. 1, from Jackson or Lake County records when Klamath County was created on October 17, 1882.

Regarding Carr's 640 acre tract of land in Section 36, lying along Highway #39, between the Henry Semon place and Mac's store, J.O. Hamaker remembered: "The spring of '83 I commenced to ride the range as a real cowboy, and had some experience as such for five years. And the first time I was in what was known as the Lost River Slough was in the summer of 1883. Near what is now Henley was what was then known as the Carr sheep sheds, where Jesse D. Carr had lost a small fortune in sheep. This was rather a surprise to me as I had come from a country where the people always had enough to keep their stock fat the year around, and not used to seeing stock starved I thought the Humane Society should handle this case, but I soon learned that this was a common thing for people to lose part or even all of a bunch of stock in one winter and think nothing of it, only to be able to commence to build up another one in the near future.

Regarding this part of the country, from there to the Little Klamath Lake I will say there never was a place in the country where the sagebrush got larger than in this part of the country
and that it was hard to sit a horse when running after wild horses as the brush made it one continuous hurdle jump for the entire trip."

The irrigation of the Klamath Basin has been quite thoroughly covered by combining articles in several past Klamath Echoes publications, namely, #7, pages 1-25 of the Merrill-Keno issue; #8, pages 14-18 of the Malin issue; and #10, pages 83-86 of the Langell Valley-Bonanza issue. There remains considerable more information which concerns the Klamath Basin, particularly the Henley area and the people who promoted the various enterprises.

First let us return to J.O. Hamaker and continue his reminiscences: "Another mark of interest toward the development of Klamath County was the digging of the Van Brimmer Ditch from what is now known as White Lake, being in that part of the country in 1883 when the Van Brimmer brothers were exploiting their venture of irrigation in company with Peter Shook, my riding companion, we were attracted to a little knoll and we rode over to find that the Boys were about to finish the ditch and spill the first water of Irrigation on the lands of the Merrill country. Well, we spent about 15 or 20 minutes and saw the first water that ever flowed through the Van Brimmer Canal run wild across the sagebrush of that part of the country and what was afterward to be one of the greatest Alfalfa fields of Klamath County, thus proving that water would run down hill and demonstrating the same to a successful conviction of some of the skeptical that it was a fact patent that the Lake was higher than the valley on the other side of the dividing line, hence this was later made into what is now the Adams Ditch.

"Now, in connection with the Van Brimmer-Adams Ditch, I will add that upon the assuming control of the Van Brimmer Ditch, Mr. J. Frank Adams conceived that the waters of White Lake were not of the proper mixture for irrigation, being rather strongly impregnated with Alkali, and he prepared to open through this Tule divide to tap the Lower Klamath, or Little Klamath Lake, and to accomplish this it was necessary to cut a channel for 1½ miles through the natural cane that covered this strip of dividing land between White and Little Klamath Lake, and to accomplish this he had to use long 'hay knives,' cut the sod into chunks and then pull them out of the water like cakes of ice. This was a hazardous job as the boys would fall in almost daily into that mud and slime, which made them not presentable for an evening's entertainment among the Four-Hundred. However, Adams was one of those people that never knew what it was to weaken on a job so the thing was eventually completed, giving Mr. Adams the better and larger reservoir of water to draw from for Irrigating.

"There are very few people that realize that Mr. Adams is entitled to the Honor of being the cause directly and indirectly of the present Irrigation of Klamath County, but to him should be given the greatest degree of praise for this manner of Development of Klamath County today. Names such as the 'Adams Flume,' 'Adams Canal,' and other names should be commemorated to the early historical development of this wonderful country.

"Following the mark set by Adams, the Ankeny Canal was built, thus marking the second milestone in such development. This was taken from the town 'Link River ditch' which was enlarged and conveyed water through Altamont and out to the Henley Ranch."
History has informed us that the first irrigation system in the Linkville area was inaugurated in 1878. This writer is of the opinion that some earlier irrigation of lands along Link River must have taken place at a much earlier date.

Following this line of reasoning, we have found that Robert A. Emmit, pioneer of 1875, remembered in 1937 that “The first irrigation ditch constructed in Klamath County is still in use in the Riverside community of Klamath Falls. The property owners bought the water right with the land and to this day do not pay for irrigating water. (Remains of this ditch are in evidence at the present time — Editor). A man named Thatcher (Pioneer of 1868 — Editor) built the first irrigation on the west side (Of Link River — Editor).”

Approximately the upper ½ mile of this ditch was enlarged, first in 1877 for the Wm. S. Moore Sawmill, then in 1884 for the Martin Flour Mill and finally in 1909 for the Moore Brothers West Side Electrical Plant. This original ditch was constructed as far south as the old L. Alvie Lewis place east of Riverside Street at its southern extremity. The Ashland Tidings of February 8, 1878 wrote: “The irrigation ditch is completed on the west side of Link River.” At one time it was planned to extend this ditch, enlarged, into the Plevna-Keno area. With this in mind a right-of-way was once secured across what is now the Reames Golf and Country Club (Merganser).

Emmit’s statement is more or less borne out by the old 1874 Linkville photo by Peter Britt of Jacksonville, as well as other early photos of West Linkville. At that time (1874) a flourishing crop of corn and perhaps potatoes made possible only by some sort of irrigation, were then in existence on the west side of Link River north of the present Favell Museum.

East of Link River and north of Link River Bridge was a very fertile flat lying between present Conger Avenue and the river. It was approximately one half mile in length and at first belonged to George Nurse. At some very early date, after Linkville was founded in 1867, Nurse must have planted an orchard and berries, or hired it done, and each year a garden. Several early newspaper articles prove this to be a fact.

Jacksonville Democratic Times, July 1, 1871. “Black crickets are appearing in immense numbers and are proving very destructive to grain and all small vegetables excepting peas. They are so numerous that small creeks have become dammed with their dead bodies, and the stench is said to be awful. George Nurse’s garden has been destroyed to the extent of $1,000 by them. They have not injured the grass yet and the stock looks well.”

A letter from J.M. Sutton, Editor of the Ashland Tidings, June 17, 1876 while on a visit into the Klamath Country states: “* * * among the noticeable features of this place is the fine gardens. I made an examination of the orchard and gardens belonging to Uncle George Nurse, and I can truly say that in no particular can they be excelled in Oregon. His orchard is loaded with fruit. The berries remind me of Ashland. He has a very extensive potato field, and will be able to supply the market with many thousand pounds. Even tobacco is growing most luxuriantly, and gives promise of more than an ordinary yield.”

Joseph Conger who came to Linkville in the late 60’s seems to be the man who planted the orchard and berries at the north end of the Link
River Flat which Sutton mentioned in 1876 as “Nurse’s Orchard.” It also seems to have been this latter year that Conger bargained for the land that since that time has been known as “Conger’s Orchard.” He received the deed to this land, 2.92 acres from Nurse on July 8, 1878.

It is this writer’s contention that so extensive an operation could not have produced so highly without some kind of irrigation. There seems to have been two possible sources for water. One, a ditch out of Link River at the head of the aforementioned flat, perhaps diverted by a hand built rock dam below Wilson Island. Present day research might settle this supposition. Second, tapping the artesian cold water springs which at one time arose near but west and below present Conger Avenue. The old Evan Reames property was the location of the most southern of these artesian springs. This latter theory is suggested by an article in the Morning Express of December, 1909: “In Link River canyon are several large cold springs of artesian character which flow into Link River.” This Link River Flat lies some 30 to 40 feet below the original and later ditch, known in the early 1900’s as the Ankeny Ditch.

An article in the Ashland Tidings of September 14, 1878 by Perkyns states: “The ditch, which conveys water from the upper rapids to the western portion of the town, has proven a decided success. Through its aid Hon. S.B. Cranston and some others have raised first class gardens on what was very dry soil, proving conclusively that through judicious irrigation, the dryest land of the Lake country may be made to yield the finest crops.”

The significance of this article is that Cranston with the aid of irrigation raised a “first class garden.” Cranston’s place was in block 34, south of Main Street, across from the Willard Hotel between Second and Third Streets. Therefore the ditch to be in operation by the spring of 1878 must have been built in 1877 or before, probably supplying water to the Link River Flat gardens enroute. This in part is proven by an article in the Ashland Tidings of February 8, 1878: “A small amount of work yet remains to remove some lava ridges which separate the two divisions of East Linkville.”

This ditch according to latter day historians is supposed to have been incorporated in 1878 as “The Linkville Ditch Company” by a number of Linkville citizens. It had a capacity of forty miners inches. The water it carried was used to grow vegetables on town lots.

The Ashland Tidings of April 16, 1880: “The Linkville Water Ditch Company at its annual meeting elected
the following Directors, J.N.T. Miller, Pres., Jos. Conger, J.W. Hamaker, Geo. T. Baldwin, Sec., and Sikes Worden.”

William Steels came to the Klamath Country in the summer of 1884. After securing an interest in the Linkville Ditch he commenced in 1885 to enlarge and extend it into the main Klamath Valley. He operated the ditch until his death in 1888, after which a new company, incorporated under the title of “The Klamath Falls Irrigation Company” was formed. This company took over the Steele rights and enlarged the canal to a capacity of 50 second feet. The canal ran in a southeasterly direction from Linkville a distance of about eight miles where it divided into an easterly and southerly branch. The ditch probably never irrigated more than 4000 acres, although the system commanded a much larger area. Exactly who the stock holders were has not been determined but were evidently the William Steele heirs.

Beginning on October 4, 1899, and ending February 6, 1902, The Klamath Republican printed a series of articles which more or less tell the story of the Steele Ditch and its successors:

October 4, 1899: “California parties have been here during the past week investigating matters with a view of building a mammoth irrigation ditch leading from the big Klamath Lake. What conclusions were reached we did not learn. It is hoped the project will mature, for it would add value to thousands of acres of land.”

April 12, 1900: “The ditch company have a large force of men at work cleaning out the irrigating ditch and preparing it for use. Therefore in a few days the gardens and fields will rejoice in an abundance of water.”

October 4, 1900: “Henry Ankeny purchases one half interest in the ditch...”

October 11, 1900: “Ditch enlarging to start next spring...”

November 8, 1900: “We are informed that H.E. Ankeny, Capitalist of Eugene, who bought a half interest in the irrigation ditch at this point a month ago, will be here the latter part of this week to confer with J. Henley, the owner of the ditch, in regard to enlarging and improving the property. We are told that the capacity of the ditch will be at least doubled for service next year and will be enlarged thereafter in accordance with the demand for water. As we understand, it is Mr. Ankeny’s idea to keep the ditch of sufficient size to meet all requirements, and it is unnecessary to say that he has abundant capital with which to carry out his intention.”

February 28, 1901: “The Klamath Falls Irrigating Ditch company will meet next Monday for the purpose of electing officers, and at that time will consider proposed enlargement of the ditch. Such enlargement will be approved by everybody. And the greater the enlargement the better.”

March 21, 1901: “The Klamath Falls Irrigating Ditch Co. commenced Monday with a large force of men to clean out and widen the ditch. At the point where the ditch receives water from the river, a new gate has been put in, 24 feet wide, being double the width of the old one, and giving at least double the amount of water when the enlargement of the ditch is completed next fall.”

May 9, 1901: “...widening finished on Klamath Falls Irrigating Ditch and the crew left to work on the Bly irrigation works....”

May 23, 1901: “J.L. Hanks and his son, Marion Hanks, are making great improvements on their land on Big Klamath lake (At Pelican City...”
Editor) and near town. J.L. Hanks has just put up a wind mill and completed a flume for irrigating purposes, and Marion Hanks whose land joins the rapids, is putting in a large current wheel and pump, by which water can be raised thirty feet for irrigation. Thus they will make valuable for cultivation and crops a large tract of land hitherto nearly worthless for want of water. (A ditch 30 feet above the lake level would have served the land through which the present irrigation canal leads to the tunnel and the Conger School flat. Further extended it would have reached the Shippington and Pelican City area — Editor).

October 3, 1901: "When the irrigating ditch is enlarged, it can be used by boats on the Upper Klamath lake in making closer connection with this place. If the width of the ditch is increased to twenty five feet, as is contemplated, it will accommodate as large boats as will be necessary on the lake for many years to come. Thus the mile or two between here and the present landing can be easily obviated."

February 6, 1902: "It is reported that the irrigation company instead of further enlarging the ditch in town, will cut a ditch or canal through the hill, where it ought to have been at the start. This will be good for land owners outside of town, as such a ditch will give twice the water and irrigate at least double the land it now does. It will also save the continued annoyance and damage to residents and owners on Main street, and avoid possible expensive litigation. We learn from those who have investigated, that the cut through the hill will cost no more than to enlarge the ditch as it has heretofore been done."

This latter plan was the one eventually adopted. By May 7, 1903 it was reported the "Big Canal a go," and on February 18, 1904 it was reported that C.W. Hawkins and A.K. Brown of the new irrigation company were "talking tunnel" (Instead of a cut through the hill — Editor). By June 9th articles of incorporation of the Klamath Canal Company were filed, and by August 11th, one third of the work on the tunnel was completed. A week later, J. Frank Adams had twenty teams at work on the canal. By November 3rd, U.S. Reclamation surveyors had entered the field and on December 22nd, the Klamath Canal Company offered to sell to the land owners.

Lengthy and extended negotiations between the Government and various existing irrigation companies were eventually ironed out with the result that the Klamath Falls Irrigation Company (The Steele-Ankeny Ditch successors) was paid $47,530.65 and the Klamath Canal Company (Hawkins and Brown) $150,000. In the meantime on December 29, 1905 bids were opened by the Government for the construction of nine miles of Main Canal, structures, and the lining of a new tunnel. The Klamath Canal Company tunnel was abandoned and remains there today (to the north of the present tunnel) abandoned and unused.

So much for the early history of irrigation in the Linkville area up to the summer of 1884. It was at that time that William Steele arrived in Klamath County from Reno, Nevada. Born in Ireland in 1823, he came to America in 1841, locating first in Michigan, and later in Wisconsin.

William Steele and Esther Ann Johnston were married in 1853. Their first child Sophia was born in 1854. Another daughter, Fannie, date of birth unknown, and a third daughter, Minnie Emily born in 1857 were the children born to this union. The Steele
family crossed the plains to Nevada in 1861, stopping in Virginia City.

Sophia married, first Asa Foster in 1872, and after his death in 1877, James T. Henley in 1882. She passed away in 1938. Fannie married J. Frank Adams in 1888 and passed away in 1900. Minnie Emily married first G.W.J. Wilson in 1878, and after his death in 1901, Frank Ward in 1902. She was still living in 1940 when the History of Klamath County, 1941, was written.

William Steele settled on land near present Reno. He organized an irrigation district, later to become known as the Cochran Irrigation Ditch. He became an "outstanding up-builder" of Reno. In the summer of 1884 he came to Klamath County in search of range for his stock and soon became interested in irrigation in this area. Commencing in 1885, he began construction of what later became known as the Steele Ditch, the extension and enlargement of the previously described Linkville Ditch Company system. He worked on this project until his death in October, 1888. He was the first man to grow alfalfa commercially in the county.

Klamath County Deed Records do not indicate whether Mr. Steele owned land or not. However, on October 14, 1890 P.R. Fuson transferred property east of present Highway #39 where the present Henley School system stands, to Esther Ann Steele. Later, on February 2, 1899 the State of Oregon gave a deed for the same property to the Esther Ann Steele Estate. At about the same time Sophia S. Henley, et al, deeded to Henry, Edward and George Bloomingcamp on January 17, 1899 the same property, 485.497 acres for $4,855.00. Further research might reveal when William Steele actually bargained for this land.

Turning now to the history of Sophia Steele, we find that after her marriage to Asa E. Foster she had two children, both girls, Sara Emma born in Reno in 1870, and Lucy Theone in 1876. Foster, a stock raiser and school teacher, died in 1877.

Sophia married for her second husband, James T. Henley, a mining engineer of Reno, on January 10, 1882. A son James Thomas was born to this union on April 22, 1886. Later that same year, Mrs. Henley came to Klamath County to visit her parents, Mr. & Mrs. Wm. Steele. Upon her return to Reno, her praise of the Klamath country was so great that the family moved here in November of the same year.

James T. Henley's name first appears in Klamath County Deed Records on January 17, 1889 when he received a deed from James Carson for the land west of Highway #39, which was to become the foundation of the Henley Home Ranch. Probably this land had previously belonged to Benjamin Howard and Z.V. Stiles. Henley at one time owned approximately 1000 acres in the Henley district. Mr. Henley was born in Indiana in 1853, migrating to Nevada early in life to become a mining engineer. He became a leader in the agricultural circles of Klamath County and made the largest contribution towards the railroad of any of the citizens of Klamath Falls. He, together with a brother-in-law, G.W.J. Wilson carried on the operation of the Steele ditch until 1901 when both men passed away, Mr. Henely in San Francisco and Mr. Wilson in Klamath Falls.

Fannie Steele became the wife of J. Frank Adams and to this union three boys, William Walter, J. Frank, Jr., and Robert Steele, were born. The history of J. Frank Adams in Klamath Echoes #7, Merrill-Keno, and #8, Malin, is quite fully developed.
Minnie Emily Steele married George Washington Johnson Wilson, who was operating a farm next to Wm. Steele in 1878, the year of their marriage. They remained near Reno until 1885 when they came to Klamath County to assist Mr. Steele in his irrigation project. The Wilsons settled just north of what later became Wilson Bridge on Lost River. It was while living there that Mr. Wilson journeyed to Adin, California, by buckboard, securing three sacks full of poplar tree cuttings which he set out as a nursery on his place. This act resulted in the many poplar groves dotting the Henley district and lining several of the main roads in that district. In recent years, many of the latter have been cut down and burned.

The Wilsons remained at that location until 1892 when they moved to Klamath Falls where Mrs. Wilson took charge of the old Linkville Hotel and ran it for three years. In 1895 they purchased the Ewauna property (formerly the George Nurse home on the northwest corner of Fourth and Main Streets) which they operated as a boarding house until Mr. Wilson's death in 1901.

Minnie Emily next, in 1902, married Frank Ward, who had come to the Klamath country in 1885. Mr. Ward purchased a ranch, but also clerked in hotels. At one time he was an assistant to J. Frank Adams. He engaged in the fuel business in Klamath Falls and the real estate business with Captain O.C. Applegate. He was also engaged in the sheep business for several years. In 1907 he purchased a general merchandise store in the Willits Building in the 400 Block on Main Street which he ran for 11 years under the name of Ward and Obenchain. He died January 4, 1935. Minnie Emily was still alive in 1940 when the above biographies were written for the History of Klamath County.

Sophia (Steele) Henley’s first born girl, Sara Emma Foster, came to the Klamath Country with her parents in 1886. Seven years later, in 1893 she was married to Oswald H. Harshbarger, a native of Wisconsin. Mr. Harshbarger came to Linkville in 1889 where he was employed by Reames and Martin in the Old Brick Store.
Later he was in partnership with Fred Goeller in the planning mill. The Harshbarger “home extended from the Judge Moore place up the river (North of Main Street and west of Link River, or where Favell’s Museum is now located — Editor), and included the Riverside School site.

It is to Sara Emma Harshbarger that we owe the following comprehensive account of the Henley district, written for The History of Klamath County, 1941, by Rachael Applegate Good, pages 182-184:

“This is the story of the Henley Home Ranch, not the story of the Henley School District of four or five thousand acres that is named for and influenced by the life and efforts of Sophia Steele Henley. Mrs. Henley first came to Klamath County on a visit to her parents, Mr. and Mrs. William Steele, in 1886. Irrigation was in its infancy at this time, but the result was satisfactory. They simply had to clear the sage brush, plow and seed, water the sandy soil and with little care there was an abundance of vegetation for stock and man — well formed, nutritious, and of exceptional flavor. Mrs. Henley returned to Nevada so enthusiastic in her praise of the land that Mr. Henley sold his holdings and with Mrs. Henley, his small son James T., Jr., and a Chinese boy, Gee Sing, they arrived in Klamath County in November. A man who had been a neighbor of Mr. Steele in Nevada had taken up 320 acres adjoining him but wished to return to Nevada. There was a little three-room house partly built, and the land had a slough running through it which made a good location for a cattle feed yard. Mr. Henley assembled tools for digging a well, as the ranch was a part of the Lost River desert. He was anxious to divide responsibility so asked Mrs. Henley to designate the place to put the well. Mrs. Henley selected a place close to the back porch to save steps. Soon the work began, and in less than an hour the well was rocked in ready for use at eight feet where there was a spring of cold water, soft and palatable, with a constant flow. Mr. Henley was so pleased he asked his wife to select a location for a well for the farm stock. She went into the barnyard and designated a place. The result was a deeper well and of warm mineral water that is relished by the cattle, especially in the cold weather. Thirty-five years after the selection of the successful wells it was necessary to find good palatable water for the Henley ranch on acreage half a mile from the home place. There had been several poor water wells in the valley so Mrs. Henley’s son asked her for the third selection, and again she was successful. Mr. Henley built a five-room, two-story house adjoining the three-room Carson house, a bunkhouse for the cowboys, and barns for horses and cattle.

“The English poplar and locust trees Mr. G.W. J. Wilson, her brother-in-law, had grown were soon large enough to plant. Mrs. Henley secured a large number and some cork bark elm, silver poplar, and lombardys. They planted them as a long wind break four trees deep south of the house, about the yards, and a quarter of a mile on both sides of the county road. Mrs. Henley held each tree in place while Mr. Henley put the soil about it. With the help of the Chinese boy, Sing, a large vegetable garden was made. A quarter of an acre of asparagus that was delectable treat in early spring, a strawberry bed, red, yellow, and black raspberries were successfully grown, large English gooseberries and pie gooseberries, black, white, and large red currants.
apples and plums. Enough were grown so that the neighbors came to pick on shares. When the place was comfortable, a lawn was put in. It was a difficult feat, as every drop of water had to be pumped into the hose and sprinkled or put into sprinkling cans and carried about. It was worth the labor, however, as the south half of the lawn has not been disturbed in 48 years and it is still in excellent condition in 1940.

"Animals of many kinds have been fostered on the Henley Ranch. Always there have been faithful dogs; at times a pet faun, rabbits, and even an odorless skunk. Hogs were an investment, and sheep made a living for the family. The most disastrous experiment was the first venture in cattle the 'hard winter of 1889.' Mr. Henley bought 600 head of stock cattle and several large stacks of hay to feed them and situated them on the Big Lake at a point called Naylox. Snow fell for days, the wind blew it into drifts and freezing weather followed. The snow drifts lasted till late spring and the stock could not be properly fed or watered. The calves died of cold, the cows starved with hay in sight, and in the spring warm weather melted ice and snow and covered the hay half way up the stacks. Less than a hundred cows survived to be driven to the ranch, where they were saved by feeding them from the large pits of potatoes, carrots, rutabaga and cabbage.

"The great quantity of currents supplied both white and red wine. Bees did well and Mrs. Henley had quite an apiary. Turkeys did well, but the market was too far away and transportation poor. Alfalfa, beets, and many kinds of grains and clover all flourished, and potatoes responded bountifully.

"Mr. Henley died in San Francisco in 1901. Mr. Steele, Mrs. Henley's father, left his irrigation interests to his children. Mrs. Henley became well known to all users of water, since, being most interested and active of the heirs in that line, she secured a one-half interest. Mr. Ankeny acquired the other half.

"The electric lighting of Klamath County was encouraged by the availability of power from the upper mile of the irrigation ditch. Thus Mrs. Henley became acquainted and associated with that project. The telephone was put into the Henley home, one of the first in the valley, and was used by neighbors far and near, day or night. Automobiles brought neighbors nearer, but, though Mrs. Henley was friendly and generous, she seldom went away from her home unless on business. Her doors were never locked, even when she went to town to stay all night and left no one else at home. She was often
alone in her house during the 50 years it was her home. There never was a disastrous fire, no dreadful accident with stock or guns — just a normal life for any and all who lived there. When railroads finally came to Klamath, the Southern Pacific had to cut an 80-acre tract of Mrs. Henley’s land diagonally in two. While it was not on the home ranch, it was distressing, as the highway was located along the side of the right of way also. Next was the Great Northern, and no place would do them for a right of way but the west side of the garden and the wind break of a hundred or more trees. Forty years they had been growing but must be destroyed for the good of the country. The Great Northern paid a good price and named the station Henley.

“The school at Pine Grove was moved to a piece of land consisting of ten acres which was bought from Ed Bloomingcamp, but was a part of Mrs. Henley’s father’s home ranch just opposite Mrs. Henley’s home. The school children all knew Mrs. Henley, as did their parents. Her home contributed much to the social life of the school; costumes for plays, stage settings, flowers, decorations of many kinds, tools and even last minute refreshments were freely and cheerfully given. The most important item was water from the well at the back door. Water was not found to be palatable any place on the school’s ten acres. Large milk cans of drinking water were taken every morning and often cans of milk. This was a medium of more friendly chats and better acquaintances. And now, in 1940, the school obtains water for its vast plant from the location designated in Mrs. Henley’s third location of a well on her ranch.

“It seems little wonder that when the district was to be named Mrs. Bradbury and C. Short, her friends on the School Board, suggested the name Henley.”

Finally, a note from Klamath County Deed Records, Book #1, page 25: The State of Oregon deeded approximately 126.3 acres (This land lies near the eastern end of the East-West runway of the Klamath Falls Municipal Airport — Editor) to W.W. Thayer for $158.60 on September 30, 1872. W.W. Thayer later, in 1878, became the Governor of Oregon.

Altamont

The first settlers to secure land immediately east of Linkville were Joseph and Deliah Stukel, in 1868, and Quincy A. and Lizzie Brooks, by no later than November 21, 1872.

The Stukel home was in the grove of trees, still standing, below the Government A Canal near the junction of Avalon and Eberlein Streets.

The Stukels sold to George Nurse on November 26, 1877. Quincy A. and Lizzie Brooks lived north of Main Street near the hot springs approximately halfway between the railroad and the Government A Canal. The Brooks tract was greatly enlarged from time to time. On December 14, 1899 it became the home of William A. Wright, the father of Dr. George L. Wright.

After buying the Stukel property, George Nurse added considerably more acreage in the vicinity through purchase of State lands. On July 14, 1879 he sold forty acres to Jay Beach. This tract of land is presently occupied...
by the Klamath County Fairgrounds on the north side of South Sixth Street. It is claimed that Jay Beach once had a race track there upon which the nationally famous trotting horse Altamont was trained. In regard to the famous trotter, The Klamath Republican of December 11, 1902 reported: "Altamont, one of the greatest speed horses on the coast, died at Binghamton, California, November 13, aged 27 years. Until a few years ago Altamont belonged to Jay Beach of Fort Klamath in Oregon, who purchased him in Kentucky. At the time of his death he was owned by J.M. Nelson of Alameda." Thus a name for a community was born. It is claimed the name Altamont is of Spanish derivation meaning "high mountain."

It is recorded that G.W. Smith in 1885, shortly after coming to Linkville in 1883, purchased land in the "Altamont Country." Klamath County Deed Records show that G.W. Smith on January 26, 1886 received a deed to 320 acres of land from the State, to which later more land was added. This land of Smith's lies south of South Sixth Street between Altamont Drive and Summers Lane.

During 1886 G.W. Smith established a general merchandise store on his property located southeasterly from the junction of Crest Street and South Sixth, 200-300 feet east of the giant "Town and Country Sign."

By January 30, 1895 a post office of Altamont was established with G.W. Smith as postmaster, presumably in
the Smith general merchandise store. The first returns for the post office up to July 1, 1895 amounted to $17.11. Four years later, on July 1, 1899 the returns amounted to $72.90. Again, four years later, on July 1, 1901 the returns amounted to but $87.66. It will therefore be seen that business passing through the Altamont post office was very small. Finally on February 10, 1902 the post office was discontinued with mail transferred to the Klamath Falls office.

The Klamath Star of Thursday, March 21, 1895 had a somewhat different prophesy for the future of the office than that which actually transpired as will be seen by the following article: "Altamont — The nucleus of a future town with a fine prospect. "The flourishing condition of Altamont is now the talk of the whole countryside. (Much ado about one or two buildings, since none of the following took place — Editor) Judge Smith has now in his pocket his commission as postmaster of that place, and everybody who goes over there sees the nucleus of a future town with a fine prospect. Around Altamont will soon cluster several more buildings. Hammers and saws will soon echo in the raising of a large blacksmith and wagon shop, a fine hotel, a saloon and a few dwellings.

"Altamont is favorably situated for mercantile business, being on the main highway of the country’s travel and traffic, and nowhere else in the county can business be done with the people so advantageously. Where can the farmer or stockraiser so readily exchange his stock or grain, hay or vegetables, butter, eggs or other farm product for goods? And where else can he find prices cut down to railroad dimensions with only cost of freight added?

"The wonderful success of Altamont as a trading point is seen in the crowds of vehicles and horses from every point, Klamath Falls included, gathered there daily and nightly for trade with the big-hearted, big-brained and big-bodied Judge. No trader with an abiding faith in printers ink has yet failed, and the Judge’s large and liberal business, daily read in the Star by about every hearthside in Klamath land, has a liberal space in the memory of every man and woman who rides out to trade. The Judge is one of the large men of Oregon, as the echoing success of Altamont will proclaim him in the near future."

Klamath Star. April 18, 1895. "Altamont City’s post office is now in full blast, and the mail received there is already large and rapidly growing. The postmaster, Judge Smith, is the founder of the future big town of Altamont, and is a hearty, old-school Democrat with kindly feelings toward the principals of Populism.”

Due to the illness of Judge Smith, he and his heirs incorporated under the name of G.W. Smith Real Estate Company on September 3, 1903. All property was transferred to that firm in consequence.

Klamath Republican. July 14, 1904: "Alex Martin, Jr. received a telegram from San Diego, California, Monday, announcing the death of 11:30 that morning of Judge Geo. W. Smith, of heart disease. The deceased has been under the doctor’s care for several years, and the end was not unexpected. His wife was the only member of his family present at the time of his death, although his son George, who lives at Eugene, Ore., arrived shortly afterwards, and will have charge of the arrangements for the funeral. The body will probably be shipped to Klamath Falls for interment."
“George Washington Smith was born in Louisville, Ky., July 7, 1839, and later moved with his parents to Washington county, Mo., where he attended the public schools and later worked at the blacksmith trade with his father; eventually they embarked in the saw-milling business. June 20, 1859, he married Margaret Delmar, who was born in North Carolina, from where she removed with her parents to Missouri as a child. Two years after this marriage, the father of Mr. Smith was killed in the Washington County sawmill and the son succeeded to both the management and ownership of the business. Owing to the depression in trade incident to the Civil War he sold the mill in 1861 and in October, 1862, left Missouri for New York City, where he embarked for California by way of the Isthmus of Panama.

“Arriving in San Francisco at the age of 24, and with $15, comprising his worldly possessions, he went to Virginia City, and completed his trade, following the same after his removal to Santa Clara county in 1865. Previous to 1879 he combined general farming and working in a shop on his land, and in that year removed to Siskiyou County, where for five years he was president and superintendent of the Scott River Ditch and Mining Company.

“In 1883 he sold his interest and moved to Klamath County, purchased the Linkville Hotel, remodeled and furnished the same, and placed it on a paying basis. In 1885 he purchased 760 acres of land three miles east of Klamath Falls, combining the management of this property with his hotel, and adding yet another responsibility in 1886 in the shape of a general merchandise store. The only one of this trio of interests to escape the conflagration of 1889 was the farm which owed its immunity from destruction to its remoteness from the burning town. The hotel and store were rebuilt, but in 1892 two years after its completion the hotel was reduced to ashes. The merchandise business was disposed of in 1901, and in June 1902, he removed with his wife to Phoenix, Arizona near which place he purchased 229 acres of land in the Salt River Valley. He spent several months of last year at Klamath Falls and this summer he was compelled to leave Arizona on account of the heat and has been in San Diego some time under the care of a prominent physician.

“A Democrat during his entire voting life, Judge Smith gained his official title in 1884, when he was elected Judge of Klamath County, serving four years. Again he sat on the bench from 1890-1892 filling an unexpired term. In keeping with his substantiality and influence in the community is his association with the foremost fraternal organizations of the west. He was a member of the Blue Lodge No. 77, A.F. & A.M. of Klamath Falls; of Mayfield Lodge, No. 193, I.O.O.F. of Santa Clara county, California, and Mountain View Lodge A.O.U.W. of Santa Clara County, California.

“The deceased is survived by his wife and seven out of their family of eleven children: Mary Emily, wife of W.C. Johnson, of Santa Cruz, Cal.; Martha Frances, wife of Alex Martin, Jr. of Klamath Falls, Ore.; W. Walter, a merchant and rancher of Bly, Ore.; George H. of Eugene, Ore.; Horatio E., who was recently in business at Merrill; Jennie, wife of Frank Miner, of Phoenix, Ariz.; and Richard S. Smith, a graduate of the U. of Ore. and of the Columbia Law School, who is coaching the Oregon University football team this fall.”

November 15, 1905 the Smith Real Estate Company deeded a right-of-
way to the Klamath Water Users Association for an irrigation ditch into the Central Klamath Basin.

December 10, 1906 the Smith Real Estate Company deeded to George Nolan, et ux (Richard Shore Smith — Editor), property in the amount of $49,000.

Three days later the Klamath Republican of December 13, 1906 reported: "The grading that is being done on Sixth street, while temporarily suspended on account of the storm has progressed far enough to show that when the work is completed it will be one of the best streets in the city."

The Klamath Republican of May 16, 1907 reported that "*** a short time ago Nolan and Smith purchased the Klamath Falls Jersey Dairy from B.F. Loosley and removed it to Altamont under the management of R.E. Bradbury."

Next, on May 6, 1909 Richard S. Smith sold his one half interest in the Altamont Ranch to J.D. Carroll, a transfer of some 880 acres. The entire tract, 880 and 318.15 acres was next sold on May 7, 1910 to the Altamont Investment Company of Seattle, who in turn sold to the Klamath Development Company on July 16, 1910.

The Klamath Evening Herald of May 27, 1911 announced that the Altamont Tavern (Located on South Sixth Street between the Town and Country Shopping Center and Summers Lane — Editor) was serving excellent meals, and were planning on building a large barn so that freight teams could be accommodated overnight. Further, "*** the new dancing pavilion (Once known as The Oasis — Editor) is now in course of erection and will be completed within a few days."

Our attention must now turn to Klamath Falls, where on August 24, 1915 it was reported by the Evening Herald that "*** through activities of 'Bill' Lee and the Commercial Club an automobile camp ground was established back of Underwoods (Northeast corner of 7th & Main Streets — Editor) and facing on Pine St." It would have space for 15 machines and would have water on the lot. W.A. Delzell and Geo. T. Baldwin were other prime backers.

By June 19, 1916 the Evening
Herald was asking for volunteers for the following day to clear brush, etc. from the lot back of the old Linkville Hotel (Now the western end of Veteran’s Park — Editor) for “visiting automobiles.”

Evening Herald. October 3, 1918. “Work on the new county paved road from the end of Sixth street past the Altamont ranch, which was expected to have been completed early this month, has been hindered by wet weather conditions to such an extent that it will probably not be finished now until about October 25, according to Contractor J. H. Garrett.”

On November 4, 1918 a contract for grading and macadamizing 14.6 miles of road between the Merrill-Lakeview Junction and the city of Merrill was let to Oscar Huber of Portland, Oregon. This section of the planned The Dalles-California Highway system was to cost nearly $190,000. It was under the supervision of engineer W.T. Darley with the expense of construction split three ways; Klamath County, $45,000; The State of Oregon $49,732; and the U.S. Government, $95,000. Cost of gravel alone per mile was $450.00.

Evening Herald. June 19, 1919: “** a new camp ground is under construction. ** Free wood, water, proper plumbing and conveniences for cooking will be furnished. ** It will be larger than either of the other two **. This last camp ground was near the Hot Spring Bath House, now the Modoc Athletic Field House.

On Monday, May 9, 1921, the Evening Herald was again asking for volunteers to clean and level the west side park site for an auto camp ground. W.T. Lee was to be consulted for instructions on the cleanup days, Thursday and Friday. The announcement was made by R.C. Groesbeck, president of the automobile association. (This park was located where Favells Museum is now situated — Editor)

April 26, 1922 the Evening Herald reported that the Klamath Falls camp ground was to be improved by adding two or more sheds, enough to shade 25 cars. The Chamber of Commerce was to bear part of the expense together with garages, restaurants, delicatessens and business houses. After completion, a fee of 25¢ per day would be charged.

By August 2nd, of the same year, the city was casting about for another or better site for an auto camp ground. The Drake estate between Conger Avenue and Link River was suggested. It consisted of an acre and a half, which had been improved by Drake but never built upon. It was thought that 75 to 100 cars could be accommodated at one time, if a grounds keeper was on hand. The price asked was $7,500. Nothing came of this plan.

Evening Herald. April 15, 1924: “Lack of sanitation adjoining Modoc (The Hot Springs Bath House site, now the Modoc Athletic Field House — Editor) park and Riverside (Present Favell Museum site — Editor) park may cause the ejection of transient campers.” Riverside at the time was under the City Park Board while the Modoc site was under private ownership. “The public camp ground at Altamont ranch may be used by people now camping in the outskirts of the city, it was pointed out. Many of these are believed to be people who were unable to find places to live in town, and who have been forced to find makeshift dwellings temporarily.”

Evening Herald. June 25, 1924: “In ten days the old Altamont city auto park across from the fair grounds has undergone a transformation. Under the supervision of Fred Garich the
old Altamont ranch house is being torn down and everything is to be remodeled. 16 tent houses have been for some time located on the east half of the eight acres, 350 x 700 foot tract. A new entrance will be made in the center of the tract and plans for 20 bungalows on the southern half are being made. This can be accomplished by cutting only one of the poplar tree grove. 30 to 50 cars per day will be accommodated."

By October 11th of the same year, Fred Gerry, manager of the auto park by then known as "Poplar Grove," reported the registry of 1,758 cars with 7,032 people.

A townsite of "Altamont" was surveyed by John C. Cleghorn for Pauline Buesing, F.M. Garich and Allie J. Garich who filed the plat on March 29, 1926. The townsite of "Altamont" lay south of and adjoining South Sixth Street, also at that time known as The Dalles-California Highway. The northwest corner lay 526.2 feet east of the intersection of Crest and South Sixth Streets. It extended easterly 547.0 feet, stopping approximately 245 feet short of the center of Summers Lane. It extended southward on an average of 615 feet toward the present Altamont School, and included 7.53 acres. There were two streets running north and south, Poplar Avenue to the west and Shasta Avenue to the east. Poplar probably approximated the narrow alleyway now adjoining Payless Drug Store on the east. The townsite was vacated December 7, 1933.

According to "Ninety Years of Klamath Schools, 1960" Altamont school district #64 was cut from the original school district (Klamath Falls — Editor) #1. The present (1960) school was erected in 1926. The Junior High School first met in the Summers
school in 1933-34. The 1930 list showed 9 teachers and 351 pupils. The present Junior High School building was first used as a grade school and now (1960) houses grades 7-8. By 1960 there were 13 elementary teachers and 20 in the Junior High School. The old grade school building was destroyed by fire a few years ago.

Where once stood the ranch home and general merchandise store of Judge G.W. Smith; the fields of alfalfa and potatoes; the Altamont dance pavilion, and the “Poplar Grove” auto camp ground, we now find the Town and Country Shopping Center and the Altamont Elementary School system. Stretching away to the south, east and west are numerous additions and subdivisions where several thousand people live.

During the 1950’s and 1960’s Oregon road maps distributed by several oil companies indicated by certain symbols that the size of Altamont was the same as that of Klamath Falls. The symbol, a circle with a dot in the center indicated a population of 10,000 to 25,000. Perhaps some day in the not too distant future Altamont may grow in size to live up to road map representations.

Letter Written By
F.P. Cronemiller, Date Unknown
(But after the Zip-Code went into effect)

Letter written by
F.P. Cronemiller, Date Unknown
(But after the Zip-Code went into effect)

*** Jay Beach had a lot of mementos of Altamont. He was not only a race horse but a prepotent stud.
I saw his son (Jay’s) a few months ago. He is now 90 years of age but has a perfect memory.

At the time of the San Francisco earthquake and fire (1906) they were living near the City Hall and after a couple of days the fire got up their way and they had to move out.

They moved their stuff out into a nearby park and covered it with linoleum and carpets and got in the buggy and drove out to Golden Gate Park to locate a place to camp. On their return they found a spark had ignited their pile of stuff, furniture, clothing and relics among which was a fine painting of Altamont and other mementoes.

*** Mr. Laird who homesteaded Laird’s Landing at the south end of Lower Klamath Lake knew my uncle (Jay Beach) and told me of a famous match race in which Uncle Jay and his opponent put up several thousand dollars each. Altamont lost the race and it almost broke Uncle Jay. He then put Altamont at stud. I got this story back in 1921.

Stanford went into the race horse business in the 1890’s (My father once worked on the Stanford Ranch at Vina, near Chico, California, and told many times of the training track located there, and the racing stables — Editor). Before that I guess Altamont was the only really blooded horse in the west. But Stanford brought in some good stock and that really broke my uncle. He had quite a stable at Hayward and he had to walk off and leave it. This was in 1898. He went to the Klondike, or Nome rather, and came back broke again.
In 1905 he had developed a soda water business in San Francisco and had seven delivery wagons operating in town. The stuff had become popular and business was fine. He was insured with a German Company and all of them welched on their policies.

We haven't had any German companies in the U.S. since, But Uncle Jay was broke again and he went down to Sanger (California —— Editor) and raised peaches and did well.

F.P. Cronemiller

The eighth and ninth deeds issued for land in what later became Klamath County were for 320 acres (The East half of Section 36. Township 39 South, Range 8 East), or what is now Midland.

Louis Horne and his wife M.E. for $184.00 deeded 160 acres to Jesse D. Carr on November 28, 1871. At the same time, Heman Helms, and his wife Augusta V. for $200.00 deeded 160 acres to Jesse D. Carr. Neither Horne nor Helms had received deeds to their property prior to disposing of it. In fact, they did not receive State Warrantee Deeds from the State of Oregon until December 12, 1871. In passing it is interesting to note that the first deed for property in Linkville was not issued by the State of Oregon until September 10, 1872, yet the property had been occupied since March of 1867. This simply means that although Linkville was settled in 1867, payment to the State of Oregon was not completed until the above date in 1872.

To follow the various ownerships of the land that later became Midland, we find that Carr deeded the property to John F. Miller on June 23, 1882. Parts of the future town of Midland passed through the hands of several Millers, Ashel Bush, Klamath County, E.P. McCormack and Abner Weed, the latter selling on November 24, 1906 to the Midland Townsite Company, with A.H. Naftzger, President and D.G. Campbell, Assistant Secretary. At one time A.H. Naftzger was president of the Klamath Development Company, who in turn was closely connected with the Southern Pacific Railroad interests.

The survey of the Midland townsit was finished December 4, 1906 and filed with Klamath County Clerk, George Chastain on January 5, 1907.

As the California Northeastern Railroad (Southern Pacific) advanced north from Weed we find that a construction camp was set up by a man named Sears at Midland on October 1, 1908. At times there were 300 men employed grading the road bed between Midland and the Junction of the Southern Pacific and Great Northern tracks south of the Klamath Falls railroad switching yards.

Shortly thereafter, on December 10th, the first train reached Holland, later known as Ady at the crossing of Klamath Straits, the outlet to Lower Klamath Lake. By February 4, 1909 the marsh grade was half done and the Reames Hill cut near Texum was finished. One month later the dredges working on the marsh grading had reached dry land south of Midland.

The first work train reached Klamath Falls on May 3, 1909, and the first passenger train May 20th. It was on this latter date that a delegation of Klamath Falls citizens traveled by the Steamer Klamath to Ady, boarded the passenger train.
there, and returned home on that first entry into Klamath Falls.

In the meantime, a post office was established at Midland on March 17, 1909 with Ben Gallaway as postmaster. From its opening to July, 1909 the returns amounted to but $5.00. For the next two years, to July 1, 1911 the returns amounted to $100.00. June 12, 1912 Ralph O. Vincent became postmaster, followed on March 5, 1915 by Theodore D. Young. Edna L. Flowers became the next postmaster on August 5, 1924, with her name later changed to Travers by marriage, exact date unknown. Clark L. Leach took over on May 31, 1953 followed by Mrs. Jennie L. Leach on December 15, 1953.

On October 20, 1958 the post office was demolished due to a large truck crashing into it. The location at that time was near the service station some 200 feet north of the present post office, which is located in the south end of the Midland Store.

Next, Mrs. Marie Gogolin became postmaster on October 6, 1961. Lastly Kathryn Smith, the present postmaster, who moved to the Midland country in 1954, became postmaster August 28, 1968.

The name of Midland may have been derived from the fact that the town is situated about halfway between Klamath Falls and the California-Oregon State Line.

The Evening Herald of April 30, 1923 announced that work which was under way on the new Midland Highway would be completed in 4 months, or about September 1st. This road across the marsh was the connecting link between Midland and Worden.

Prior to that time it was necessary to travel from Klamath Falls to Keno, thence south, passing near Teeter's Landing to Worden and on to Dorris, California. This new route was destined to become the present U.S.
Highway #97 across the Lower Klamath Marsh from Oregon to Weed, California, where it joined the Pacific Highway, U.S. Highway #99, now Interstate #5.

The Midland community has been served by two different schools. District #37, Midland, was located approximately one fourth mile east of Highway #97 and south of the Old Midland Road. District #44, Miller Hill, was located on the southwest corner of the intersection of Joe Wright and the Old Midland Roads. This building once served as the Midland Grange until burned due to an overheated stove. The new and present Midland Grange Hall is across the Old Midland Road, directly east of the original site.

Both schools commenced somewhere around the 1910 period and were consolidated with other districts around, or before 1930; Midland to Henley, and Miller Hill to Altamont.

Miscellaneous bits of history concerning Midland and the nearby area follow: Evening Herald. July 1, 1912: "Tri-weekly train service has been established between Midland and Chiloquin."

The railroad siding of Ady lies some 31/2 miles southerly from Midland. At first known as Holland, that name was discontinued when it was discovered there was already a Holland in Josephine County, Oregon. The name Ady was substituted in remembrance of Abel Ady who at one time owned a large area of swamp land in the Klamath Straits area. The rights-of-way were purchased by the Southern Pacific Railroad from him in order to cross the Lower Klamath Lake Marsh.

Midland is the location of the newly developed Rest Area and Tourist Information Center on U.S. Highway #97 for those entering Oregon from the State of California.
Abel Ady
From the Notes of Frank Ira White,
Early Day Klamath Falls Real Estate Broker,
who had Asperations as a Writer, about 1911-12.

1.
Abel Ady had a curious career. He was educated for a preacher in Ohio Wesleyan University, then went out to Las Vegas, New Mexico, as head of a Wesleyan College. That was too slow for him and he quit to take a contract to furnish arms and ammunition for a South American revolution, and just escaped capture by a U.S. Revenue cutter.

2.
If he had been diplomatic and proceeded carefully, he might have come out all right. He once told A.L. Darrow that I was the only real estate man here who would "shoot square" on his lands; that all the other knocked it (The marsh lands south of Midland — Editor).

3.
Then he located at San Jose, got mixed up in a land fight with the Southern Pacific and won after a long legal battle, but the lawyers & court fees broke him flat. Then he got a rich doctor to finance him to get the Lower Klamath Swamp land. The Dr. took half the land at $2.00 an acre.
4. In San Jose he had his wife, and several small children. Incidentally, he owed about $2,000, borrowed while his family were all sick, from the Dr. He did the survey work alone, cutting lines through the Tules, and finding corners on each side.

5. And Ady surveyed it himself and bought if from the State at $1.00 an acre, so for each two acres he got one and the Dr. one. When he arrived at the west side of the lake, he owned a scrub team, an old wagon, and had a two bushel grain sack of oatmeal and a side of bacon.

6. He went back to Washington in 1910-1911, on business for his wife. They ran the landing eating station at Laird’s Landing, after the stages switched to the route from Grass Lake and as the road pushed north.

7. His wife was a good woman, and pretty able. She was postmaster at Merrill after his death. One of his boys is doing well, working in the U.S. National Bank at Portland.

8. You know that is good material for a novel. Better than a biography, because of greater freedom in rounding out the story.

The Story of William Skeen
As Printed in the 1959 Siskiyou Pioneer, Page 44
By Leona Thackara Andrus in 1956.

My mother’s father was Sheeppy, an Indian who lived on Sheeppy Creek (East of U.S. Highway #97 and South of the State Line Road across Lower Klamath Lake — Editor) for many years. Pete Jones was my uncle. My father, Dock Skeen, whose real name was Franklin Norris Skeen, was born about 1850 at Greenhorn, near Yreka, California. He was Holland Dutch and his parents came across the plains in a covered wagon.

I was born in 1876 and my brother Dave who lives near Sprague River, Oregon, was born in 1872 at our old homestead near what is now Laird’s Landing. There was a large Indian encampment there. In later years the white men pushed the Indians off the land. C.J. Laird bought my father’s homestead from the heirs. The old house with a fireplace still stands (It has long since collapsed — Editor).

My mother, Kate, made most of our clothes. Two peddlers, Chas. Mayhall and a Mr. Polibu, came through the country twice a year and we bought shoes and other articles we needed. We paid for them with the silver and gold that we obtained working for the farmers nearby. Once a year we usually went to Yreka. It was a three-day trip one way.

My father raised horses and sold them to buyers who came his way. He was buckaroo boss on the D. ranch for quite a few years. He took the job when he was a real young man.

The Doc Skeen well, a spring near Pumice Stone well in the Medicine Lake area, was named for my father. We went into that country to kill deer and antelope.

My first school was on the Meiss
ranch. Our whole family moved there for three months in the winter so we could attend school. Mr. Little was the teacher. The Fairchild children, Jim, John, Elisha, Matt, Anna and Julia, attended school with us. The Sken and Fairchild children were the first children to be born in Butte Valley.

The next winter we moved to the Fairchild ranch to go to school. Miss Mossie Lona was the teacher. The next year we went to a nine-months’ school on the Davis ranch (The old Van Brimmer ranch — Editor). Hal Madden was the teacher and later Miss Melvina Fairchild. The Smith and Chipp children also attended school there. We rode horseback five miles to school. The smart children were held back for the less smart in those days, so I did not get as much school as I could have had I been allowed to progress as I learned.

My brother, Dave, fell in the fire when he was young and was left with a crippled arm. Many Indian children were crippled or killed by falling into the open fires. Sugar or syrup was applied to burns in those days.

My mother died in the spring before the hard winter and my father died in August, 1890. My mother was buried at Laird’s Landing where four or five of their children were buried. My father was buried in Yreka.
After my father's death I went to work on the Wildhorse (White Horse Ranch — Editor) ranch at Steen's Mountain. The next year I went to work at the age of 16 on the Presley Dorris ranch (East of Dorris, California — Editor). I worked on the Dorris ranch at Alturas, in Warner Valley, and at Winnemucca, Nevada; and I spent three years on a ranch in Paradise Valley in Nevada (North of Winnemucca — Editor).

In 1904 I married Belle White Miller, sister of Rube White (Who for many years lived at the North end of Upper Klamath Marsh — Editor). She was the first baby to be born in Klamath Falls (?) — Editor. We settled at Fort Klamath. Later we moved to Klamath marsh where we ranched for many years.

Two daughters were born to us, Mona (Mrs. Douglas Hess of Sprague River) and Meda (Mrs. J.E. Savage of Klamath Falls, Oregon). My wife passed away in 1945. I have been retired for many years and now make my home with my daughter, Mrs. Douglas Hess.

**Pioneers of Laird's Landing**

As Printed in the 1957 Siskiyou Pioneer, Pages 41-42

By Clyde and Ray Laird, Marguerite Laird Dayton and Laurence Laird.

Charles J. Laird, for whom Laird's Landing on the southern end of Lower Klamath Lake was named, was born in Fremont County, Iowa, January 16, 1858.

In the spring of 1862 his family consisting of his father, William T. Laird, mother Sarah, brother William H. age two years and he, Charles, age four, along with other families started their long slow journey for California by wagon train. His father often mentioned that Charles rode most of the way bareback on a gentle mare and in one instance the Indians wanted to trade for him saying he would make a "good chief."

After six months of travel the family settled in Trinity County but only until the next spring when they moved on to Scott Valley in Siskiyou County. Staying there about a year they purchased a ranch on the Klamath River near Ager and Thrall. Here the family settled to make their home.

After finishing school Charles, better known by that time as Charlie, was interested in ranching and stock raising with his father. Always having a great liking and understanding of horses, he began driving stage in 1880, operating from Redding on the south to Ashland, Oregon on the north. The railroad from Redding north was under construction and as it progressed the stage distance was cut down. It was completed to Ashland in 1887 thus ending the staging days. A photograph taken in Yreka in 1884 of Charles along with six other drivers and the shotgun messenger, is now in the Wells Fargo Museum in San Francisco.

In 1884 another Iowa family, the Marion Casters, came to Oregon, later settling in the Bogus community where Charles J. Laird and Elva Catherine Caster became acquainted and were married in 1892.

Previous to the time they were
married. Charlie, still with the pioneer blood, had purchased a ranch from “Doc” Skeen on the Lower Klamath Lake and also acquired more acreage by his own homestead right. They moved there following their marriage to enter the livestock business and establish a “stopping place.” The nearest neighbors at that time were a distance of five miles away.

Much freighting was done from Montague, via Ball Mountain, through Red Rock Valley and on around the east side of Lower Klamath Lake into southern Oregon. Large droves of cattle were taken over this route to Montague to be shipped to market, some as far away as Lake County, Oregon. This necessitated stopping places for the riders and hay for the stock.

During these years four children were born to this union, namely: Clyde, Ray, Marguerite and Laurence (Bud).

Shortly after the turn of the century transportation between the budding city of Klamath Falls, Oregon and the railroad, was needed. The idea was conceived to have steamboat service on Lower Klamath Lake and hence, staging to the railroad.

A canal was dredged by J. Frank Adams of Merrill, Oregon, from a main channel to a point near the Laird house; so Laird’s Landing, Oregon, was founded in 1905. The “Klamath”, an 80-foot propeller-driven steamboat owned and operated by the Klamath Lake Navigation Company, began operation.

In the meantime a road had been constructed south by way of Pumice Stone Mountain to Bartle, a point on
the McCloud River Lumber Company Railroad. (To this day it is known as “Davis Road” in honor of William R. Davis, prominent rancher and stockman of the area.) Over this road a stage line was operated by William Davis and Charles Laird, transporting passengers to and from the steamboat to the railroad at Bartle.

By 1906, the Weed Lumber Company had completed a railroad as far north as Grass Lake, so the stage line was shifted to that point with a daily service each way. In addition to passengers, now the Klamath carried freight, largely cement, as it was about this time the Reclamation Service began construction in Klamath Falls. This was transported from Grass Lake to Laird’s Landing mostly by six-mule jerk line teams owned by “Cap” McIntyre, taking four days to make the round trip.

Practically all of this freight personnel, the beef drivers and other daily travelers, had to be fed and bedded down at the Landing and hay provided for the stock. Conveniences were very limited those days so it was no small chore.

However the staging, freighting and “boating” days were short-lived as the railroad was gradually built on into Klamath Falls. Some cattle continued to be driven over this route to Montague for a few years.

Charlie Laird and his wife Kate continued on with their ranch, devoting more time to building up their herd of cattle.

He passed away at home in November, 1928 and Mrs. Laird continued
with the operations until her death in August, 1933.

It can be truly said that these two never lacked from a plentiful supply of friends during their lifetimes — a fact attested to by the attendance at their funerals. Both are buried at Medford, Oregon.

The ranch is still owned by the son, Ray, and his wife, and the daughter, Marguerite Dayton, and her husband, all residing at Tulelake, California.

It might be mentioned that the CL cattle brand registered by Charles Laird many years ago, is still used by Ray in his operations.

The oldest son, Clyde, lives at Fall Creek (On the COPCO Road east of Jenny Creek in Jackson County. Clyde passed away several years ago — Editor) where he is engaged in the livestock business, and the youngest of the family, Laurence (Bud), is captain of the Berkeley Police Department in Berkeley, California.

Mr. and Mrs. Howard Dayton live on a ranch near Tulelake. Mr. and Mrs. Ray Laird also live on a ranch near Tulelake. They have two sons and three grandchildren.

**Told To Me**

**By Alex J. Roseborough**

**Yreka, June 5th, 1948.**

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I was born in 1865, and when very small can remember my father talking to Van Brimmer at the latter’s ranch. Van Brimmer told of hearing strange reports coming at intervals from the mountain back of his ranch. At last he discovered two white specks some distance apart, then rapidly nearing each other, after which the report would be heard. It was two mountain sheep fighting up on the slopes of Van Brimmer Mountain, now known as Mount Dome.

At another time in 1875, I was with my father on a trip along the old emigrant road from Goose Lake to Clear Lake (Applegate Trail — Editor), thence to the Dry Lake ranch, then northward along the shores of Tule Lake to the Stone Bridge. I cannot remember the old block house being at the Van Brimmer place when I was first there but I think it was built either during the Modoc War or shortly thereafter. I do not think it should be moved (It is now located at the Klamath County Museum grounds — Editor). The old post office of Straw was somewhere near Dry Lake ranch.

The old Tichnor road was built either during or just after the Modoc War also, I think. This road probably was a continuation of the Ball Mountain road which was probably opened up to the Ball ranch about in the early sixties when the Ball Brothers first settled in Butte Valley.

I also remember that on the trip of 1875, Judge Steele lost a stake rope, in those days a very valuable and necessary item if one’s stock was to eat and be kept under control. Our vehicle was quite a distance behind Steeles so that a Warm Spring Indian who entered the road between the two parties undoubtedly found the rope and hid it, before our party came along, otherwise we would have found it. Steele somehow came up with the Indian and began to question him. He drew a design showing where both
parties were and where the Indian was. Before this the Indian had muttered "Me no unnerstan," but after this definite map was made in the sand, he straightened up and looking into the distance, said in excellent English, "I say nothing." Steele became very angry but my father had to laugh and told Steele that he thought the Indian had won his case.

Told To Me
By William A. "Bill" Bray
1957

I was born on the old Bray ranch in 1892. The old wagon road over Deer Mountain was there as far back as I can remember. I used to help drive 1200 head of Orr Estate cattle over it every fall around 1904. It took us three days and I always received a $5 gold piece as my pay. I can remember traveling over it when I was eight. I got my first rifle that year. We used to keep our venison in the ice caves in the rim south of the old ranch buildings about one mile. Kept venison there throughout the summer.

My father helped build the old freight road from Grass Lake, past Antelope Sink to Laird's Landing. I'm sure Tennant was started in 1921 and shortly afterward I started a store at Bray. In the old freight days we had a barn 140 feet long that sloped both ways. Eight and ten freight teams stopped there most every night. When the railroad was being built and until long after Tennant we had a huge store trade.

Possibly the building of Tennant had something to do with building the first highway over Deer Mountain along the old wagon road track. As near as I can remember it was built and paved at about the same time, 1922 I think.

East of Red Rock the ruts of the old emigrant road are worn down into the sandstone. The old road passed along the north side of Russell Lake and followed around the base of Cedar Mountain. It still shows at Jump-Off-Joe, where they climbed up over the rim. The loggers left a big pine tree at the top, I don't know why unless to show the scars and rings around it where it was used to climb the rim. If they had only known, just a little farther south the rim petered out and they could have passed through without any climbing over.

The Old Wallbridge Canyon road was used in the fall and spring when there was too much snow on the Ball Mountain Road. I went to school in Yreka and we would go there by the Ball Mountain road in the fall and come back by the Wallbridge Canyon road in the spring. I think the logging railroad only reached Morrison until about 1904 or '5, then came on to Grass Lake.

There is a spring between Parson's ranch and Coyote Pass just a couple of hundred yards north of the road that we called Secret Spring, near the old Bruce and Thomas ranches. There was no ice cave at Jump-Off-Joe that I know of, just an old thing we used to chase varmits into in the winter. The old road crossed Butte Creek a little upstream from Kegg, right at the camp ground I think.

At first the railroad went over the hill at Dorris, the tunnel held them up for two years before it was completed. They were also held up quite a while
at the big cut at Bray. It was contracted to several different contractors, but was more than they could handle and they went broke. In the spring the old freight road had to follow around the foot of the hills north of McDoel on account of the water and mud. In the summer they could go straight across. My sister remembers more than I would, she's older, she is Mrs. Deter in Yreka, married one of the Deter boys.

Written To Me
By Leila L. (Carrick) Humphrey
May 24, 1965.

I hope to write about our happy days on the homestead. I must have been about five years old when we moved there. It was about eight years after the close of the Modoc War.

There were log canoes, dugout holes where their (the Indians) teepees had been, and the lower Klamath Lake was very high as there had been deep snow for several winters.

What few home-steaders were there were nearly all Civil War Veterans.

I thought it was the most beautiful place in the world. The moisture from the lake kept the hills lovely with wild lettuce, Indian pinks, paint brush and Canterbury bells and different flowers besides immense old sage brush where black birds and other birds nested.

I remember crows and ravens used to come up from Little Shasta and fly along the hills and lake but they did not stay there. There were promontorys and islands where hundreds of sea-gulls nested. We used to boil the eggs but you could not eat them as they were strong and fishy — so we fed them to the animals.

Those dugout canoes were undoubtedly floated down from the Upper Lake and we used to gather "wocus pods" and gull and duck eggs. We kids used to pull up tulies and you could bite off the lower end and we called them Indian onions.

We had a fine garden and raised much of our food. We had early rose potatoes and some white ones for winter. I remember working there and seeing a band of deer going along the hill grazing as they went on their way to the lava beds. That would be along toward fall. We did not need to irrigate.

My oldest brother Fred stayed with Grandma to go to school in Siskiyou County, California. Also, he used to visit his cousin George Truitt at Shovel Creek. The post office was named Beswick. It was on the old stage route. They kept a way station and stage depot which was separate from their home. But to get back to our homestead. We stayed 'til it was "proved up" and we had to go back to town to go to school by then, but I remember there were no funds for the first school, so Miss Lucy Gordon taught a private school in her own home. Mama had to pay her $2.50 a month for Fred to go to school and by the next year they had a school of sorts and I started to go to school and Miss Gordon still taught.

(The "homestead" was presumably in the Oklahoma Flat country southwest of Lower Klamath Lake. The school attended must have been in Linkville, as an Arthur D. Carrick, early day blacksmith at that place
moved there in 1879. He was killed by lightning in 1904. The Carrick blacksmith shop was located on Main Street near the present First National Bank. The Carrick family was related to the Corpe family. Mary Corpe became George Nurse's second wife — Editor.

Teeter's Landing
As Printed in The Siskiyou Pioneer of 1957
By Frances Teeters Dexter

My father, Harvey Lewis Teeters, was born near Lima, Ohio, June 1, 1848. My mother, Emily J. Wilson Teeters, was born at or near Louisville, Kentucky, April 10, 1846. My parents were married on June 1, 1870 at Troy, Kansas, and made their home in Iowa where their ten children were born: Katherine Belle (Vollmer), Frances Lynette (Dexter), William Vernon, Dora Gwendolen (Brown), Rose Elva (Clanton), Jessie (Cooke), Edna Augusta (Waymayer), Mary Aldine, Addie Ellen (Smith), and Lorraine Olive (Tiebelt).

The winters in Iowa were very severe, and my father had been advised by his doctor to come west for relief of the asthma. Father's brother William had come to California earlier, and had written Father that there was very little snow in Butte Valley; that cattle and horses lived out through the winter. Father left for California, November 3, 1888. The following February, in 1889, Mother brought the ten children to California to join Father. He met us at Montague and we stayed that night at the Andrew Soule ranch. Mr. Soule didn't want to take any money, but Father insisted upon paying him $1.00 for a box of apples he gave us and $5.00 for lodging. On the following day, February 8, 1889, we left for Butte Valley with the wagon; most of the children walked over Ball Mountain in the dusty road.

We settled with Uncle William on a farm four miles from Keno, Oregon. We lived there five months until the owners had to have their home. We then moved about one and one half miles west to the Tower House — the old cookhouse at a sawmill. One little sister was stillborn here on January 21, 1890 and was buried near the house.

Mother had brought $1600 with her, and Dad put nearly all of it into cattle. After the hay he had cut and the purchase of 40 head of cattle he only saved $100.00 to put us through the winter.

Teeter's Landing on the Klamath River was one-half mile east of our house and five miles up the river from Keno. It was used by my father, as well as neighbors (Hall Miller, Charlie Burris, Oliver Sly, Jack White and a Mr. West) to haul wood and hay to market at Linkville. It was our main means of transportation to Linkville (Klamath Falls).

During the hard winter of 1889-90 we all went broke; we lost all our stock except one horse. We didn't see the ground from the 3rd of November until the 18th of April except for a few bare patches. Like everyone else around us we were nearly starved out. We got along on wheat and frozen
The remains of Teeter's Landing on May 7, 1967. Located on the Klamath River between the people and the water. Devere Helfrich, Jerry Runnels, Dorothy and Dick Teater. Helen Helfrich Photo

potatoes. My mother cooked the wheat to eat and also made a poor tasting coffee out of it. My father would go to Keno on snowshoes, get what little work there was to do, and bring home some bacon to eat. Before our last cow died, Father put a saddle on her and led her 24 miles through the deep snow to Linkville to get food at Smith's Grocery. He strapped the food on the cow and walked all the way home. It took him three days. He said when he got home, "I thought I would find you all starved to death."

We cut wood that winter to make a living. In the spring there was a great demand for wood in Linkville by the merchants and others and we took three loads there by boat. The General Canby and the Lottie C were the steamers that pulled our scow. We hauled two loads of 20 cords each and one of 16 cords. On all trips I always went along and used a pole to keep the scow from running into the bank. On one occasion the wind was high and the river was rough, so I became scared, and instead of staying on the scow I went into the steamer (the Lottie C).

The spring following the hard winter, my father bought a squatter's right from Oscar Terrill and his wife, about four miles south. Terrills moved to a little shack a short distance away until they could get over Ball Mountain which was not until May. They then moved to Hornbrook. (Mrs. Terrill recently passed away at the hospital in Yreka at the age of 93). When the deep snow melted so we could move, our only transportation was the one lone horse and our boat, which Daddy called a "scow." We moved what little furniture there was to the river's edge and had it boated to
the homestead. Of course the poor old horse was taken by land and again put to hauling what we had to the house. This was April 18, and there were still drifts of snow among the sagebrush. My father raised potatoes in the lower field which produced 300 sacks due to the wet winter; and Mother and we children raised a garden, getting the seeds from the Terrills. We sold the potatoes for 50 cents a sack and paid Mr. Terrill for the seeds. We children walked two miles to school, the Bonita Grove School.

My folks moved to Ashland, Oregon with the four youngest children who were still at home, where they finished their schooling. My father let my brother have the homestead.

My mother passed away at the age of 93½ years on October 4, 1939, and Father died March 19, 1934 at the age of nearly 87.

(Mrs. Frances Teeters Dexter, daughter of Harvey Teeters, is 83 years old (in 1957) and resides in Montague with her son Arleigh Cecyl Ehereman. She was widowed in 1954 when her husband, William Dexter, passed away.)

### The Winter of 1889 and 1890

**By Emma Otey**

Printed in *The Klamath News*, March 8, 1933

Dorris, California — (To the Editor) — In referring to the article written in a recent issue by Jennie Grub Hurn of the winter of 1889-90, I will say my father, D.G. McCollum, of Plevna, Ore., near Keno, was one of the volunteers who went to bring in the body of Grandma Spencer from Spencer Creek, where the house fell on her.

It took several days to make the journey, and the faithful family dog would lie on the sled containing the body each night, until the journey was completed. My father lived on what was known as the Mills & Rider ranch. I was a girl at home then. The snow was so deep we could scarcely see out the front windows, where it was drifted, and the men went through hardships going to the feed yards to feed the cattle, break the road twice a day with six horses, and when they would break the ice for the cattle on the river they would bunch up and go under as the ice would give way.

A man by the name of Harvey Teeters living near Keno, put a saddle on one of his cows and went through five feet of snow to Linkville to get supplies for his family of fourteen, and the good merchants of Linkville loaded him up. He stayed all night with us, and my father found room for one more sack of flour and a side of bacon. It took him several days to make the trip. He was a new-comer, and had not time to get ready for winter.

Over the line in California the “D” ranch lost about 6,000 head of cattle by starvation. Seven buckaroos, among them Joe Otey, Veniel Dorris and Henry Picard took about 1,500 of them out through five feet of snow to what is known as the Neal Sly gulch, to cut down trees for them to browse on. Most of them died.

The winter of 1889, Charley Boyce died at his home on the Boyce ranch, near the foot of Ball’s mountain. They made a hand sled, and eight men took
his body over Ball mountain, a distance of 20 miles to Little Shasta, through six feet of snow.

The following winter, 1891, was a reminder for deep snow. Joe Otey and wife went to Keno on a Friday night to a dance. The next morning it was snowing, so we waited another day. We started home Sunday morning, and it took us three days hard work, with four head of horses, to get a distance of 12 miles. No one seemed to suffer for food, as everyone in the country prepared for the winter by having provisions for the winter. They made their own bacon and lard, hauled in grain to Little Shasta, 60 miles, or to Linkville, to the Martin Brothers mill, and got our supply of flour. We did not know anything of living from the paper bag or bakeries, and doctors were miles away. We didn’t have a doctor every time one got sick. We were a happy, jolly, neighborly people. When we went to a dance we put the wagon bed on the sled, threw in some hay, put on four of the wildest horses, with a good driver, took our lunch and went for miles.

But the deep snows made good crops and healthy people. Hope we may have many more deep snows to bring the country back to normal, where plenty of grain and hay can be raised without irrigating.

Emma Otey

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**Told To Me**

**By Mrs. J.A. (May Tower) Gray.**

I was born in Nebraska. We came to the Klamath county in 1903 when I was fourteen. We lived about two miles southwest of Tom Calmes’ place below Keno. We had an apple orchard that was raised from seedlings that came around the horn. (The Tower place was located west of the Keno-Worden paved road one half mile, and about half way between the two places — Editor). My father helped build the Steamer Klamath. He put in the windows, fifty-four, and there were no two alike.

Kestersons, called the Cow Creek Lumber Company, a lumber company came in and built a sawmill (At Ivan, southwest of Worden some two miles — Editor). He bought the timber from my father. My father later bought it. He ran the mill with his boys to help (The Tower Sawmill — Editor). We left there in 1923 or 4.
The Klamath Hot Springs are located about forty miles northeast of Yreka by way of Montague and Ager, and about forty miles south (Southwest — Editor) of Klamath Falls, Oregon, by way of Topsy Grade. The springs are near the mouth of Nigger (Now shown on U.S.G.S. maps as Negro Creek, one mile up Shovel Creek and on the west side — Editor) and Shovel Creek on the east (South — Editor) bank of the Klamath River.

“Shovel Creek.” You will wonder how the creek happened to be called by that name. Hudson’s Bay Trappers on passing through the country often prospected for gold and left a shovel on the creek bank. When the shovel was found, the creek had a name.

“Nigger Creek” (Negro — Editor). There were several families of Negroes living in Yreka in the gold rush days. They would come with their teams and wagons and camp on the banks of the stream when the salmon were running up to spawn. They would fish until their wagons were filled to capacity and then take the fish into Yreka to sell to the miners. The first owner of the creek was a man by the
name of Johnson or Anderson. I’ve been given both names. Evidently he homesteaded the property about 1860. He raised a few beef cattle and horses.

There was an Indian trail from Butte Valley to Shovel Creek and Indians used to come in droves over the trail to camp on the river and creek banks. They were Modoc Indians. Many of these campsites and wickiup “holes” are still in evidence. They would dry the fish for future use. Mr. Anderson (or Johnson) was friendly with them and would permit them to butcher a beef. Many of the Indian women would put pitch on their hair. I’ve read they do this when in mourning for their dead. There is a large Indian burial ground on the northeast side of Shovel Creek. This burial ground is in the lava rock. Mr. Stockslager told me that the Modocs burned their dead. They would dig a large hole in the lava rocks, gather wood and place the body on it, then burn it with the personal belongings. They would roll lava rocks over the ashes. This I believe as I have been there so many times and all the rocks show evidence of fire. But I would never dig in the graves as many people do. I am a collector of arrowheads and other Indian artifacts, but to me their burial grounds are sacred. I only take what I find around old camp sites.

The Indians used to bathe in the Hot Springs and directly across the river from the Hot Springs is a large cave. I’ve been told Captain Jack and his followers or tribe used to camp there at times, and many a Hudson’s Bay trapper sought shelter there at night. My daughters and I often went there to look for arrowheads. I found a twenty-five cent piece or quarter of a dollar that was minted in 1834. There was a hole punched in it. I figured some Indian had worn it for an ornament. My daughter, Dorothy, found a fifty-cent piece or half a dollar that was minted in 1838. We prize these coins highly as keepsakes.

Once a group of renegade Indians hid in this cave and no one dared to chase them out. Finally a cannon was brought in and after a shot or two was fired, the Indians gave themselves up.

Just north of Shovel Creek, on the opposite side of the river, a family by the name of Owens lived. The Owens had a small chair factory. This property was later sold to Edson Brothers.

On the east (Southeast — Editor) side of the Klamath, adjoining the Hot Springs property, was the Hessig Ranch, owned by my husband’s grandfather. Farther on the west (Northwest — Editor) side of the Klamath was the Jerome Faye place which was later bought by the Edson Brothers. On the Hessig Ranch are the Beswick Craters. There are seven small craters in this lava formation, which show they were once active. Many people have visited this spot.

The Klamath Hot Springs were sold around 1869 to Richard Beswick (By Lottie Beswick: “Richard Beswick was born on a farm near Niles, Michigan, September 2, 1842. * * * He came to California * * * being 15 years old at the time. * * * Mr. Beswick engaged in placer mining for about 11 years and then turned his attention to ranching on the Klamath River. This ranch became known as the Shovel Creek Springs, later called the Klamath Hot Springs. Mr. and Mrs. Beswick retained possession from 1873 to 1887. The Beswicks were the first to discover the efficacy of the spring water. After having it tested and analyzed, they conceived the idea of establishing a summer resort.

“Putting their idea into practical shape, they erected a large and modern hotel and furnished it in an attractive manner. They were soon
Overall view of the first Beswick Hotel and Stage Barn at Shovel Creek. Looking east up Klamath River. Peter Britt Photo, Courtesy Siskiyou County Museum.

convinced that their plan was a wise and remunerative one. Health seekers patronized the resort for many succeeding seasons, and the place gained a reputation by no means local in extent. The Beswicks owned a section of land at the springs, located 20 miles from Ager, California."

As all freight was moved from Yreka to Klamath Falls via Ager and Topsy Grade road, Mr. and Mrs. Beswick decided to build a hotel and "keep travel," as they said in those days. This hotel was built in 1870 and still stands and is used as a dwelling.

The Hotel was a stopover for the passenger stage and freighters alike. A blacksmith shop, very much a necessity in those days for wagon repairs, with a forge for horse shoeing, was put up. Then a stage barn for stapling the horses and feed. The Hotel had ten sleeping rooms, front room and sitting room and ladies parlor, both sitting rooms and parlor having fireplaces. A large dining room, kitchen and a bathing place, short on plumbing. Each room was equipped with washbowl and pitcher and the very necessary chamber pot and coal oil lamps.

Mrs. Beswick cooked the meals and did much of the maid work herself and was said if an addition to the hotel, such as an extra room needed to be built on, she was apt to start the job. She was a very capable and hard working woman.

Frederick Stockslager came to live with the Beswicks when he was nine years of age, after the death of both his parents. He was bound to them to work for his room, board and schooling. He milked the cows in the morning and took them to pasture on his way to school and brought them in on his return from school. The nearest school at that time was the Oak Grove school, which would be near the steel bridge at the head of Copco Lake. This school was later moved a mile south (West — Editor) of Klamath Hot Springs. Beswick once boasted a store, post office, hotel, voting precinct, not to mention a saloon.

(Beswick post office was established April 18, 1882 and was closed to Montague on May 5, 1947. Other post of-
A large bath house was built over the Hot Springs. There were six mud baths, a steam bath and a barber shop. During the summer season, a barber, masseur and a man and woman attendant were employed especially for this work. In front of the bath house was a large concrete slab with a drinking fountain which unlike most mineral waters was very good tasting. Many people would drink a gallon of this water daily. The mud baths were very beneficial to people with rheumatic ailments, if they stayed with it long enough to get results.

A large swimming pool filled with the natural hot water was also available to guests. This water was cooled to the correct temperature for swimming and bathing with water from Nigger (Negro — Editor) Creek.

There was an ice house to provide ice for the hotel as there was no other way of refrigeration at the time. The ice was cut from a pond up Shovel Creek. This building had double walls insulated with saw-dust. The huge hotel Ice box is still in the store building as well as the hotel safe. While we are still at the ice house, I will have to tell you a tale. Many years had passed, Louis and I had bought the property. The old ice house was about to tumble down. We had two men working for us so Louis told them to burn the ice house before it fell down on an animal or person. Well, it made a hot fire, but lo and behold, there was a secret door somewhere, and fumes of bonded whiskey began to penetrate the air and glass began to pop. There must have been at least six or eight cases of whiskey hid there from the looks of the glass. Our hired men actually had tears in their eyes. Louis said no doubt it was stored there before prohibition days as the saloon at Klamath Hot
Springs was a popular spot when Oregon went dry, about the time when the guys were singing:

It's a long way to California,
It's a long way to go,
It's a long way to California
To the first Saloon I know.
Goodby Tom and Jerry,
Farewell Rock and Rye,
It's a long way to California
Since Oregon went dry.

There was also a fish house where a man was hired to clean the fish that were caught by the guests. Many liked to ship their fish out from Ager to friends in the Bay area — wooden boxes were made and clean hay placed in tightly. The fish were dried out inside, well. This was done by hanging them up and propping them open with sticks. The fish were placed on the hay singly and more hay over them, then the box was nailed shut and they were ready to be shipped.

The Edsons served bountiful meals at the hotel dining room, with much of the vegetables from their own vegetable gardens. Fruits, berries, eggs, butter, cheese, meat and wonderful home cured ham and bacon smoked in the big smokehouse.

A Chinese gardener, milker and irrigator was employed most of the time, also local help as well as some from San Francisco.

Bill Hoover tells me about one of the Owens boys, Grover by name, being sweet on one of the waitresses at the hotel. Grover lived across the river from Shovel Creek. The fellows around the saloon decided to have some fun with him, so they told him she had a jealous husband who would probably find out about him. The next night Grover crossed the river and was walking down toward the hotel when a shot rang out, followed by several more. Grover turned and ran so fast his feet scarcely touched the ground. The fellows had hid behind the trees and fired the shots into the air . . . so that was the end of the romance.

In its heyday the Klamath Hot Springs was a famous resort and many people of note were guests there. The late President Herbert Hoover, Zane
Grey, famous author of western fiction, William S. Hart, western movie star of silent picture days, aviatrix Amelia Earhart, Elmer Highery, and his partner. The guests were first met at Ager by horse drawn stages, but when the automobiles came in, a $7,000 Locomobile with chain drive was purchased by the Edsons to bring the guests in from Ager Station. This was about 1912, and the driver’s name was Tom Stafford, another later driver was Al Decker.

After the deaths of the Edson Brothers, Mrs. Bessie Edson operated the Klamath Hot Springs with the help of her sister, Mrs. Bourrows, and a niece and husband, Mr. and Mrs. Brown. Mr. Bill Hoover, who is now eighty-one years of age and still lives in the Beswick area, was foreman for Mrs. Edson. Bill recalls a time when they were on horseback and Mrs. Edson decided to go up on the mountain to see how the sheep were doing. She was riding her mare, Gypsy. Gypsy stumbled and lost her footing and couldn’t get up. Mrs. Edson dismounted, quickly took her rope off and put it on the mare’s front feet and tipped her down hill, where the horse was able to regain its feet. Old timers have said she was a very self-reliant woman, direct to the point. According to the late Frederick Stockslager who was employed to irrigate, Mrs. Edson asked him to turn the water out of the orchard as she had planned a picnic there for her guests. Well, Fred didn’t do as she said as it interfered with his irrigating. As soon as Mrs. Edson caught up with him she said, “Fred, you’re fired.” And he was.

Deer were very plentiful in winter months, one could ride up Shovel Creek trail and count two or three hundred deer. Edson kept guides for hunting parties. George Cook and Henry Kerwin were both employed at the resort as guides and were considered the best in that day. Saddle horses were also available. Many rides and picnics were planned for guests. Many liked to search for Indian artifacts. Saturday nights and Sunday afternoons, the Montague band often
Second Beswick Hotel built of stone, across the stage and freight road north of the first Beswick Hotel. Looking northeast up Klamath River. Courtesy Siskiyou County Museum.

The stone Beswick Hotel burning, about August 15, 1915. Courtesy Siskiyou County Museum.
played for dances and other entertainment.

Then there was a beautiful grove of alder and cottonwood near the mouth of Shovel Creek and Nigger (Negro — Editor) Creek. Drinking fountains and camping facilities were available to those who wished to camp out.

Edsons had their own hydro-electric power plant which furnished electricity to all the buildings and also to the grove for campers.

Several cottages with six or more sleeping rooms were also built. A dining room was set up in the store building. Incidentally, this building still stands.

You will perhaps wonder what the guests did for recreation. Let me tell you there was no finer fishing anywhere than the Klamath River and Shovel Creek. Mr. Stockslager and my husband’s father, Bert Hessig, told me that when the fish were coming up Shovel Creek to spawn, there were so many that the stream was literally alive with fish. You could hardly get a horse to cross the creek.

The Klamath Hot Springs hotel burned in 1915. Much of the furnishings were saved. Tents furnished as sleeping rooms were set up. Along about 1918, after the hotel was destroyed by fire, business was getting poorer, as new highways were being built and the automobile was really coming into its own. Mrs. Edson saw the handwriting on the wall and in November 1921, she sold the Klamath Hot Springs property to Joe Serpa, Antone King, and Mr. Terry.

They paid her 61 thousand dollars for the ranch and 250 head of cattle, 400 tons of hay, 17 head of horses and all the farm equipment.

Two years later they sold the property for twenty-five thousand dollars to Margaret Rutherford. Miss Rutherford was a movie star of silent pictures. Bill Hoover was her foreman and his wife Ethel had charge of the dining room.

About 1922, the Hot Springs property was leased to my husband’s
father, H.H. Hessig, but was sold the same year to the California Oregon Power Co. My father-in-law and my husband, Louis, leased the property until 1954 when my husband purchased the property from COPCO. In 1959, Louis and I sold all our Beswick holdings including the Hot Springs property to G.J. Laubacker, Tex Richard and their wives. It is still there and who knows, there might be in the years to come another Klamath Hot Springs Resort. As for myself, the happiest days of my life have been spent at this delightful spot.

(Information on the History of Klamath Hot Springs was given me by the late Frederick Stockslager and my husband's parents, Bert and Emma Hessig, William Hoover and Joe Serpa.)

**Double Heart Ranch**
**Written by Betty Dow for the 1963 Siskiyou Pioneer**

The Double Heart Ranch on the Klamath River, six miles east of Coppco Lake, formerly owned by Louis V. Hessig of Montague, has, historically speaking, a background richly interwoven with episodes and events that are reminiscent of roaring Western fiction.

Turning back the pages of time to 1884, one learns that Louis Versell Hessig, grandfather of the Louis V. Hessig of today, left Eureka, Humboldt County and acquired the Double Heart Ranch property to establish himself in the cattle business, being operated in later years by Harry, first of the senior Hessig's sons, and father of the present Louis Hessig; and a second son, Joseph.

The ranch property, prior to its sale to the present owner, Joseph Laubacker, it was noted, that since its founding, not one acre had been sold, and it had expanded to some 2,500 acres by 1952. Successful operation of the ranch was attributed to the fact that the meadows and fine grassy hill pastures was the result of a simple rule, followed by three generations, "Always run less stock than the land will carry."

The water situation was always ideal, as the Hessigs had rights on the Klamath River, which bounds the entire main ranch on the west. The back ranch presented no water problems either, as all streams rose from there. According to an old news story printed in the Yreka Journal, July 4, 1928, it was noted that for 35 years the Hessig family at Beswick had been breeding and handling a large herd of Devonshire cattle on the upper Klamath River.

The wonderful success enjoyed by the Hessigs with these cattle was attributed to the fact that this breed was the very best of all for this section of Northern California, and it was also noted that Henry Miller of Miller and Lux, considered the Devonshires the best of all purpose cattle in the world. They were, at that time the main breed handled by Miller and Lux, since 1908.

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When the present day Louis Hessig sold the ranch, he was handling
Hereford cattle, having started a commercial line of their breed in 1939. He had about 350 brood cows.

Among the many interesting highlights included in the history of the Double Heart Ranch it was noted that back in 1888, when the first Louis Hessig had the ranch about four years, a lumber firm (The Pokegama Sugarpine Lumber Co. — Editor) started logging operations in the Pokegama area, four miles northeast of the ranch, on the Oregon side of the river. They chuted logs into the river right across from the ranch and floated them to the mills at Klamathon, 20 miles downstream.

Immediately, Hessig erected a slaughter house (Still standing — Editor) to provide beef for the Pokegama camp. A few years later, when a railroad was constructed between Thrall and Pokegama, Hessig furnished beef for the Greek crews. The Greeks baked their own break in little round, rock ovens, which still stand at the site of the old railroad.

On the ranch is a small cemetery with only three graves, two belonging to murdered men, and the third to a suicide. To indicate the violence of those early years, it is related how in 1894, Charles Spence was tied up and thrown into the Klamath River by an unknown killer. Later as his body floated by the ranch, the Hessigs recovered his body and buried it near the house. Spence had built a large cabin on the back ranch in 1884, which during the Hessig’s era was a popular place for male guests to batch, during vacations, fishing and hunting seasons. It was near the site of an old sawmill which had stood there until about 35 years ago.

A little later in the same era, John Graves was shot in a quarrel over an Indian woman, by her husband. The Hessigs buried Graves beside the grave of Spence. A few months later the Indian woman’s husband died, but requested, that upon his death that he be buried on the other side of the river.

The suicide, who was interred beside the two men was Charles Butler, who killed himself, a year or two after the second murder, by jumping off of a bridge near the station of Topsy. When the Hessigs discovered his body, they buried it near the others.

Also located on the ranch is “Dead Men’s Pool,” so named because of some loggers who had drowned there after a log jam. Water was held back upstream until the jam could be dynamited. Through an error, the water was released ahead of schedule, while some 20 men were attempting to break the jam. All except four managed to escape to a small island. The four men were carried on logs, into the whirlpool below the island. One was rescued, but the others were lost. The pool is now famous for its fine steelhead.

Still another landmark on the ranch, which has proved a great attraction for visitors, is the “Chicken Soup Springs.” Visitors would take a cup and shaker of salt, and upon tasting the bubbling hot water declared it tasted just like chicken soup.

During the time the present day Hessig family resided on the ranch, it is noted that they wintered their commercial Herefords at home, but they owned summer ranges around Fort Klamath, Oregon, and also leased nearby ranges from a lumber company.

The roads were very bad at the time, probably because they wound in and out of California and Oregon. The Topsy Grade Road, which led into Keno, Oregon, was not shown, as late as 1952, on any road maps, was the
route the Hessigs used to truck their cattle over to Fort Klamath. It was a beautifully scenic way, but very rough, as it climbs a spur of the Cascade Mountains above the Klamath River.

Isolated as the area and ranch seems to sound, the Hessigs, with their two daughters, Dorothy and Shirley, were active in community affairs in nearby Montague as well as Yreka. The girls during their school years attended the Bogus Elementary School, which was 13 miles from the main ranch home. Mrs. Hessig, and Mrs. T.H. Joslin, a neighbor, used to take turns in driving over the rough roads to take the Hessig and Joslin children to school.

Visitors used to travel to the Double Heart Ranch for weekends of riding, fishing and hunting, and to enjoy the wonderful hospitality of the Hessigs, who would conduct their guests on tours to view the many interesting landmarks.

At one time, the historic ranch was the scene for roundups that were said to be as violent and exciting as any present day rodeo show. Possibly more so, as the “wild” horses were not conveniently corralled as for a show, but ranchers found it necessary to gather together for roundups, to clear the ranges of real wild horses, that roamed the surrounding hills and forests by the hundreds.

One such roundup was held as recently as February, 1952, and after considerable preparation, such as obtaining the consent of California and Oregon, property owners of nearby ranches, a large group of men, including Louie Hessig, started out to clear the ranges of some 300 wild horses.

The story as told, by 2 o’clock on a February afternoon, the men were ready, but a snow had started up.

Riders, bewildered by a blinding snow, blundered into canyons and ravines. Several riders, realizing that a blizzard had struck, headed for the nearest ranches, for shelter.

Louie stated that he and a few others were still out when the snow halted temporarily, and he spotted a wild stallion. He raced the stallion neck and neck. It would not turn, but would outrun his horse, swing about and butt his mount almost viciously enough to knock it down. Louie said the stallion finally weared of this sport and outran him for good.

Some of the other riders had corralled four or five horses, including a mare and colt. The men started practicing roping on them, and all but the mare and colt leaped over the fence.

Stories, such as these would indicate that the “Wild West” is not entirely of the past, that the flavor and excitement of it still remains with us. It will never really die, as long as men such as Louis V. Hessig, with the blood of their pioneer forebears still running strong in their veins, are alive, and who raise and teach their children the traditions of the old “Wild and Wooly West.”
Jim Waugh was an early day mail carrier, using a cart to carry the mail. There were at times three different grades up the Topsy Hill. The first or center one went straighter up, and through the same draw though which the second road also cut through the rim. This spot is perhaps one half mile west along the rim from the third and last road, from which the whole setup derives its name of Topsy Grade, Topsy Hill and Topsy post office. The first was probably built by the settlers of the neighborhood (Siskiyou County and Klamath County citizen donations — Editor). The second was a county road built by George Chase and third by Robert A. Emmit, with a crew of about sixty men, in 1889-90. The three grades all come together at the bottom of the hill west of a spot where a large rock, known as Robber’s Rock, near the old Frain School is located on the south side of the present road. The Wells-Fargo Express company had to cease their runs because of the robberies at this place.

There was a small band of Klamath River Indians who were very peaceful and who made their home in the vicinity of the mouth of Shovel Creek. These Indians were attacked by the Modocs and completely wiped out, excepting the women who were taken captive and used as slaves. If they tried to escape they were caught and
given a severe beating, then if they tried it again they were blinded so that they could not see to escape again. I remember two old squaws who were released after the Modoc War and returned to that neighborhood to spend the rest of their lives, both being blind.

Across the Klamath River and one fourth mile downstream from the mouth of Shovel Creek, was a long open cave at the base of a high cliff. Here the Indians had at least one battle, building up an earthen breastworks in front of the cave. Here also Mart Frain, early day trapper had a cabin but a few feet from the cave, where he lived. High up on the cliff was a small cave or hole, which early day whites wanted to explore, but Frain would not permit. However, one day when he was absent, some men went above the cliff and by means of ropes let one member down to the opening. In it was cached several buckets full of arrow heads.

During the building of the Topsy Grade, under Emmit in 1889, the crew, some sixty in number, had their camp established at the top of the grade, at the spring or little stream draining the old Major Overton ranch meadow about one half mile to the south. Here one day appeared a negro woman and set up her camp and began her business of soliciting the workmen. Her name was Topsy, and jokingly the camp began to be called Topsy’s Camp, and later the Grade and still later the post office also took the name of Topsy.

Land Development in the Klamath Basin
A Talk Given by Edmund M. Chilcote
To the Klamath County Historical Society
Wednesday, January 13, 1960.

I'd like to begin my talk by telling when I first came to the Klamath Basin. It was in March, 1908 that I took the train from Weed and came to Bray, which was then the end of the line. At Bray several others and I climbed into an old-fashioned stagecoach and came through Butte Valley and over some low hills to the bend of the Klamath River below Midland, to what was known as Teeter's Landing. There we boarded the stern-wheeler "Klamath" and came up the river to Lake Ewauna and finally to the mouth of Link River, where we landed on a plank wharf near the Lakeside Inn. Coming up the river, we stood on the bow of the boat and, as it was late evening, birds of all kinds circled around and around the boat. It was a wonderful showing of wildlife.

As we came across Lake Ewauna the lights on the hills showed up well, and Klamath Falls looked like a real city. However, it dwindled away during the night and became only a thriving town with a population of about twelve hundred.

In 1908 the Klamath Irrigation Project was well under way. The tunnel had been driven through the hill on the north side of the city, the main canal had been built to a point near Olene, where it divided, the East branch going through the gap at Olene, into Poe Valley, and the South branch running through the heart of
the Klamath Valley to Merrill and near Malin. A good many of the laterals had not been built but surveyors' stakes were scattered all over Klamath and Poe Valleys where the laterals and smaller ditches were to be built.

In these early times three-fourths of the land in the Klamath Valley was in sagebrush, and the same was true of Poe, Yonna and Langell Valleys. Nearly all the roads wound around and around through the sagebrush. Most of the travel to Merrill was by what was then known as the Hill road. It ran, and still runs, from Wilson Bridge, just below the Diversion dam by the old Kilgore ranch, along the southwesterly side of Stukel mountain to a point about two miles north of Merrill, where it turned southerly into Merrill. Of course, there was considerable travel through the valley, but in winter or spring the low spots were muddy, and the wind would often blow the sand over the road and make it very hard to travel. I might go back and say that the Klamath project was not the first irrigation system in the Klamath Basin. In earlier days, J. Frank Adams and others built the Adams Canal which carried water from Upper Klamath Lake along the hillside above Conger Avenue (This was the Ankeny Ditch — Editor), through First and Nichols addition, and through the valley to a point beyond Merrill. Some of the ranches served were the Altamont, Henley, Harshbarger and Adams. The U.S. Reclamation Bureau, before starting the Klamath Project, bought all of the rights of the Adams Canal Co.

We are inclined to think that irrigation applies only to the Klamath Valley, but this is contrary to the facts. We have to include Poe, Yonna and Langell Valleys, and also the Tulelake and Lower Klamath areas, as well as numerous pumping units. Of course, we can't forget the Wood River Valley which gets plenty of water from Seven Mile Creek, Annie Creek, Sun Creek and Wood River. If you want a delightful view, drive up Sun Mountain above Kimball Park and look down on the delicate green of the Wood River Valley.

The draining of Tulelake was a big project. The water at one time covered 90,000 acres. Lost River is the outlet from Clear Lake and flows through Langell, Poe and Klamath Valleys and this flow kept the waters of Tulelake at a high level. Soon after the Klamath Project was completed a dam was built in Lost River just above Wilson bridge and a Diversion canal was constructed from this dam across the center of the valley to a point just below Ewauna Lake, and the water of Lost River was dumped into Klamath River. After the water of Lost River had been diverted, evaporation caused the shore line to recede and many thousand acres of good land have been homesteaded. Only about 20,000 acres are to be kept in a sump for wild fowl use. The government leases a lot of the land each year, and no one knows just when more land will be open for homesteading. The government drilled a large tunnel through a hill at the southwest side of Tule Lake and installed some big pumps. When the water gets too high these pumps are started, and the water is pumped through the tunnel to the westerly side of the hill, where it is used for irrigation and for the control of the water level in the Lower Klamath Bird Refuge.

Lower Klamath Lake was in the early days a large, open body of water. When the S.P. Railroad grade was constructed, an opening was left so that water from the Klamath River could go down the channel called
At the hatching grounds for young pelicans on Bird Islands, Lower Klamath Lake. Maude Baldwin Photo.

“The Straits” to the lake. When the river was high, the water ran into the lake, but when the river was low the water ran slowly back to Klamath River and on down into California. This regular ebb and flow controlled the level of the lake. Shortly after the railroad grade was built the railroad company made an agreement with the U.S. Reclamation Bureau so that a gate would be installed and the flow of the water through “The Straits” would be controlled. The gate was kept closed for several years and the water evaporated gradually until nearly all of the land in Oregon became dry excepting a few low spots, and these low spots were controlled by dikes along “The Straits.” There are several private owners in this area that grow excellent crops of barley, oats and wheat. Lower Klamath Lake in the early days was a large bird refuge and in it were several bird islands, and also some floating islands. Telford Brothers, who operated a boat building business on Link River near the bridge, ran excursions in the spring during the nesting season to “Bird Islands.” The islands were formed by tules attaching themselves to the bottom of the shallow parts of the lake and spreading rapidly. The pelicans trampled the tules and nested on them. There were thousands of young pelicans on the islands and their pouches were full of fish. When they exploded, there was a sweet perfume on the breeze. There were also many cormorants (shags) and cranes in the area, but they lived on different islands or on willows around the shore line. Strong winds would occasionally tear the roots of the tules from the bottom of the lake, and the islands would then become “Floating Islands.” An early map made by the U.S. Bureau of Reclamation shows “Bird Islands” and “Floating Islands.” All three of the Telford Brothers are still living, but only one now lives in Klamath Falls. He is Ray Telford, and lives at 410 Conger Avenue (Ray has long since passed away — Editor).

The Klamath Valley, the Merrill
and Malin area, the Lower Klamath Lake and Poe Valley units got most of their water from Upper Klamath Lake. Yonna Valley is supplied by pumping units and some Big Springs at Bonanza. Langell Valley gets water from the Gerber dam on Miller Creek, but the southerly and westerly sides of the valley get water from Lost River which comes from Clear Lake. There is an ample water supply. Zane Grey wrote a story about Lost River and called it “Forlorn River.” It’s worth reading.

As stated before, there are many pumping units in the Klamath area, among them being the Enterprise, just east of Klamath Falls, the Shasta View and Malin, close to Malin and in what was usually called Sand Hollow. These districts are organized under state law. They buy water from the government and usually pump it from the larger canals. Most of the irrigating is being done by “flooding”, but in the later years a number of pressure pumps have been installed and a goodly number of sprinklers are now operating.

Having been in the real estate business in the Klamath Basin for more than half a century, it has been my privilege to visit almost every cubbyhole in Klamath County. In the earlier days selling was confined largely to farm land. When I had several prospective buyers, I would rent two good horses and a two-seated wagon and make a trip to the head of Langell Valley. We would drive to Bonanza, the “Clover Leaf” town the first day, around Langell Valley and back to Bonanza the second day, and on to Klamath the third day. On one of these trips I stayed overnight at Dairy, at a large ranch home being used as a hotel. They served fish for supper. I asked what kind of fish they were, and they said mullets. I later learned that they were suckers. I found out that there were suckers in Klamath in the early days, and there are still some suckers.

In the spring of 1911, I went to Los Angeles and bought a second hand car and brought it to Klamath Falls. It was a Studebaker, an E. M. & F. (Every Morning Fixem) and during the next few years traveled thousands of miles over the hills and through the valleys showing farm lands. Only one other man now living in Klamath Falls was in the real estate business when I hung up my shingle, and he is Bert Hall. He was here when I arrived and was one of the most active.

In the early years, real estate meant the selling of farm land, but during the later years it has been in selling homes and income property. It has been, and still is, a real pleasure to watch the growth of the Klamath area, and very likely the best is yet to come.

Occasionally, people ask me why I don’t retire and go to a mild climate. My answer is that I like it here and do not want to cut short the friendships that have grown over a long span of years. I would not like to be a stranger in a strange land.

Thank you so much for listening.
It is just 42 years ago today," said Hon. R.A. Emmit, "since I first arrived in this city. I got here about 5 o'clock in the afternoon, and came with a band of sheep from Roseburg. Since that time I have never been without a job, and have always had plenty to eat, and have never regretted my move."

Mr. Emmit has taken a prominent part in the history of Klamath county, both in the line of development and politically. Shortly after his first arrival, he returned to Roseburg, where he was married and came back with his bride, to make his home in the then unsettled country of Southeastern Oregon (Approximately two miles east of Keno — Editor).

"There was then only three houses in Linkville," continued Mr. Emmit. "I crossed the old bridge near the present one. There was an old shack near the bridge, used for a hotel, a little store across the street (Near the junction of Conger Avenue and Main Street — Editor) and a log blacksmith shop near where the brewery now is (At approximately the entrance to Cobo's Motel — Editor). There were two or three houses scattered down the valley between here and the California line. I don't believe there were over 75 white people in the county outside of the soldiers at Fort Klamath."

Remme's Great Ride

The Evening Herald from Shasta Forest Chips, November 23, 1940

One of the strangest and at the same time hardest feats of riding, and still one about which little is known, was that ride made by Louis Remme in February, 1855. It covered the entire length of the California-Oregon Trail from Knight's Landing to Portland.

Louis Remme was a stockman who had just sold a drive of cattle and had deposited $12,500 in gold with Adams & Company at Sacramento. Remme was leisurely eating his breakfast in the Orleans hotel at that city when a newspaper was put in his hands informing him that three days before the steamship Oregon had arrived through the Golden Gate and had brought news of the failure of Page, Bacon & Company of St. Louis, the largest banking concern on the coast and closely connected with Adams & Company.

Remme raced through the street. Already a run had been started on the bank. The director of Adams & Company fled. Adams & Company were cleaned out. Remme thought quickly. Adams had a branch at Portland. There was no railroad or telegraph. They could not have heard the news yet. But Portland was 700 miles away and a steamer from San Francisco was leaving with the news. Remme rushed for the river and jumped aboard the stern-wheeled river paddler bound for Knight's Landing, 42 miles upstream.
At Knight's Landing Remme got a horse from Knight himself, and the 700-mile race against time and the steamer began.

At the head of Grand Island Remme swapped for a fresh steed from Judge Diefendorf. By sunset he had made his third or fourth change of mounts, paying a bonus plus a blown horse when necessary, and raced on.

Ten o'clock, 10 hours from Sacramento, and he galloped into Red Bluff. Five minutes later, sandwich in hand and a fresh horse between his knees, he was off again. Dawn found the rider at Tower House on Clear Creek. This was the end of any road and the beginning of the trail over Trinity Mountain through a howling blizzard. At Trinity Creek, now Trinity Center, he borrowed another horse from a good-natured miner. From Trinity Center over Scott Mountain by midnight he had reached Etna in Scott valley, where Remme found slightly easier going. Six wagons had been brought down from Oregon that far in '48.

Seventy hours out of Knight's Landing he stumbled into the mining community of Yreka. A big drink, a fresh horse, and he was on his way again for the Oregon valley.

At Jacksonville he snatched two hours sleep. There he crossed Rogue River by means of the pioneer ferry. At Dardanelles he hired a fresh horse. Walking this horse near a bluff near Jump-Off-Joe, he suddenly bent low and dug in his Spurs. A ball whizzed by his ear. Five more Indian rifles spoke. At Cow Creek, the Indians out-paced, he slowed up his horse. Just before daybreak the next morning he entered the little city of Eugene, where he again traded horses. He crossed the Willamette at Peoria. The day was mild and clear. This was the fifth day of his ride and Remme so far had had ten hours of sleep. All that night he continued riding. Breakfast at the lower end of French Prairie and a fresh horse at $5.00 to take him to Oregon City. Then noon of the sixth day found him at Milwaukee; where again by ferry he crossed the swollen Willamette, and by one o'clock had reached Portland town and was putting his horse in a stable.

He reached Adams & Company as a cannon thumped out on the river. The steamer Columbia was announcing her arrival. Purser Ralph Meade leaped from the gunwale and made for the Adams establishment. Meade had $950.00 on deposit there, and a constable's writ attached it for him. He and Remme were the only ones who got any money. No other depositors got anything.

Seven hundred miles in five and one-half days and ten hours sleep. This was Remme's great ride.
Told To Me
By Bob Adams, Sr.
June 21, 1952.

My father (J. Frank, Sr. — Editor) was at the Meiss Ranch during the Modoc War. His first place was east of here at the Point (Adams Point — Editor). He bought this place from Martin Bybee.

There used to be a lane which ran on the west side of the house here, straight south to Lost River. The old Colwell cabin was on the east side of the lane on the north bank of Lost River. It was just west of the group of trees there now. There used to be another row of trees where my corral is now. The old cabin had port holes in it. It stood there until about 1919 I think, when the canal was built. Some of our help used to live in it. One time a large family built bunks all along one side, they had about 12 kids. The old Ball place was about three fourths of a mile west of the Stone Bridge. The old log cabin school of Gale stood about where the oil tanks are now, just north of the Stone Bridge. The Whitney place was once Tule Lake post office, also the old Charles Beardsley place east of the Carr (Dalton) Ranch.

Shasta View school was about a mile and a half north of the Highway, on Drain #10. Libbey school was at Adams Point where the crossroads are, east of the Point. Dodd’s Hollow school was at the upper or north end.

Another boy and myself once went to explore the old haunted house at Clear Lake one time. We got inside when someone sneaked up outside and threw an old piece of iron on the roof. It bumped and thudded as it rolled off and we wasted no more time there, — but got out.

I have been all over Bryant Mountain riding for stock. The old mill run by Wurlo set in the best timber. I have been told of an older mill nearby. In fact, I think there is an old saw dust pile about one half mile from the mill we call the old mill. There was a road from Langell Valley, Clear Lake and Tule Lake to the mill.

Told To Me
By Fanny Bryngelson,
Daughter of Bob Adams, Sr.
June 21, 1952

Hooker Jim’s camp was on the north side of Lost River, a little downstream and east of Captain Jack’s camp, which was located where the Eagle Ranch buildings now stand. We picked up these bones slightly east of where the flume crosses Lost River and figure it is the location of Hooker Jim’s camp.

The old bison fossilized bones here, came from near Bloody Point on what I think is now the Anderson Ranch.
Did you know that in 1861, two men murdered a widow and her two daughters, at a ranch house near Soda Springs, on Emigrant Creek in Jackson County, Oregon. The house was robbed and burned, together with the murdered bodies, with a view of covering up the crime. The murderers retreated to their secret hiding place in the mountains, which was about one half mile down Jenny Creek from Pinehurst. About two weeks afterwards one of the murderers was taken into custody, at the hiding place, by two men, and after securing a confession of the crime, by the criminal, these two men formed a court, judge, jury and were the executioners.

Some time afterwards, others found the body of the criminal, with a rope around his neck hanging to the limb of a tree, caused it to be cut down and buried. No arrests were ever made and the other participant in the crime was never apprehended.

A.B.C.

Did you know that the original survey, by the United States, over this valley and city, was made in the year 1858, about ten years before the advent of a single settler. That ninety percent or more of the section lines, run at that date, are from one to six rods too long in measurement, causing from one to five acres excess land in each section. This has caused many, many inconveniences and contentions, to land owners in establishing division and sub-division points and lines up to this date and probably will for all time to come. Just how and why these excess measurements were made is an unsolved problem. However, one may surmise that the ‘hind’ chainman lagged and stretched the chain or that the full number of the bunch were scared of their lives from the deadly Indians of that date and were in a devil of a hurry. I any event it was very unfortunate.

A.B.C.
The Bunnell family, 1895 Klamath Basin pioneers, at their home near Bieber in Big Valley California in 1888. A daughter, a daughter, A.F. Bunnell, mother Matilda, and R.H. (Bob) Bunnell, a Klamath County Judge during the famed courthouse fight.

During construction of the Main, or A Canal of the Klamath Project about 1906-1908. The mystery of the dirt moving machine (right) seems to be solved by this picture. It was used on constructing the main canal and not roads. F.M. Priest Photo