KLAMATH ECHOES

Sanctioned by
Klamath County Historical Society

Number 16
The Railroad's coming to our town,
   Take off your hats and cheer it!
For nearer, nearer comes the sound,
   O, good it is to hear it!

The rocks arise from out their beds,
   What tho' the ages bound them!
The Right of Way is o'er their heads,
   And Progress all around them!

We've always held our head up high,
   Regardless of the weather;
For Pride will make our Klamath Falls.
   'Tis "Pride and Falls" together!

So when we drive the Golden Spike,
   That makes Hope's consummation,
   May all our ex and im-ports be
   The best that's in the nation.

To Mr. Harriman our thanks!
   We'll not oppose his wishes;
   We'll let him breathe our finest air,
   And catch our biggest fishes;
   Roland may shoot another Bear,
   When'er the times propitious!

Copied from the Evening Herald, Thursday.
August 27, 1908. Author Unknown.
Southern Pacific engine number 2251 with the first train into Klamath Falls, Oregon, May 20, 1909.

Arrival of a Southern Pacific passenger train at the Klamath Falls depot in the early days.

Miller Co. Photo
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THE COVER: Our cover was drawn by Deborah Runnels, formerly Art Teacher at Klamath Union High School.

III
The publication of *Railroads into Klamath* was made possible by the Herald & News newspaper files, the newspaper files of the Klamath County Museum, and the microfilm files of the Klamath County Library. In addition Ben Cornell, engineer of the Oregon-California & Eastern Railroad has been of great assistance through information given and pictures loaned. Otherwise the Editor's own library, picture files and personal research over many years have supplied the necessary information for this historical book.

Commencing during the 1940's, this writer interviewed many old timers, but does not have one reminiscence that touches on the old Weed Logging Railroad or the California-Northeastern which replaced it into Klamath Falls.

This history perhaps should have been published at a much earlier date, but the necessary research for information had not been completed to a satisfactory degree. The first two and one half chapters, although not directly connected with the history of the Klamath Country, do give, in brief detail, events leading up to the arrival of our first railroads.

It is hoped that *Railroads into Klamath* will finally dispose of the mysteries of why the Klamath Country suffered through two long delays in railroad building, which set back the development of the area for many years.

There remains another segment of the railroad history of the Klamath Country which is touched upon but briefly in this history, the logging railroads which began in the late teens and still continue in two instances.

Logging railroads long since discontinued, include the Kesterson roads in the area northwest of Dorris, and west of Worden; the far flung Weyerhaeuser system which tapped the area west and north of Keno, to and beyond the Jackson County line; Pelican Bay and Lamm Lumber Company mills, which early had railroads in the Harriman Lodge-Pelican Bay area west of Upper Klamath Lake.

Pelican Bay, Lamm and Forrest (Williamson River Lumber Co.) Lumber Companies had railroads which tapped the area west of present Highway #97, from Spring Creek and Sun Mountain to and north of Diamond Lake State Highway #138. Farther north, Shaw-Bertram had a railroad which extended west into the timber from present Chemult.

East of Highway #97, a network of railroads covered most of the Klamath Indian Reservation timber at one time or another. These belonged to Ewauna, Shaw-Bertram, Lamm, Algoma, Williamson River, Chiloquin, Pelican Bay, Kesterson and Weyerhaeuser Lumber Companies.

North of the Klamath Indian Reservation lay the railroads of Shevlin-Hixon out of Bend, which served the areas east of Highway #97, from both Crescent and Chemult. Presently the Gilchrist Lumber Company with its twelve-mile railroad leading from the main Southern Pacific Railroad, northward to the town of Gilchrist is the only line in operation. The town of Shevlin was the subject many times, of romantic writings, due to its moving logging camp and post office, at different times located in both Deschutes and Klamath Counties.

Perhaps the most advertised and historically written about local railroad was the Oregon-California and Eastern (the Strahorn Line), extending eastward from Klamath Falls, which

*(Continued on page VI)*
Union Pacific "Big Boy" #4019 pulling a freight train up Echo Canyon in Utah.

Union Pacific passenger train #949 in El Cajon Pass, north of San Bernardino, California.
is still in existence and very much in use by the Weyerhaeuser Timber Company, which has recently bought the line and is rebuilding it to its terminus at the town of Bly. Joining the O. C. & E. is Weyerhaeuser's private logging railroad which extends into the Sycan Marsh territory with its large adjoining timber lands.

A number of lumber companies had lines which led from the main O. C. & E. R. R., from a few to several miles in length. They were Ewauna, which operated in the Quartz Mountain area in Lake County; Pelican Bay, south of Bly; Lorenz (Crater Lake Lumber Co.) Lumber Company, south of Sprague River; Shaw-Bertram and Big Lakes, in the Squaw Flats vicinity, west of Bly Mountain, and the Ackley Brothers, with a short spur into Swan Lake Valley.

Today, fleets of logging trucks have replaced the logging railroads in the Klamath Country woods.
Southern Pacific engine #4251 thought to be pulling up a stiff grade between Weed and Grass Lake, California.
Approximately 86 years have passed since the Klamath Country was informed that its first railway, a tiny four mile in length logging road high atop the north Klamath River Rim in extreme Southwestern Klamath County had been completed. This railroad led from the rim (barely inside California) northward to the logging camp of Snow. Its rolling stock consisted of four tiny Russell logging cars which were motivated from the woods by gravity and returned, at first by horse power, and later by a small locomotive.

During part of that 86 year span, many delays, changes of plans, lawsuits and relocations hindered the completion of the railway system into this area. To understand these various ramifications it is deemed necessary to first give a short synopsis of railroad- ing in the United States, especially the Western portion, prior to 1926 when the first main line through the Klamath Country connected us to the east and coastal shipping points both north and south.

Therefore, according to historical records we find that in England, around 1698, a man named Savery invented the first crude steam engine. Then after many years of experiments and improvements, one James Watt came up with the first improved steam engine in the 1760-69 period. More experiments and adaptations followed and England came up with her first railroads.

Learning of these advancements, a few visionaries in America tried to interest their fellow man in their own ideas and prophesies but had little success. However, soon after the Revolutionary War, Oliver Evans petitioned two state legislatures for exclusive rights to use what he called "improvements in steam carriages." By 1804 he had invented the first American steam locomotive.

Others became interested and a John Stevens, of Hoboken, New Jersey built a miniature locomotive, which he ran around on a track in the yard at his home. The states of New Jersey in 1821, and Pennsylvania in 1823, granted him charters which proposed to build a railroad across the former and to the Susquehanna River in the latter. Very little seems to have become of these plans.

But, by 1826, Boston had built a railroad of sorts, three miles of wooden rails on stone ties, to move granite from Quincy to the Neponset River, and thence by water to Charlestown, to construct the Bunker Hill Monument.

By 1827, a group of citizens incorporated the Baltimore & Ohio Rail Road Company. Shortly thereafter other railroads were organized in New York, Philadelphia and Charleston, South Carolina. In the beginning, the Baltimore & Ohio experimented with sail cars and horse power, both in its direct and treadmill form.

Shortly thereafter in Charleston, a group of railroad builders secured a steam locomotive, the first ever built in New York, and transported it to Charleston. In December, 1830 it pulled the first train of cars ever moved by steam in the United States, over a six-mile track. The formal opening, however, was not until January, 1831.

The success of the South Carolina enterprise spawned a rash of railroad incorporations in all the settled regions
except New England where "commerce was tied to the sea and always would be." It seemed for a time as if every state, city, and one-horse village in the United States was bound to be on a railroad, even though it had to build one at home and with home capital. By 1837 some two hundred railroads were being talked about, projected, built, or operated. Millions of dollars changed hands for the paper of stocks and bonds, many of which were worthless. A large percent of these incorporators were indeed unscrupulous and it is a known fact that incorporators are not necessarily builders. Many were for the sole purpose of obtaining easy money from the sale of stock in companies to build plank roads, canals and more railroads. Most of these were never built.

However, as time passed, the preferred method of financing railroads was the land grant. Probably the first land grant made by Congress for "internal improvements" was the act of 1796, authorizing Ebenezer Zane, an ancestor of the Western author Zane Grey, to locate certain lands in the "territory west of the River Ohio in such situations as should best promote utility of a road to be opened by him on the most eligible route between Wheeling and Limestone." Twelve and more years elapsed before Congress made a number of land grants to canal companies. Then, in 1835, Congress made the first grant of land to a railroad, the Tallahassee Railroad Company, which set the style for later grants. This one gave the company a right of way of 30 feet on each side of the line, and also the privilege of using timber from public lands, on either or both sides, for 100 feet, and "ten acres for a terminal where the St. Mark's and Woicolla River join."

It has been estimated that by 1850, nearly every state east of the Missippi River had one or more railroads, and the total mileage in the United States was "about" 5,000.

Next it is recorded that by 1851, the first railroad had reached Lake Erie. Further in this same year the State of Illinois "granted a charter to a new corporation, the Illinois Central Railroad Company; and with it, if its charter terms were met, went a land grant of 2,595,000 federal acres, the first large land grant to a railroad in our history." That railroad is reported to have reached Chicago in 1852.

In the meantime the great overland treks to Oregon and California had commenced and continued for many years; to Oregon by the "great" migration of 1843, seeking the free lands for homes, and to California in 1849, by the hordes seeking riches in the newly discovered gold fields. Both territories had received some settlement prior to those dates and continued to receive more until long after the arrival of the first transcontinental railroads.

Who first thought of an overland railroad is unknown. It was, however, suggested in print as early as 1832 that a steam railroad be built from New York City by way of the Great Lakes and the Platte Valley to the Oregon Country.

Years passed and finally in March, 1853, Congress authorized the Pacific Railroad Surveys. These surveys occupied another three years and it is with two of them that the Klamath Country became associated. When completed the survey reports were government printed and consisted of 13 volumes. They covered four major routes by which a railroad could reach the Pacific Coast. In addition, hundreds of additional pages covered the flora and fauna of the regions surveyed. Also, the various Indian dialects encountered were recorded in much detail. All this added up to a
very expensive production.

Preceeding the surveys of Lt. E. G. Beckwith, during 1854, in North- 
ern California, and the Lts. R. W. Williamson-H. L. Abbott surveys of 
1855 through the Klamath Country and northward east of the Cascades to 
the Columbia River, were several exp- 
lorations, either secretly sanctioned, 
or openly ordered by different govern- 
ment agencies which became more or 
less connected with our local history.

First of these was the Capt. John C. 
Fremont 1843-44 exploration south 
through Oregon east of the Cascades, 
then through Northwestern Nevada to 
cross the Sierra Nevada Mountains 
into Central California.

Second, Capt. John C. Fremont's 
jukeet from California (from which he 
had been ordered by the Mexican 
Government) into the Klamath 
Country in May, 1846, circling Upper 
Klamath Lake, prior to the Bear Flag 
Revolution in California which re- 
leased that territory from Mexican rule.

Third, the 1849 explorations of 
Capt. W. H. Warner backtracking the 
Lassen Trail from California, thence 
passing Goose Lake to enter Warner 
Valley where he was killed by Indians 
near the Oregon-California State Line 
north of Fort Bidwell. The purpose of 
his exploration was "to open a sure 
and easy communication by land 
(from California) with the Atlantic 
States."

Fourth, Lt. R. S. Williamson, who 
been second in command under 
Capt. Warner, and was in 1855 to 
command the official railroad survey 
through Central Oregon, returned to 
this area in 1851-52. Arriving in Butte 
Valley, Northern California by way of 
Sheep Rock he seems to have pen- 
trated northeast as far as the Apple- 
gate Trail near later day Laird's 
Landing.

Turning our attention southward 
into Central California, we will briefly 
trace the development of railroad ing 
history in that area. We find that in 
1852, the first railroad incorporated in 
California, the Sacramento, Auburn 
and Nevada (City) was never built. 
Instead, a Colonel Charles L. Wilson 
reorganized this abandoned company 
as the Sacramento Valley Railroad 
Company, and Articles of Association 
were filed in October, 1853. The line 
was to run to Negro Bar (Folsom), 
and thence to Marysville.

The man chosen by Col. Wilson to 
be his engineer in the projected rail-
road was Theodore D. Judah, the 
young engineer who had just built a 
railroad bridge across the Niagara 
Falls Gorge.

Actual construction did not com-
minute in the City of Sacramento until 
February 12, 1855. After numerous 
short journeys on the rails from a few 
blocks to two miles, in Sacramento 
City itself, the rails continued east- 
ward until February 16, 1856, when 
the line was officially opened to Fol-
som some 22 miles away, by hauling a 
large free excursion for many Cali-
fornians.

This little railroad enjoyed such 
phenomenal success as it advanced 
toward the Sierra foothills that it 
attracted the attention of other oppor-
tunists. Another railroad, the Califor-
nia Central, later in part to become 
the Sacramento, Placer & Nevada 
Railroad, was commenced on June 1, 
1858, to run to Auburn. It was com-
pleted by October 16, 1862.

It was the above mentioned Judah 
who during these years conceived the 
idea of the western portion of a trans-
continental railroad. By August, 1860, 
he had found a route over the Sierra 
Nevada Mountains, closely approxi-
mating the present highway, Inter- 
state 80.
Judah's findings displeased his associates to such an extent that his connections with the Sacramento Valley Railroad were severed. Judah then turned to other sources to secure backing for his grandiose scheme, and so came into contact with certain Sacramento capitalists who were later to become known as the Big Four of Central Pacific Railroad Company fame.

About the time the first forty miles of railroad were completed, a disagreement arose between Judah and the Big Four. Judah was compelled to sell his interests in the Central Pacific, and later returning east by steamer, he contracted yellow fever in Panama, and died soon afterwards.

The Big Four, through Judah's representations, had become interested in a railroad across the Sierras to tap the lucrative trade of the Virginia City, Nevada mining industry that was being funneled into the coffers of the Sacramento Valley Railroad. Consequently, the Central Pacific Railroad Company was incorporated June 28, 1861, under the laws of California. Leland Stanford was named President; C. P. Huntington, Vice-President; James Bailey, Secretary; Mark Hopkins, Treasurer; and Theodore Judah, Chief Engineer.

Little time elapsed before Stanford, Huntington and Hopkins, together with Charles Crocker became known as the "Big Four" and assumed the full direction of the organization. Stanford raised the Western money and was the local contact man; Huntington raised the Eastern money, and was the general contact man along Wall Street and in the United States Congress where he twisted many arms; Hopkins, the inside man, handled the books; while Crocker, the outside man, handled all construction.

On July 1, 1862, President Lincoln signed the Pacific Railroad Act, as a military measure of the Civil War to assure California becoming a Union State. The Act called for construction of a railroad by two companies, one building westward from the Missouri River, the other building eastward from the Pacific Ocean, at or near San Francisco "or the navigable waters of the Sacramento River."

According to Southern Pacific, by Wilson and Taylor, page 13, the Act gave each company "a 400-foot right-of-way across all government lands, and such areas as were needed for stations, switch yards, shops, and quarries. It also gave the companies alternate square-mile sections of public lands on both sides of the tracks, and provided for loans of United States bonds to bolster the credit of the builders. These bonds required an interest payment of 6 per cent by the two railroad companies, but Huntington saw to it that a provision in the Act delayed payment of interest until the bonds matured."

These loans ranged in amounts from $16,000 to $48,000 per mile depending on the terrain. In the case of the Central Pacific they added up to $24,000 per mile for construction in the Sacramento Valley foothills. However, through Huntington's efforts they "removed the base of the Sierra Nevada to within seven miles of the City of Sacramento."

"The Act further incorporated a Union Pacific Railroad Company, authorizing a capital of $100,000,000." The Central Pacific Railroad Company had previously been incorporated as shown above. The westward building company, the Union Pacific, was organized at Chicago on September 2, 1862.

The Central Pacific was given the right to build, specifically, only from the navigable waters of the Pacific to
the California line; but Huntington later got this provision changed to place the junction 150 miles eastward in Nevada (near Mill City). Still later, in 1866, it was changed again—to wherever the eastward-and westward pushing lines should meet. This location eventually became known as Promontory, Utah, reached on May 10, 1869. The Central Pacific was given two years in which to build its first 50 miles of railroad, after which the builders were required to complete 50 miles per year. The whole task had to be finished by July 1, 1876. Thus by a two year margin, the Central Pacific was first to start actual construction.

The Union Pacific was, according to the Act, to build an Iowa branch to the main line, and to construct the main line from the 100th meridian in the Territory of Nebraska to the California line. The Central Pacific was to build that portion of the road which lay within the state of California, but as we have seen, built to Promontory, Utah.

The Central Pacific, Stanford officiating, broke their first ground on the levee at Sacramento on January 8, 1863. At the eastern terminus (the Missouri River) it was almost a year before the Union Pacific held their first ground breaking ceremony at Omaha on December 2, 1863, but a year and a half later not a foot of grade had been opened. The Union Pacific ran into financial trouble and it was not until November 5, 1865, after a reorganization in their personnel, that they held their second ground breaking ceremony at Omaha.

Construction of the Union Pacific Railroad spawned one of the most serious scandals this nation has ever known. It was called Credit Mobilier, but the story is too long to be told here. The concern was formed in 1863 and built most of the Union Pacific line. It is credited with siphoning millions of dollars worth of funds into the promoters’ pockets ($43,929,828.34 according to the *Encyclopedia Americana*, Vol. 8, page 173) during 1867-1868. Connected with the scandal was the Vice-President of the United States; the Vice-President elect; the Speaker of the House, Congressmen and many other prominent names. In the process of securing favors, unlimited stocks in the concern were handed out to influential people connected with the Government. Another means employed was that during the construction of the first 100 miles, the chief engineer’s estimate of $30,000 per mile was overruled and the actual contract let for $60,000 per mile. The difference was sheer profit to the Credit Mobilier contract firm.

It has been reported (American Railroads, by Stewart Holbrook, Page 172) that Central Pacific contracts were almost as scandalous as the Credit Mobilier and were used “to this very day (1947) to harass the Central Pacific’s heir, the Southern Pacific; but at the time, the United States was not equal to the scandals of such magnitude as Credit Mobilier.”

In the West, the Big Four and their Central Pacific Railroad reached the Donner Summit in November, 1867; the Nevada State Line, 138 miles from Sacramento, on December 13, 1867; Reno by June 19, 1868; Winnemucca by October 1, 1868; Elko by January 25, 1869; and finally, Promontory, Utah where they met the Union Pacific and the Golden Spike ceremony took place on May 10, 1869. Actually, the Central Pacific had reached Promontory on May 1st, but there had to await the union Pacific at the agreed upon meeting location.

Construction on the Union Pacific had proved much easier due to the
Golden Spike Ceremony, Promontory Point, Utah on May 10, 1869, when the Central Pacific (left) and Union Pacific (right) engines met to complete the first trans-continental railroad.

Library of Congress

prairie country through which the line ran. After breaking ground at Omaha, only 40 miles of railroad had been constructed by January, 1866; then by the end of 1867 they were 550 miles from Omaha. There remained some 534 miles of railroad to be built to connect with the Central Pacific at that time, which was accomplished in fifteen months, at the rate of better than one mile per day.

Farther east, with Chicago as the terminus, the Chicago and North-western had reached the Mississippi River by 1864. Continuing onward across Iowa, the Missouri River at Council Bluffs, across from Omaha, was reached on February 8, 1867, at about the time the Central Pacific was conquering the Summit of the Sierras.

From the beginning, the Big Four of the Central Pacific had plans which included a terminal on San Francisco Bay. San Francisco itself could be reached by land only from the south, but this route was controlled by a local line, the San Jose and San Francisco Railroad Company. This company was formed in July, 1860 after first having been incorporated under a different name on September 6, 1851. The road was opened to traffic on January 16, 1864.

It will be remembered that according to the Pacific Railroad Act of 1862, the Central Pacific had been authorized to build overland eastward from San Francisco. However, they became so thoroughly involved during the next few years with pushing over the Sierras from Sacramento that they assigned the western branch from Sacramento to an affiliate, the Western Pacific (not the present day Western Pacific). This affiliate in time became associated with the San Jose & San
Francisco Railroad. In the meantime, on December 2, 1865 a Southern Pacific Railroad Company had been incorporated by certain members of the San Jose & San Francisco Railroad, to build south to San Diego, thence eastward to the Colorado.

Awakening to the threat of a new overland line entering the bay area, and not wishing to share profits with anyone else, the Big Four repossessed the entire new line through a series of consolidations and bond purchases. Therefore, by mid-1868 all these various lines had come under the control of the Central Pacific which included the closely affiliated paper projected "Southern Pacific Railroad."

Therefore, by September 6, 1869, the Central Pacific owned and controlled an unbroken line of rails from Promontory, Utah to San Francisco Bay.

Although there were still some San Francisco men on the directorate of Southern Pacific, there were also the familiar names of the Big Four in the drivers seat. Huntington was President of the Southern Pacific and Stanford of the Central Pacific; Huntington was Vice-President of the Central Pacific and Stanford of the Southern Pacific. Hopkins was Treasurer of each.

On September 25, 1868, Huntington, as Vice-President of the Central Pacific, had transmitted a report to the Secretary of Interior indicating a close relationship between the Central Pacific and Southern Pacific Railroads. Two years later, on October 12, 1870, the record became official that the Central Pacific and Southern Pacific were owned and controlled by the same men, the Big Four of the Central Pacific.

This same year the Southern Pacific became the legal owner of the San Jose & San Francisco Railroad, and also the owner of a company which had built south to and past Gilroy some 20 miles.

On September 5, 1876 the Southern Pacific reached Los Angeles where "Last spike" ceremonies were held. On March 20, 1880, Tucson, Arizona was reached. Three years later, on January 12, 1883, construction forces from west and east met on the west bank of the Pecos River in Texas, 227 miles west of San Antonio. Shortly thereafter, on February 5, 1883, through trains commenced running over the Sunset Route between New Orleans and San Francisco.

With the passing of years the $24,000,000 loan and mounting interest to the Central Pacific began to occupy the attention of the United States Government. Consequently, they began to question what arrangements were being made for repayment. Then in 1878 Congress passed the Thurman Act, which required the Central Pacific and Union Pacific Railroads to set up sinking funds into which they were to put 25 per cent of their annual net earnings toward liquidation of their debt to the United States.

It further seems that by 1884 the Central Pacific Railroad had taken in more than $277,300,000 and expended $239,600,000 leaving around $37,000,000 as surplus and profit.

American Railroads, page 157, records that "The total length of railroads built on or with land grants was 18,738 miles **. Nor was the federal government of so much aid in direct financing of railroads as is generally supposed. It did make loans to six of the companies chartered to build the Pacific railroads. These loans totaled $46,623,512. For many years, or during the period when the sparsely settled country could supply but little traffic, the roads were unable
to pay the six per cent interest called for by these loans; but when final settlement was made, in 1898-99, the government collected no less than $63,023,512 of principal, and a thumping $104,722,978 in interest. In other words, the government loaned approximately $65 million and collected approximately $167 million (‘a brilliant transaction, for the government’).

The Central Pacific had repaid the government, principal and interest, $58,813,000 by 1908-09, the date of final payment.

On February 17, 1885 the Central Pacific executed a lease to the Southern Pacific Company. Leland Stanford signed it as President of the Central Pacific and next day was elected President of the Southern Pacific Company. The lease was for 99 years from April 1, 1885; other leases to the Southern Pacific Company of various Central Pacific railroads and affiliates were effective as of March 1, 1885. Therefore, on April 1, 1885, the Southern Pacific Company took over operation of all companies of common ownership, including the Central Pacific.

According to Southern Pacific, page 104: ‘The New York World estimated in 1890, that there were thirty-five fortunes of $10,000,000 or more in the United States. It rated Huntington with $40,000,000, placing him after John D. Rockefeller, William Astor, Jay Gould, Cornelius Vanderbilt and William Vanderbilt. It gave Stanford $30,000,000, and the estates of Mark Hopkins and Charles Crocker $25,000,000 each.’

Following the Golden Spike ceremony of 1869, at Promontory, Utah, linking the Central Pacific and Union Pacific Railroads, the original managers of the Union Pacific got out of the company as fast as they could. Their money had been made in construction, and they wanted no part of the grief of running the road. To the credit of the Central Pacific’s Big Four, it must be said they continued running their various railroads to the end of their lives.

Mark Hopkins was the first to pass away, on March 29, 1878, “slipping off to sleep” on a couch in his private car at a siding in Yuma, Arizona. Charles Crocker was the next to pass away, on August 14, 1888, at the Del Monte Hotel on the Monterey Peninsula. Leland Stanford passed away five years later on June 21, 1893, and Collis P. Huntington, the last of the Big Four, passed away on August 13, 1900.

Chapter II

The Shasta Route

Although historically concerned with the Overland Route completed in 1869, the Klamath Basin is more closely connected with the north-south railroad later known as the “Shasta Route” between Portland on the north, and Sacramento on the south.

The Southern Pacific’s “Shasta Route” is a combination of two separate railroads, the California and Oregon from the south, and the Oregon and California from the north. It was begun on both ends during the 1860’s, and extended more or less steadily, both north and south until Redding, California and Roseburg, Oregon were reached in 1872.

Turning our attention to the south-
ern terminus in Sacramento we will backtrack in time to February 16, 1856, when the Sacramento Valley Railroad reached newly founded Folsom immediately above Negro Bar on the American River. Originally, this little railroad had set out to build as far north as Marysville, but lack of finances and new ownership brought about a halt at Folsom.

However, the first owners were determined to build onward to Marysville, so incorporated the California Central Railroad. Ground was broken for this last railroad on June 1, 1858, which ran through what later became Roseville and on toward Lincoln which was reached by October 13, 1861, when the first passenger train arrived at that place.

A great deal of railroad building enthusiasm was created by the activities of Theodore Judah. High in this group were the citizens of Marysville, situated on Feather River some 52 miles north of Sacramento, and at the time third largest city in California. These citizens decided they wanted to enter the railroad game.

Consequently, following the ground breaking ceremonies of the Central Pacific Railroad on January 8, 1863, at Sacramento, the California legislature on April 6, 1863, granted a group of about 70 Marysville citizens certain privileges toward building a railroad northward toward Portland, Oregon. Among this group was an engineer named Simon G. Elliott. He was thoroughly indoctrinated with the ideas and enthusiasm of Theodore Judah.

Sometime in May, 1863, Elliot, together with George Belding, a civil engineer of Portland, began a survey northward from Marysville, on their joint account, reaching Jacksonville, Oregon, in October. Also included in the party was a Col. Chas. Barry, recently a participant in the Civil War. At least one section of the survey party seems to have reached Portland before the end of the year.

The California and Oregon Railroad Company was organized on December 1, 1863, but was not incorporated until June 29, 1865. Nevertheless, work was begun immediately.

By January 16, 1864, the Shasta Courier wrote that they had learned "... iron necessary for the completion of the track from Rose's station (Roseville) to Oroville had been received, and about 30 days will put it down."

Actually, the railroad was opened to Oroville on Monday, February 15th, as reported by the Courier of February 20, 1864.

In the meantime, as we have seen, the Central Pacific began at Sacramento on January 8, 1863, on its way to the Sierra Nevadas. It reached a junction with the California Central at Grider's Ranch (present Roseville) on April 26, 1864 and killed that line's reason for existence. The Central Pacific took the California Central over on a forced sale, tore up the stretch between Roseville and Folsom, and added the Lincoln branch to their business. Later still, they used the little California Central as a start for their California and Oregon Railroad.

The men of Marysville wished to benefit by the Federal land grants then being handed out, so began laying their first requisite 20 miles of track as soon as possible. They pursued their railroad construction until their money ran out, then the Big Four stepped in, and by a series of their familiar incorporations and consolidations, took over the California and Oregon for the Central Pacific in 1870. The little California and Oregon then consisted of about 90 miles of patched together track, far short of the
Oregon State Line.

The Central Pacific then commenced the task of cautiously continuing the line northward. Chico was reached by July 4th, 1870; Red Bluff by December 6, 1871; and finally on August 3, 1872 the rails were laid into Redding, although the first regular passenger train did not arrive until September 1, 1872.

Meanwhile, far to the north in Oregon Territory, a tiny railroad, if such it can be called, was begun in 1851, as a portage railway on the Columbia River around the Cascade Rapids. Built on the north (now Washington) side of the river between steamboat landings, it consisted of wooden rails over which one car was pulled by a single mule. By 1856 the trackage was extended to six miles, and the rolling stock increased, but was still pulled by mule power. It was washed out in the flood of 1861 and when rebuilt was named the Cascade Railroad.

An opposition line was started in 1858 on the south (now Oregon) side and was called the Oregon Portage Railway. It survived the 1861 flood to remain in service for many years.

On May 10, 1862, the Oregon Portage Railway put into operation the first steam locomotive in the Northwest, the tiny engine known as the “Oregon Pony.” In size it somewhat resembled Klamath County’s “Old Blue” of Pokegama fame. The “Oregon Pony” still exists and is on permanent display in the plaza fronting the Portland Union Station.

Rebuilt after the 1861 flood, the Cascade Railroad and The Dalles to Celilo portage railroad built by the Oregon Steam Navigation Company began operation in conjunction with each other on April 20, 1863, and remained in service until replaced by later day, through railroad systems on both sides of the Columbia River.

We have touched on a few of the many railroads which sprang up in California in the preceding pages. At the same time, in Oregon there were plans for railroads, but none matured.

The first steps to build a railroad in the State of Oregon followed by organizations and concrete efforts were taken at Jacksonville on October 13, 1863, when the California and Columbia River Railroad Company was incorporated. True, meetings had been held and corporations formed in various places in the Willamette Valley prior to that time, however, nothing had resulted but “hot-air,” not worth recording.

The Jacksonville incorporation was the direct result of the Elliott-Belding survey mentioned above. As surveyed by them, the distance covered was 635 miles from Marysville to Portland. Their survey differed from the line later developed in that it entered Oregon over the Siskiyou Mountains, turned east to the head of Emigrant Creek which was followed northward along “the west slope of the ridge east of Bear Creek” in the Rogue River Valley.

From Jacksonville north to the Columbia, or Portland, two separate surveys were run, that of Elliott and the other by Col. Chas. Barry. Both more or less coincided until the Willamette Valley was reached. There, the Elliott survey, via Eugene, crossed the Willamette River at Corvallis, passed through Albany and Salem, to recross the river near Oregon City on its way to “Portland or some point on the Columbia River.”

Barry’s survey by-passed Eugene to enter the Willamette Valley farther north and keep to the west side of the Willamette River at all times, crossing Tualatin Plains to enter Portland by one of three different routes.
The California and Columbia River Railroad Company ceased their operations in 1865 when Barry ceased his activities and returned east. He, together with Joseph Gaston, originally from Jacksonville, had fought for a land grant which they failed to secure due to an oversight in their application.

On July 25, 1866, Congress passed an Act providing that the California and Oregon Railroad Company, and such other company as the legislature of Oregon should designate should receive "... every alternate section of land ... of twenty sections per mile, ten on each side of said railroad line ...," the first twenty miles to be completed two years thereafter.

In order to obtain the grant, Joseph Gaston began to organize the Oregon Central Railroad Company and although not completed, filed it with the Secretary of the State of Oregon on October 6, 1866. Four days later, on October 10th, the legislature designated this company as the company to receive the grant provided by the Act of Congress. Actually, Gaston did not file the completed articles (and those filed were different papers) until November 21, 1866.

Meanwhile, some of the same men together with others, learning of Gaston's delay in filing completed articles of incorporation, themselves filed articles of incorporation for a different Oregon Central Railroad Company on November 17, 1866, four days before Gaston's completed articles.

This latter company was not organized for the purpose of building a railroad, but to beat out Gaston. Then, through the intervention of S. G. Elliott, the Marysville promoter and other Californians promising financial aid, this November 17th company re-organized and formed a new Oregon Central Railroad Company on April 22, 1867 to later become known as the "East Siders," while Gaston's company became known as the "West Siders."

Finally, according to Bancroft's History of Oregon, on April 14, 1867, was begun the first railroad in Oregon (other than the portage roads above mentioned) when the West Siders broke their first ground in Caruther's Addition to Portland. Two days later, on April 16, 1867, the East Siders broke their first ground in East Portland.

A struggle for control now took place which was extremely damaging to both enterprises. Capitalists, fearing litigation and delay, withdrew their financial support to both projects so that extreme retrenchments followed.

Both parties thereafter pursued an aggressive war upon the other even though financially distressed. Then in August, 1868, Ben Holladay, former Overland Stagecoach king, arrived in Oregon and immediately entered the picture. Aligning himself and his supposed millions with the East Siders he was soon able to gain control of that company, forcing Elliott out of the organization.

After becoming connected with the Oregon Central (East Side) Holladay continued construction of the line and, it is charged, subsidized newspapers for favorable publicity, bought politicians and entertained members of the legislature, all to the tune of some $30,000 or more.

As a result of these activities, the legislature passed a joint resolution on October 20, 1868, rescinding the Act of October 10, 1866. Thus, the East Siders became the recipients of the land grant instead of the West Siders. On March 31, 1869, construction work stopped on the West Side line. How-
ever, later in the season Gaston was able to raise enough money to continue grading to Hillsboro.

Then on April 16, 1869, Congress passed an act extending the time for filing acceptance of the land grant act and provided that whichever of the two companies should first complete and put into operation twenty miles of railroad should be entitled to file such acceptance of grant.

The East Siders' company filed assent with the Department of Interior in June, 1869, and in October, 1869, filed maps of the survey for the first sixty miles of road. The West Sider company then waived all claims to the land grant. They did, however, succeed in retaining the name of Oregon Central Railroad Company. Therefore, Holladay, who had come into complete control of the Oregon Central (East Side) on September 7, 1869, was compelled to incorporate under a new name, the Oregon and California Railroad Company. Next, after gaining control of the Oregon and California, Holladay floated a bond issue of $10,500,000 which was sold principally to German investors at seventy per cent.

Then, around March 28, 1870, Holladay seems to have gained control of the Oregon Central (West Side), and at that time owned everything in Oregon.

The Oregon and California Railroad Company laid its first rails on October 26, 1869. Twelve miles southward they were confronted by a formidable barrier, a 370 foot bridge to be erected across the Clackamas River. It was then mid-November and the deadline for completion of the first twenty miles was Christmas day. Holladay was equal to the challenge and the task was accomplished, then disaster struck. High waters struck and the bridge was washed out.

Again, Holladay arose to the challenge, barged a locomotive across the river to continue laying rails southward to Parrot Creek, the twenty mile terminus. The bridge was rebuilt in time, and the last spike was driven at 4:30 in the afternoon of December 23, 1869. The next day (December 24th) a locomotive crossed the bridge and continued to the end of tracks and the Federal subsidy. It pulled a baggage car and two coaches which had been constructed in Oregon of Oregon timber.

By September 29, 1870 the rails had reached Salem in time for the Oregon State Fair. Eugene was reached and passed in late 1871, with the line finished to Creswell by December 9th of that year. By March 30, 1872, the California and Oregon Mail and passenger stages were connecting with Red Bluff in the south and Eugene in the north.

Rails reached Oakland July 7, 1872, and Roseburg before the end of the year. By that time Holladay was out of money.

When Holladay defaulted on interest payments, the bondholders took over in 1874, placing Henry Villard in charge of the Oregon and California Railroad. Grading was not resumed south of Roseburg until the fall of 1881.

A series of reorganizations, financial skirmishes and other stratagems common to railroad building of the day then took place while the end of rails languished at Roseburg approximately ten years. On May 25, 1882, the Oregon and California Railroad resumed laying their rails southward. By January 19, 1883, fifty-two miles of rails had been laid (to a location somewhere west of Glendale in Cow Creek Canyon). Villard in turn became practically insolvent by December, 1883.

Ashland was reached on April 19,
1884, and there the terminus remained for some three and one half years. During this period of time (in 1885), Villard defaulted and Richard Koehler was appointed receiver.

On August 30, 1884, the Jacksonville Times reported that it was thought the Central Pacific had obtained control of the Oregon and California Railroad. In addition, the Redding Republican of July 31, 1885, announced that the Central Pacific had purchased the Oregon and California Railroad.

Whatever actually transpired between the Central Pacific and the Oregon and California at this time, one thing is known, the Central Pacific's interests were transferred to the Southern Pacific Company on April 1, 1885. It further seems that the Central Pacific-Southern Pacific combination may have been laying back, awaiting the time when Holladay and Villard would meet with failure, at which time they could step in and take advantage of construction then completed.

Whatever moves may have been made by the Central Pacific-Southern Pacific combination in the interim, the latter did take over the Oregon and California by July 1, 1887, to immediately begin construction of the roadbed between Ashland and the California-Oregon State Line. The golden spike ceremony took place at Ashland on December 17, 1887 with Charles Crocker driving the last spike.

It will be noted that all railroad construction on the lines connecting Portland and Sacramento had come to a halt by late 1872. There were several reasons for the long delay of approximately ten years that ensued. This long delay was directly instrumental in holding back development of the Klamath Country.

At the southern (California) end there were several factors included:

1. The panic of 1873, in part brought on by completion of the Suez Canal, slump in Virginia City, Nevada mining stock, and by building too many railroads with too little cash. The Union Pacific's Credit Mobilier and other scandals led to a cautious do-nothing attitude on the part of Congress. It was prior to this that C. P. Huntington wrote to his colleagues: "I think we had better go slow for some time and build (on the California and Oregon road) only when the government compels us, unless you know where the money is coming from. I certainly do not."

Yet at the same time Charles Crocker, Mark Hopkins, Leland Stanford and David Colton, a lesser partner of the Big Four, all built fabulous mansions on Nob Hill in San Francisco which the California newspapers alleged cost approximately $7,000,000 at a time when the railroads were pleading starvation. Huntington was quite dissatisfied with these developments.

2. Finalizing the route to be followed to the Oregon Line which would afford the best construction route, and also secure the best possible choice of land grant lands.

3. The building of the Southern Route from San Francisco to New Orleans by the Southern Pacific Company was begun at Lathrop, California on December 31, 1869, by the Central Pacific, predecessor of the Southern Pacific and continued until February 5, 1883, when trains began regular schedules between San Francisco and New Orleans. It will be noted this time period coincides quite closely with the time construction of the California and Oregon was halted at Redding, which then became the terminus for approximately ten years. Evidently, Southern Pacific considered
the threat of competing Overland railroads more pressing than the California and Oregon route where at the time there was no competition for the north-south route.

4. Probably, the Southern Pacific anticipated and were awaiting the ultimate failure of the various Oregon and California corporations which at the same time were constructing their railroad southward to Ashland where they finally threw in their chips in the railroad game and Southern Pacific was enabled to gobble them up.

At the Oregon end of the north-south railroad between Portland and Sacramento, we find that finances hindered the first incorporators, causing them to step aside and let Ben Holladay take over. He in turn, was hindered by the depression of the 70's, the lack of business along the line, and failure of the land grants to be of much value. For the most part the land was not suitable for agricultural purposes, being mountainous and heavily timbered. At that time the timber was of little value, as a sale price limit of $2.50 had been set by the Government. Further, Holladay is accused of being dishonest, with no more than 57% of the German bond money being applied to railroad construction.

When Henry Villard took over, the railroad still lacked many miles of connecting with the northward building California and Oregon Railroad. Then, too, cost of construction between Roseburg and Grants Pass was underestimated and the expected business with the mining districts had failed to hold up. Villard, too, ran out of money and the railroad was compelled to halt at Ashland until the Southern Pacific saw their way clear to take over. Again, it points out the superior experience, ability, and connections of the Big Four.

In the preceding pages, Federal land grants, as an aid to various canal, wagon road, and railroad construction projects, have been mentioned frequently. The Oregon and California Railroad land grant was first given to the Oregon Central (West Side) Railroad Company as of October 10, 1866. Later, on October 20, 1869, the legislature rescinded the first act and made the Oregon and California Railroad (East Side) the recipients of the grant.

Oswald West, ex-Governor of Oregon, writing for the Oregon Historical Quarterly of September, 1952, in part states: "Under the terms of the Congressional act the lands were to be sold to actual settlers in tracts not exceeding 160 acres and at $2.50 per acre. As most of the lands were heavily timbered or rough and mountainous, and a comparatively small acreage adaptable to agriculture, sales were not great, and expected cash did not reach the O. & C. Company's coffers; the grant did, however, help to strengthen its credit. The Southern Pacific, its successor, did not encourage sales; nor did it press for patents, which could only invite taxation.

"The Congressional grant covered every odd section, not otherwise appropriated, through a strip forty miles wide; and the company was to be indemnified for any losses, through prior appropriations, by selections made from a ten-mile strip on either side of the primary grant . . .

"In 1907, a suit had been filed in the U. S. District Court at Portland . . . to compel the Southern Pacific Company to comply with the terms of the grant—sell to settlers in 160-acre tracts at $2.50 per acre . . .

" . . . when the matter reached the U. S. Supreme Court, . . . It was willing that the government recover the grant lands, but insisted that the
Mount Shasta from the Southern Pacific yards south of Dunsmuir, California. Several of these tracks have now been dismantled.

Southern Pacific passenger train twisting up the Sacramento River Canyon at Cantara Loop, north of Dunsmuir, California.
railroad company be paid its $2.50 per acre . . . Thus Congressional action became necessary.

"The revestment act of 1916 . . . brought about a check of the titles of the railroad grant lands, and the delinquent tax claims of the counties. Both claims were satisfied with moneys advanced by the Treasurer of the United States, to be recovered from future grant land sales.

"Under the Chamberlain Act, the State of Oregon was to received twenty-five per cent of the net land sale revenues and the land grant counties twenty-five per cent. The State, however, was in time to be gyped out of its twenty-five per cent by the fast working counties.

"Due to slack timber sales, low prices and prior claims, neither the State nor the counties received any revenue in the 1917-1926 period. So, in 1926, the Stanfield Act was passed, carrying an appropriation of $7,000,000 to be paid to the land grant counties as an advance on their claims for alleged accumulated tax losses.

"The Chamberlain Act gave control and management of the recovered lands to the Commissioner of the General Land Office, where it remained until July, 1946, when the present Bureau of Land Management was organized and took over.

"The moneys advanced the land grant counties, under the Stanfield Act, did not meet the amounts claimed by them and in 1937, the counties are to receive fifty per cent of the total timber sale receipts in lieu of taxes, and twenty-five per cent additional after all delinquencies have been cleaned up, and certain claims of the U. S. Treasury have been satisfied.

"The revested lands have been well managed; and the land grant counties (18) have been receiving revenues never dreamed of when the Chamberlain Act of 1916 was passed . . ."

According to the Herald & News, of November 18, 1977, Klamath County alone for the "Fiscal year 1977. O & C. receipts totaled $2,481,462. . . Other O & C payments were made to Benton, Clackamas, Columbia, Coos, Curry, Douglas, Jackson, Josephine, Lane, Lincoln, Linn, Marion, Multnomah, Polk, Tillamook, Washington and Yamhill Counties." Not all of these counties received railroad land grant money, some were wagon road land grants revested.

After languishing for better than ten years with Redding as the "End of Tracks," the Central Pacific Railroad on June 17, 1883, again commenced laying track up the Sacramento River Canyon. The Central Pacific Railroad Company began this new extension, but before it was completed, ownership was transferred to the Southern Pacific Company. However, the line remained under control of the same people, the Big Four.

Delta was reached August 30, 1884, and for a time became the point where freight to Scott, Shasta and the Klamath Country received their shipments. Then in turn followed Dunsmuir on August 23, 1906; McCloud (two miles south of Sisson, now Mount Shasta) on October 13, 1886; Edgewood (Weed) on January 1, 1887; Montague on March 10, 1887; Ager around April 9, 1887, which remained Klamath Country's shipping point until 1903; Hornbrook on May 1, 1887; Cole's at the southern base of the Siskiyous about June 8th, 1887, and finally the north end of the Siskiyou Mountain Summit tunnel, where the stage road was crossed at the new station of Siskiyou, on October 10, 1887. Connections were made with the previously built Oregon and California Railroad at Ashland on December 17, 1877, where the Golden Spike Ceremonies were held with Charles Crocker, one of the Big Four, driving the last spike.
Chapter III

Next Came Harriman

The Oregon and California Railroad was not the only available route or line proposed. B. J. Pengra, Surveyor General of Oregon, was the promoter and organizer in April, 1864, of the Oregon Central Military Wagon Road from Eugene through the Klamath Country to the southeastern corner of Oregon. It was another of those corporations to receive a land grant, three miles on both sides of the road for every mile built. Very little actual road was built but the grant was allowed for the entire distance. Part of this road had been surveyed in 1864 and construction work was in progress by June, 1865. The road was to be suitable for pack trains, wagons and other conveyances, and for military transportation. Looking into the future, the incorporators had stipulated that a railroad could be constructed along the same route.

The "West Siders," beaten out by the "East Siders," on May 4, 1870, had secured a land grant for a railroad from the end of their line at Forest Grove to Astoria at the mouth of the Columbia River. They also petitioned for a grant from McMinnville to Eugene. Pengra, representing the "Oregon Branch Pacific Railroad" from Eugene, via the Klamath Country, to Winnemucca, Nevada connecting with the Central Pacific there, also sought a land grant for that section. Further, it seems C. P. Huntington of the Central Pacific agreed to furnish the capital and build from Winnemucca to Eugene.

This scheme was defeated by Ben Holladay, who was by then in full control of the "East Side" Oregon and California Railroad. He induced Oregon Senator Williams to amend the Pengra bill by providing that the Winnemucca road should connect with Holladay's Oregon and California in the Rogue River Valley. He had been quick to see the threat to his own line if Central Pacific interests were brought to Oregon. With this change in the Winnemucca bill, Huntington promptly withdrew his offer to aid Pengra.

If the reader will stop for a moment and think what this Winnemucca to Eugene railroad would have meant to the Klamath Country he will realize the loss to this community. It would have meant railroad service from 30 to 40 years in advance of what we did receive, together with a far shorter distance to a transcontinental line. Eugene would have been the junction of two great lines and might have rivaled Portland.

In 1869 there occurred a bit of Klamath Country history as recorded by the History of Central Oregon (1905) which was related to early proposed railroad projections in Oregon. It is unknown to this writer just who was back of this survey, but it appears likely that Holladay's Oregon and California Railroad may have been the instigator in as much as Pengra's Oregon Branch Pacific Railroad proposed crossing the Cascade Mountains at the present Willamette Pass, or the one immediately south of Diamond Peak. Following is the History of Central Oregon's article:

"Another event of this year (1869) was the survey of a railway route across the county. In the Klamath Falls Express of April 20, 1893, Mr. D. B. Worthington, who was a member of the surveying party, said of this incident:
"We call attention to the fact, though forgotten no doubt by many, that Hon. Jesse D. Applegate made a preliminary survey across the Cascades in 1869, which penetrated Klamath county.

"Applegate's line commenced near the old James Miller place on Little Butte, following the same toward its head in the Cascades to Fish lake; thence on nearly the same course across the main summit to Buck lake; thence in a more easterly direction to Aspen lake; thence easterly to the Klamath river, and crossing the same at the old Nus ferry, about three miles below Klamath Falls (then Linkville—Editor); thence in a southwesterly (southeasterly—Editor) course to the Oregon and California line.

"Our information in this matter is not borrowed, as ye scribe was one of the chain bearers... from the neighborhood of Lost Prairie... we had plain sailing until we suddenly and unexpectedly ran into Captain Jack's camp on Lost River, near the Bybee & Colwell stock ranch. Here our further progress was questioned by his highness, Captain Jack, who informed us through his interpreter, Scarface Charley, that he did not desire his dominion should be surveyed, as he had no intention of joining the "Bostons" in agricultural pursuits.

"When made to understand that the survey was not being made for that particular purpose, but for a line of railroad, he was still obstinate (one of his noted peculiarities) and said that he did not want a railroad; his ponies being good enough for him and his people. After a talk which lasted nearly through the night, costing the outfit all the tobacco it possessed and nearly everything eatable, he told us we had his permission to proceed in our objective point, the state line, but not to linger, as his people were "Hiyu sullix copa Boston" (angry at the whites) and he would not hold himself responsible for any loss of life or property which we might suffer at their hands. As the redoubtable captain looked very much in earnest while he was saying this, we were not inclined to doubt him in the least. On the following day we connected with the state line and returned at "double quick" to Linkville with feelings of considerable relief that we were well out of a bad scrape.

"To the best of our recollection this survey was made at the instigation of a party of wealthy and prominent men of Oregon, to test the feasibility of a railroad line from Rogue river valley across the Cascades to the Klamath basin. The route following the Applegate survey is altogether practicable, though exceedingly rough in the vicinity of Little Butte; but a rough surface in building railroads does not cut any very great figure so long as a sufficiently easy grade can be obtained."

Another abortive railroad projection of a slightly later period of time that might be considered to touch Klamath Country history was the Oregon Pacific Railroad intended to be a transcontinental line crossing Central Oregon to connect with lines already in existence. Originated by a Col. T. Edgerton Hogg, its promoter, it began at Yaquina Bay on the Pacific Ocean in 1878, was completed to Corvallis in 1885; to Albany by 1887; thence up the North Santiam River to present Idanha by 1890. Rails lacked some twelve miles of ever reaching the Summit of the Cascades when the project was abandoned.

Some construction work was done at Hogg Rock on the Santiam Pass and beyond for a few miles. Remains of the old construction camp near the present Hoodoo ski area were in evi-
dence a few years ago and may still be, as is some of the old railroad bed in that vicinity.

The part connected with Klamath Country history concerns two short sections of right-of-way clearing once pointed out to this writer as being cleared by the "Hogg Pass people to hold their survey rights." One section parallels the present Highway 97 immediately north of Lapine in Deschutes County. It borders the highway for more than a mile on its west side, but is now becoming covered by a new growth of lodgepole pine. The other section lies some three miles north of Gilchrist in Klamath County on Highway 97. It too, is on the west side of the highway, and has practically disappeared due to a gravel pit and new tree growth. Further, it lies just beyond and across the highway from what was once the "Little River" station.

One more early railroad survey remains, the Hood survey of 1880. It, more than any other affects the Klamath Country's railroad history. William Hood was assistant chief engineer under Sam Montague of the Central Pacific-Southern Pacific combine. He is the man whose survey up the Tehachapi Mountains east of Bakersfield, California conquered that pass in 1876 for the southward building Southern Pacific. He also projected the five mile curve and 47 mile straightaway in Southern Arizona between Yuma and Tucson.

Hood's 1880 preliminary survey north from Redding, via what later became Weed, was the route followed more or less by the first railroad to enter Klamath Falls in 1909. It differed some from the final line adopted in that it passed west of Lower Klamath Lake and its marshes at all times, to cross Klamath River near Keno. Thence it passed northward near Aspen Lake and west of Upper Klamath Lake. Information as to the route from the Fort Klamath Valley area northward is unknown to this writer, but it must have been more or less the route later followed by the Southern Pacific in crossing the Cascades to Eugene.

Next there appeared in the railroad picture the figure of E. H. (Edward Henry) Harriman. During the earlier years of his life Harriman seems to have been active along Wall Street where he was known to C. P. Huntington of the Big Four.

Harriman first became connected with railroading in 1884, at about the age of 36, when he picked up a little New York State railroad, which he repaired and later sold to the Pennsylvania. Next he became linked with the affairs of the Illinois Central, handling the interests of Dutch investors. In 1887 he secured control of the Iowa Central, a line leased by the Illinois Central. Finally, he gave a report on the financial outlook of the nation, which enabled the Illinois Central to retrench and avoid the financial crash of 1893.
The Union Pacific Railroad went into receivership during the 1893 crash just as Harriman had foreseen many businesses would. Three years later the Union Pacific was still in receivership, its physical plant in an extremely deteriorated condition, and its debt to the government, incurred when building during the 1860's, now amounting to about $53,000,000.

The Union Pacific needed $100,000,000 to put it on its feet. So Harriman, through a loan from the Illinois Central, raised the money, formed a syndicate and took over the line in 1897.

Harriman, who was buying all the Union Pacific stock he could, then made a survey of the physical aspects of the line, asked for and received $25,000,000 with which he repaired the entire system. By 1900 he was able to declare a dividend.

Then C. P. Huntington of the Southern Pacific died on August 13, 1900. Harriman shortly thereafter mortgaged the restored Union Pacific for $100,000,000 and began buying Southern Pacific stock. By the summer of 1901 he owned better than 45% of the Southern Pacific, and in April of that year was made chairman of the Southern Pacific's executive committee. In September, he took over the presidency and immediately began repairing and realining what had once been the Central Pacific. One of the largest projects of this undertaking was the Lucin Cutoff across the Great Salt Lake in Utah. This realignment alone saved some 44 miles of the former Central Pacific railroad north of the lake via the Promontory Point where the rails of the Union Pacific and Southern Pacific had met in 1869. Begun in 1902, this task was completed in 1904.

By 1907, Harriman was in control of the Illinois Central, the Union Pacific, the Southern Pacific, the Oregon Railway and Navigation Railroad, the Oregon Shortline and a new line from Salt Lake to Los Angeles. He also had control of important sections of the New York Central, Baltimore and Ohio, Chicago and Alton, and the Santa Fe. How far he might have gone can only be left to the imagination for whatever his plans were, they ended with his sudden death on September 9, 1909.

* * *

Among some of Klamath's early day visitors were two famous railroad magnates, who at one time or another controlled the destiny of much of the West Coast; C. P. Huntington of the Big Four, and E. H. Harriman.

Information on Huntington's visit is confined to one brief mention by the Klamath Republican of June 29, 1905. In writing about the intended route of the California-Northeastern Railroad (the Weed Railroad) the paper in part reported: "... To follow the Hood Survey, made by Mr. Hood, now Chief Engineer of the Southern Pacific about 25 years ago. At that time C. P. Huntington made a personal reconnaissance through this country (the Klamath Country) and considers it the best route to Portland. The railroad would have come this way had not the railroad (Oregon and California Railroad) already have been built south from Portland to Roseburg."

Concerning Harriman in the Klamath Country, we have considerable information. It seems that he had never been in this vicinity before his visit of 1907. The Klamath Republican of April 18, 1907 wrote that W. H. Holabird of the Klamath Development Company (both closely connected to the Harriman interests, although not officially known at that time) had purchased the Pelican Bay
Lodge on the western side of Upper Klamath Lake.

Next, on August 15th, the Klamath Republican announced that E. H. Harriman was the real owner of the Weed Railroad.

Following this announcement, the Republican of August 22, wrote: "Like the Arab that quietly folded his tent and silently stole away did the Harriman party enter the city last Saturday evening (August 17th), twenty four hours ahead of time. Composing the party were E. H. Harriman, his two sons (Averill and Roland), H. P. Hoey, construction engineer of the California Northeastern, W. V. Hill, Mr. Harriman's private secretary, Dr. Lyle, his physician, J. A. Taylor, the boys' tutor and valet. They were driven to the home of Mr. and Mrs. A. H. Naftzger, where they had dinner. The night was spent at the home of Mr. and Mrs. W. S. Worden (The House of Seven Gables at 31 Pine Street), from where, after breakfasting the party proceeded to the Upper Lake where they boarded the Buena Vista and went to Pelican Bay.

"Mr. Harriman entered the Klamath Basin by way of the California Northeastern, being desirous of inspecting the line that is to play such an important part in the through traffic between Portland and San Francisco. He was highly pleased with the manner in which the work was being done, and several times complimented Mr. Hoey on the manner in which he was executing his instructions.

"On reaching Bray's, the present terminus of the road, the party was driven in carriages to Teeters' Landing where they boarded the Steamer Klamath and came to this city. Mr. Harriman seemed to realize the hardships encountered by passengers in reaching the Klamath Basin, for he was quite fatigued when he reached Teeters' Landing. This was forgotten for the time in his surprise in seeing such a fine boat as the Klamath, and plied Colonel Wilkins with many questions as to how the boat was brought here, and the demand for its services and many other things connected with its operation.

"On board the boat to welcome the distinguished financier were Colonel William H. Holabird, whose guest Mr. Harriman will be during his sojourn at Pelican Bay, A. H. Naftzger, J. D. Church, engineer in charge of the work for the California Northeastern at this end, and W. S. Worden, right of way agent.

"The man who reached this city to hide himself away from the cares of finance and railroads was not the Harriman of Wall Street... the man who is the mainspring of the greatest railroad enterprise in history. He comes here for the rest he much needs, and though he will be in close touch with the outside world through the special telegraph line that was erected for his private use, he is not going to let business cares interfere with enjoyment of his vacation.

"It is the intention of Mr. Harriman and party to indulge in all the sports and pastimes that the wealth of Northern Klamath offers. It will be a season of hunting and fishing and sightseeing. Bear, deer and mountain lion will be hunted, with possibly a few parting shots at the ducks for it is quite likely they will remain until after the duck season opens. Crater Lake and the beautiful canyons of the northern part of the county will be visited, and Mr. Harriman will be given an opportunity to see why Klamath County lays claim to being the Switzerland of America."

The special telegraph line ordered by Harriman, some 31 miles in length
"The House of Seven Gables," built by Will Worden at 31 Pine Street (still in use). It was in this house that E. H. Harriman spent the night of August 17, 1907.

Identified as E. H. Harriman and wife (left) at Harriman Lodge, Pelican Bay on Upper Klamath Lake during August, 1908.

Maude Baldwin Photo
between Klamath Falls and Pelican Bay, was put in place by O. B. Gates of the Midland Telephone and Telegraph Company of Klamath Falls. Installation of the line took slightly over one month.

The *Klamath Republican* of August 29th, reported that on Tuesday (August 27th) Harriman left for Crater Lake . . . "where, after viewing nature's greatest wonder, he will start on a cross country trip by automobile that will take him through Central Oregon . . . to Shaniko, . . ." southern terminus of the Columbia Southern Railroad.

Further, while vacationing at Pelican Bay, Harriman spent considerable time hunting bear, but was unsuccessful in his efforts. Also, it was reported he had purchased Pelican Bay Lodge (which henceforth became known locally as "Harriman Lodge.")

Harriman's second visit to the Klamath Country, during 1908, is quite thoroughly covered by the *Klamath Evening Herald* files. That paper's issue of August 8th, reported that the Harriman party arrived in Klamath Falls at 1:30 P.M. again by the *Steamer Klamath*. Almost the entire population of the little city, 447 people, met him at the dock. His party was then conveyed by carriages to the Southern Pacific headquarters and later to the home of J. D. Church. From there he returned to the park (on the present Court House block) where he met the citizens to shake their hands.

The Harriman party, including E. H., his two sons (Averill and Roland), Dr. Lyle, Major Burnham of the English Army, Messrs. Pierce and Hill, private secretaries, left on the *Winema* about 4:00 o'clock for Pelican Bay.

The ladies of the party, including Mrs. Harriman and two daughters, Mary and Carol, did not arrive until the following Tuesday (August 11th), having remained in San Francisco, sight seeing.

Two days later, on August 13th, Governor Geo. E. Chamberlain of Oregon, J. P. O'Brien, manager of the Harriman lines in the Northwest, and F. S. Stanley, Secretary-Treasurer of the Deschutes Irrigation Company of Bend, arrived at Fort Klamath. They had come from Shaniko, Oregon in Stanley's automobile, and the next day continued on to Pelican Bay, where they were guests of Harriman. Later they went on to Klamath Falls, where they arrived at noon, to dine at the famous old Lakeside Inn.

During this time, hunting licenses were bought in Klamath Falls for Harriman, his four children and Holabird. Guides were hired and some or all spent considerable time hunting bear. Roland Harriman was the only one to kill a bear.

Writing of these activities of the Harrimans brought on memories of this writer's youth. During late August our family and a few friends were vacationing (fishing and huckleberrying) on the Metolius River in Central Oregon. One day my father made a fabulous catch of fish (75) in one of the canyons of the Metolius. That evening a neighboring camp at the old Heising Ranch Resort visited our camp to view the catch. It was the two Harriman boys, their guide, Bob Jordan, and other camp attendants. The boys were hunting bear in the neighborhood, aided by the guide and several bearhounds. The guide told my father the boys were very foolhardy and reckless, jumping their horses over logs and crashing through thickets on the dead run. Several times their horses had fallen, but no serious accidents had occurred.

The Harrimans were so impressed
with my father’s catch of fish that they asked the guide to buy them. It was left to my aunt, whether to sell or not. She loved to eat fish and was seldom in a position to enjoy such a repast, so refused the offer.

Returning now to the history of the E. H. Harriman party at Pelican Bay we find that on August 25th, Julius Krutschmitt, Managing Director of the Harriman system, Wm. Hood, Chief Engineer of the Southern Pacific, Wm. E. Herrin, Chief Council, H. P. Schwaren, Vice President and General Manager of Pacific Mail Steamship Company, and three others arrived for a meeting with Harriman. They arrived at 11:00 A.M. and left immediately by the Southern Pacific launch for Pelican Bay.

Unknown to most, it was at this meeting at Harriman Lodge on Pelican Bay that several railroad decisions were made that greatly affected Oregon and the Pacific Coast, railroad wise. J. P. O’Brien, another high Southern Pacific official, had remained at Harriman Lodge to attend the meeting. He later said that the meeting was to decide which of several routes the Southern Pacific would follow to tie in with the Klamath Route. The three routes leading into Central Oregon were: the Corvallis and Eastern (Santiam Route), the Columbia Southern (south from the Columbia Southern at Shaniko), and the Deschutes River Route. The latter was chosen and work would commence about December 1st.

Further, there was little chance of anything new or renewed being done on any Harriman project of the Northwest other than the extension into Central Oregon which would eventually connect with the Klamath Falls road. It had also been agreed by Governor Chamberlain, while he had been at Pelican Bay, that roads would be built by the State of Oregon, to Crater Lake from several different directions.

Then, on September 4th, the Harriman party, including his wife and two colored cooks, arrived in Klamath Falls from Pelican Bay by private launch. From Klamath Falls to Teeter’s Landing, the Harriman baggage was sent by the Ewauna, while the party itself was conveyed by the launch Lucetta. Carriages then conveyed the party to Calor, where Harriman’s private railroad car, the “Arden,” awaited them. From Weed, Harriman was to travel northward to Portland in his private car.

Nearly one year later, on July 29, 1909, the Klamath Republican reported: “According to the Portland Telegram the statement that Harriman is not coming west this fall will not down. It has been learned here that E. H. Harriman, in his effort to regain his health, expects to come to Oregon and milk cows instead of Wall Street. Arrangements have been made at Pelican Bay Lodge which indicate pretty clearly that the “wizard of the Pacifics” will spend some time at his Pelican Bay country place early this fall. The conjecture is that he will come to Oregon shortly after his arrival home from Europe in September.

“The plans for preparing his southern Oregon retreat includes the construction of a small model dairy on the place, in which Mr. Harriman will keep a cow or two to supply him with fresh milk, which is the principle article of his diet prescribed by European specialists attending him. Whether he will add the exercise of milking the cows to his frugal diet is a mooted question, but he will have the opportunity of so doing should he be so inclined.

“Mr. Harriman’s reason for having the dairy erected at Pelican Bay is
that when he was here a year ago he was unable to get a daily supply of fresh milk and cream and now that this has become an essential part of his daily sustenance he is preparing to equip his lodge with a pair of gentle moolie cows."

Then two weeks later, August 13th, it was reported that "Averill Harriman and the rest" had arrived on Saturday, August 8th. How long they stayed is unknown.

Next came the news of the death of E. H. Harriman on September 9th, 1909.

Finally, May 9, 1912 it was announced that the Pelican Bay property, including some 562 acres of land, would be sold to W. P. Johnson of the Klamath Development Company.

Chapter IV
Klamath's First Three Railways

Klamath County's first railroad came into being as a direct result of the completion of the Southern Pacific Railroad between Sacramento and Portland on December 17, 1877, when the Golden Spike Ceremony was held in Ashland, Oregon. It has been shown in previous pages how land grants were given by the Government to aid in railroad construction. These grants differed in amounts and in locations from the center line of the various railroads. Only odd sections of land not already filed upon were granted, and then supposedly only in sections where twenty or more miles had been completed. However, this procedure seems not always to have been followed.

This writer has been unable to find when and where each allotment was made as construction advanced. It is known that the Oregon and California Railroad line was completed to Ashland by April 19, 1884, so it is assumed the land grants that far, at least, were allowed by the State at approximately that time.

Then with construction of the California and Oregon Railroad north from Redding, commencing there on June 17, 1883, and connecting at Ashland on December 17, 1887, the last of the land grants could legally be assigned. Exactly when this final assignment was made, and it seems to have been before this latter date, is unknown to this writer. However, on July 1, 1887, the Oregon and California Railroad Company gave a trust deed to the Union Trust Company of New York in behalf of the Pokegama Sugar Pine Lumber Company for 10,022.95 acres in Jackson and Klamath Counties, Oregon for $65,149.17 (or approximately $6.50 per acre).

It therefore appears that the Oregon and California Railroad Company knew for some time what lands they were to receive if not already received. Likewise, lumber interests seem to have been cognisant of the lands they could purchase from the Oregon and California (and remember the limit of purchase per purchaser was supposed to have been 160 acres, and not to exceed $2.50 per acre).

These lumber firms mostly had their origin in the east, Michigan and Wisconsin, where the timber by this time was fast becoming depleted. With the opening of Oregon and California's untouched timber lands, they were
quick to move in and secure all available timber lands at a very early date.

Coincident with the rails approach to the Klamath River Crossing in Siskiyou County, about May 1, 1887, a new lumber town, later to be known as Klamathon, was projected and plans drawn up for a sawmill, side tracks and a log storage dam and pond.

Work on the project continued through 1888, but was held up during the early part of 1889. Upstream, however, work seems to have continued in the timber area, and on the Klamath River some five miles west of Keno where a water storage dam to be used in floating logs downstream to Klamathon, was built. To add to the Klamathon project difficulties, high waters washed out their dam and bridge in mid-February, which was not rebuilt until the late winter of 1892.

By July, 1892, a log chute was completed on the north rim of Klamath River Canyon down which logs were sent into the Klamath River, thence floated some twenty miles downstream to Klamathon. At first, according to the Yreka Journal of July 20, 1892, large logging carts with wheels ten feet in diameter were used to haul the logs to the head of the chute. But “... as soon as the timber is cut away from the edge of the mountain plateau nearest the river, a railroad will be built back from four to ten miles for speedy hauling to the river bank.”

On October 5, 1892, the Yreka Journal, quoting from the Ashland Tidings, wrote: “... The surveyors having completed a survey, are locating a railroad from the upper end of the chute, for a distance of four and a half miles, and the work of grading is now under way (to the later site of Snow).”

October 19, 1892, Yreka Journal quoting from the Klamath Star: “... iron to construct the railroad ... expected every day.”

Ibid. “... iron now being hauled ...”

December 21, 1892, Yreka Journal: “The railroad on the Klamath River above Bogus, from the river back into the timber belt ... has been completed, and logs are now being hauled ...” (It will be noted that this first railroad was a gravity run from the woods to the head of the chute, followed by the car or cars being pulled back by horse-power—Editor).

February 1, 1893, Yreka Journal quoting from the Klamath Express: Three cars are now running to the chute and 300 logs per day are shot into the river.”

May 17, 1893, Yreka Journal “They ... now have an engine which they will take up for duty soon.” This was Klamath County’s first steam locomotive, a Baldwin Locomotive Works, Philadelphia, engine #9081, later affectionately known as “Blue,” “Little Blue,” or “Old Blue.”

June 28, 1893, Yreka Journal: “... from 70,000 to 80,000 feet of logs are dumped into the Klamath river every day, the engine making five and six trips daily over the road.”

Therefore, it figures that “Old Blue” went into use sometime between May 17, and June 28, 1893, quite probably near June 15th to 20th. This small engine never pulled more than four cars, loaded or unloaded, according to contemporary pictures.

As finally constructed, “Old Blue’s” logging railroad never extended farther back from the log chute than eight or ten miles. The need for this logging line ended on the night of October 13-14, 1902, when the sawmill and town of Klamathon burned. With this terrible destruction, so also ended
the usefulness and life of "Old Blue."

The final disposition of "Old Blue" is unknown, although there are several tales in existence as to its eventual end, but these do not correspond in any way. However, some of the rails of this tiny railroad are definitely known to have been used on the old "Linkville Trolley" tracks on Main Street in Klamath Falls during the 1906-1909 period. Also, rails from "Old Blue's" railroad seem to have been used on a logging railroad owned by the Algoma Lumber Company. This short spur ran southeast from their sawmill on Upper Klamath Lake to the valley through which the Old Fort Road runs. This road was once part of the original wagon road between Linkville and Fort Klamath.

**Oregon Midland Railroad**

Following the Pokeyama Sugar Pine Lumber Company's tiny logging road, the next activity in Klamath County railroading history came on November 4, 1899 when the Oregon Midland Railroad was organized and incorporated. Their plans called for a railroad from some point on the main Southern Pacific line near Klamathon to Klamath Falls more than sixty five miles distant.

The incorporators were George T. Baldwin and R. S. Moore of Klamath Falls; David Horn of Siskiyou County; L. W. Van Horn, W. J. Woods and J. A. McCall of Jackson County. The amount of capital stock was fixed at $1,000,000 to be divided into 10,000 shares of par value of $100 per share, non-assessable.

On December 4th, the survey was commenced by a Eugene Schiller, an experienced railroad surveyor. The survey commenced four miles northeast of Buck Mountain on the divide between the drainage of Spencer
Creek and Johnson Creek, the latter a tributary of Jenny Creek.

On August 23, 1900 a contract was made with the Midland Construction Company, represented by Thompson and Lyman of Chicago, with work to commence on or before October 1, 1900. The Midland Construction Company then sublet 66 miles of the total 84 miles of proposed road (from Klamathon to Spencer Creek) to the firm of Smith and Hyde of Portland, Oregon.

The proposed route was to start at Klamathon, follow up Klamath River some 17 miles, thence up Jenny Creek and through the divide northeast of Buck Mountain. Following down Spencer Creek to its junction with the Klamath River, thence up the Klamath to Keno, the survey then led northeastward to Klamath Falls. As estimated by the engineers, the cost would be "somewhat under $2,150,000."

The Midland Construction Company agreed to finance the enterprise and the bonds were sold to them. However, the sub-contractors, Smith and Hyde (or Hale) refused to commence work without the payment of money down and a guarantee of the balance from the Chicago firm. For some reason, the Midland Construction Company was unable to come up with the money and the construction work was never begun.

Does this course of events strike the reader as resembling those covered in preceding pages? Such as the powers that be, by pulling strings in the background being able to eliminate any "Johnny-come-latelies" who might interfere with their own future plans. One cannot help but wonder who gobbled whom, where and when?

Klamath Lake Railroad

Next in order of time came the Klamath Lake Railroad. In mid-February of 1901, a delegation from the Pokegama Sugar Pine Lumber Company met with President Hayes of the Southern Pacific Company, in San Francisco, in regard to building a railroad from Klamathon to the Klamath Lakes.

Their reason for wanting this road to be built was to improve their system of transporting logs to the Klamathon sawmill. At the time, the only means of transporting logs to the mill was hauling them by "Old Blue's" tiny railroad to the north rim of the Klamath river, sending them down the old gravity log chute and trusting to luck that they drifted downstream with the current. The plan had proven highly unsatisfactory.

By March 21st, "railroad magnets, bridge builders, surveyors and officials of high and low degree" had arrived at Klamathon, reportedly included among them were a number of prominent Southern Pacific Company officials.

By the end of May, surveying parties were in the field, and it is interesting to note, the first surveys followed the original Oregon Midland Railroad surveys of 1899 up Jenny Creek. Construction work began on November 13, at Thrall, two miles south of Klamathon on the Southern Pacific Railroad. 1500 acres of land (the old Virginia Ranch, owned by Wm. T. Laird), were secured at the new site and plans were made for a sawmill and town to be established there.

By November 21st, one hundred men were employed constructing the new road bed, and by the end of January, 1902, one mile of track had been laid. By April, 1902, from 300 to 400 men were at work and construction of a steel bridge across the Klamath River had been commenced.
Then, on July 10th, the Klamath Republican gave the first faint hint that in the future all might not end so fabulously for Thrall and Pokegama as prophesied. In fact, it might be called the first note of the death knell of Pokegama. "The timber-cruisers and would be purchasers continue to arrive in crowds, and government timber is in active demand. The approaching railroads from several directions, thereby giving assurance that this country will soon have a first class market for lumber, is probably the principal cause of the excitement and rush. The building of several large sawmills are being talked of, and it would not be surprising if they were to materialize this season at Klamath Falls and Keno, and perhaps also at Spencer Creek."

One month later (October 7th) it was reported that a new railroad route to reach the timbered table land opposite Shovel Creek was being surveyed. This, in fact, became the route actually followed, and became the famous switch-backs by which the railroad climbed the Klamath River Canyon rim.

By September 18th, 400 men, including 50 Chinese, were working at grading and track laying. By that time, the tracks had been laid to and across the Klamath River. Furthermore, according to rumors heard by the Republican, it was thought the Southern Pacific Company was behind this new branch line to the Klamath Country.

It was while extending the road bed up the switch-backs and on to Long Prairie Creek that the famous Greek baking ovens were built, a few of which can still be located intact to this day. They were used by the Greek workers for baking their bread.

On the night of October 13-14, 1902, the sawmill and almost the entire town of Klamathon burned. This was a severe blow to construction of the new railroad and newly planned sawmill at Laird's Ranch (Thrall). However, work did not cease, rather the work force was increased by some two hundred men and the construction crews soon reached Oregon soil.

Early in 1903 came another note in the death knell of the Klamath Lake Railroad of the future, when the Republican of January 4th, reported: "... the Weed logging road 4 miles north from Weed, is now commencing to push an additional 10 miles further. It is eventually planned to reach Keno..."

By that time construction had reached its peak, as the following indicates: "The grading on the Klamath Lake Railroad has been completed 18 miles out from Laird's to a point on the summit; that is, on the Cascade plateau and beyond all the heavy grades. It is just in the edge of the timber belt. The cars are now running from Laird's to Fall Creek, a distance of 12 miles. Work is being pushed on two trestles, one of 800 feet over Fall Creek and another of 250 feet over an adjoining gulch (Long Prairie Creek)...."

"The construction crews number in all over 600 men and more men are being added to the force daily. These laborers are chiefly Greeks, Italians, Turks, Hungarians, Chinese and a few Mexicans.

"The bridge crew is unique in its aristocratic exclusiveness as being all white men and numbering about 40.

"The Chinese are paid $1.35 a day, Italians and white men $2 and the Greeks and other aliens named, $1.50. They pay the company $18 per month for board. Pay day comes on the 25th of the month.

"The road is standard gauge and 55
pound steel rails are used. "... the railroad is costing about $25,000 per mile. The silly whim that the road is to be merely a timber road, is thus shown to be baseless by the cost of the construction."

On April 16th, 1903, the Republican wrote: "The first excursion was scheduled to run up the new railroad from Laird last Sunday to a point where the Snow post office used to be located. Between two or three more miles of track have to be laid to finish the line to the new station this side (southeast) of Pokegama, which will be the temporary terminus. This new station became known as "New Pokegama."

The first train reached Pokegama on May 1st, 1903, as reported in the Republican of May 7th. J. H. "Joe" Frizzell was the engineer and presumably Ed Way the conductor, both formerly employed on "Old Blue." Judge Henry L. Benson of Klamath Falls, and his daughter Gail, were "The first passengers over the new scenic railroad." Judge Geo. T. Baldwin, also of Klamath Falls, and his daughter Maude, came in the following day from San Francisco, on the second train to make the trip.

With the arrival of the railroad at Pokegama, all passenger, mail and freight traffic formerly arriving in the Klamath Country by way of the Topsy Grade and the Ashland road (Green springs) now came by way of Pokegama. At first, an open flat car with benches succeeded by a box car with benches was used to accommodate the passengers. Then, on December 3rd, the Republican wrote that "the open cars which have been in service on the road from Laird to Pokegama since the trains began to run, will be succeeded in a few days by a comfortable combination passenger and baggage coach." It is known that this combina-

tion coach went into service sometime after the above date and before May 15th, 1904.

From Pokegama to Klamath Falls, stages and freight teams took over, and aided by boats much of the time, from Keno to Klamath Falls, conveyed all the various freight items and passengers into the Klamath Country. Two items of particular interest thus conveyed were the two boats, Ewauna and Tule, shipped in from Portland, and the so called "Linkville Trolley" shipped in from San Francisco.

There is evidence that Hervey Lindley, General Manager of the Pokegama Sugar Pine Lumber Company, began a campaign to sell his holdings, shortly after fire destroyed the sawmill and town of Klamathon in October, 1902. Added to this disaster, came the cost of building the Klamath Lake Railroad, now with no place to deliver its logs. Early in March, 1904 he spent some time in Klamath Falls and agreed to extend the railroad to that place by not later than January 1, 1906 if the people of the county would supply a subsidy of $150,000. Nothing came of this proposal as the citizens of Klamath Falls had probably heard that "the Weed Railroad was laying one-fourth mile of track daily toward Grass Lake, no grades, no switch backs and practically level to Klamath Falls." It may have been that previous reports had represented this road would continue to Klamath Falls, therefore the citizens were not receptive to Lindley's proposal.

In the meantime Lindley seems to have induced, or have become associated with a Mr. Potter, who owned some timber on Long Prairie Creek near Old Pokegama.

By April, 1903 it was reported that a crew of men were cutting out a road to extend a branch line railroad north
from the Klamath Lake Railroad into Section 16. By May, ground was being broken for Potter & Sons new sawmill some four miles south of Parker Station on the Ashland-Klamath Falls wagon road. Failure to secure sufficient water caused much delay until a new mill site was developed in Section 28. The machinery had been on hand for some time by then.

Old timers agree the mill was a double-cut affair, and seems to have shipped out about two carloads of lumber per week. The branch line "railroad ran alongside the mill where they could dump the logs into the pond or right onto the log deck." The mill had a capacity of about 60,000 feet in ten hours but seldom ever cut that amount. A horse pasture for the logging teams extended northward along Long Prairie Creek to "Old Pokegama."

The mill lay idle for a number of years but seems to have steamed up in the early summer of 1911, just prior to being dismantled and shipped out to the main Southern Pacific line at Thrall. The branch line was also dismantled that year.

During some of this time, (New) Pokegama as a terminus of freight, mail and passenger service into the Klamath Country also came to an end. The Klamath Lake Railroad was replaced as the main entry line by the steadily approaching branch railroad coming into the Klamath Country from Weed, California. This latter line will be the main subject of this years Klamath Echoes in the following pages.

Also, during some of this same period of time, 1908-1911, another branch line of the Klamath Lake Railroad was constructed and later dismantled. The Republican of May 21, 1908 reported: "A large sawmill is

Klamath Lake Railroad hauling lumber from either the Potter or Algoma sawmills near Pokegama to the main Southern Pacific line.
being built at (New) Pokegama and will be in operation by July 1st." This mill lay three fourths of a mile south of Pokegama, and was served by its own branch line, plus another short logging spur extending southward. Another source gives April 6, 1908 as the starting date of the sawmill.

This mill was known as the Algoma Lumber Company and was owned by the Faye Fruit Company and E. J. Grant, who had bought cutting rights to several million feet of timber. It had formerly been located in the Montague, Siskiyou County, California area. Some of its product was shipped by rail to the company’s box factory at Montague for box shook.

The mill ran for three seasons and shut down in 1911, running the last log through the sawmill on August 8, 1911. The mill was also dismantled during the latter part of 1911, or early 1912. It was then shipped to Algoma on Upper Klamath Lake where it went into operation in mid-August 1912.

With the elimination of Pokegama as the main shipping point for the Klamath Country by the end of 1908, and the dismanteling of the Potter and Algoma sawmills, all usefulness of the Klamath Lake Railroad on the Pokegama Plateau came to an end. Trackage, therefore, was torn up to the lower end of the switch-backs, a distance of approximately 12 miles, where in 1912, the California-Oregon Power Company had started construction on Plant #1 above Fall Creek. Some of the Pokegama rails were used in this new spur to the dam then under construction.

In August, 1921, the California-Oregon Power Company acquired title to the old Klamath Lake Railroad from Thrall to the state line, which it had been leasing since 1914 from the Weyerhaeuser Timber Company which had acquired the Lindley timber and railroad interests in late 1905. The railroad was used occasionally thereafter, until about early 1934, and was finally taken up in February, 1942.

As a sidelight it is interesting to note that according to the Republican of November 16, 1905: "The Weyerhaeuser syndicate have completed the purchase of the Pelton-Reid Company’s interest in the John R. Cook & Son’s holdings, consisting of 16,000 acres of timber in the Jenny Creek district, and 15 miles of logging railroad (probably “Old Blue’s” Pokegama Sugar Pine Lumber Company logging road), mill site and townsite at Klamathon and exclusive franchises for logging Klamath river at $1 per 1000 feet from Topsy to Klamathon. . . . The consideration was $400,000 and the money has been paid out."

"The Weyerhausers have an option on Hervey Lindley’s holdings, 20,000 acres of railroad contract lands and the Klamath Lake Railroad."

A man named Richardson seems to have been the first Weyerhaeuser representative at Pokegama to be followed shortly after November 16, 1905 (Republican) by E. T. Abbott who took over management of the Klamath Lake Railroad at that time and ran it for some six years, or until dismantled.

More recently still, during the late 1940’s and early 1950’s, Weyerhaeuser Timber Company extended their railroad logging system from Klamath Falls to and southwest of Camp 4 near Long Prairie Creek into the area once served by the Pokegama Sugar Pine Lumber Company’s tiny logging engine “Old Blue,” and the later Potter & Son’s sawmill. Thus, it might be said that Pokegama finally realized its dream—a railroad connection with the Klamath Basin. Now, however, that railroad system itself has been dismantled and replaced by fleets of logging trucks.
Chapter V

“Linkville Trolley”

During 1967 two issues of Klamath Echoes were published to commemorate the centennial of the founding of the City of Klamath Falls. The first issue, Klamath Echoes No. 4, recorded our community’s history from its founding to about 1900. The second issue, Klamath Echoes No. 5, began around 1900 and carried through to about 1967 in some instances. In issue No. 5, pages 76-85, a rather extended history of the “Linkville Trolley” was given. Sources for this history were: 1. An article written by Doris Palmer Payne, sometime between 1938 and 1940; 2. The History of Klamath County, by Rachael Applegate Good, 1941; 3. An article by Edith Rutenic McLeod, 1954; 4. An article by Floyd L. Wynne in the Herald & News, 1963; 5. Numerous articles in the old Klamath Republican and Evening Herald newspaper files as researched by the present editor of Klamath Echoes, Devere Helfrich.

There was one weakness to the article. Considerable amounts of the original articles were based on the reminiscences of old timers, as repeated and handed down through the years. This, coupled together with the fact that the Republican newspaper files between April 1, and November 30, 1906 had become lost, compelled this writer to accept and use the stories previously written.

A few years later micro-film copies of the missing Republican newspapers were located at the University of Oregon Library in Eugene, Oregon. These were copied and shed a somewhat different light on the history of Klamath Falls’ “electric railway.” As a history of Klamath County’s fourth railway, these new facts will be used in recording a new, and we hope more correct, version of what actually happened in the beginning history of this nostalgic old “trolley line.” Due to lack of space this history will only concern itself with correcting former stories written about the “trolley’s founding.”

To understand some of the reasons for the proposed “electric street railway,” the reader must realize there were two newly organized subdivisions to the old and settled town of Klamath Falls (formerly Linkville) by late 1905. Also, two new and different enterprises were being promoted in the Klamath Basin, a Government Reclamation system for irrigation, and a through railroad line from California to Portland.

On the one hand, Government Reclamation began on June 17, 1902 when President Theodore Roosevelt signed the Reclamation Act. Immediately after passage of the Act, the Bureau of Reclamation was organized. However, it was not until November, 1904 that prominent Government engineers made a horseback survey of the Klamath Country.

During this same period of time, and possibly controlled by these events, the Klamath Canal Company was incorporated May 18, 1904 by C. N. Hawkins and W. K. Brown. According to later scuttle-butt, they had recognized an opportunity to get in on the ground floor before the slower moving Bureau of Reclamation commenced any operations. The Klamath Canal Company also secured land northwest of and adjoining Klamath Falls which reached to Upper Klamath Lake. On this land they laid out the Buena Vista sub-
division. Work was also commenced on the canal and first tunnel leading to the Klamath Basin proper. By gaining ownership of the old Ankeny Canal, however, the Government in the long run was able to force the Klamath Canal Company to sell their irrigation rights, which they (the company) may have planned all along.

On the other hand, a through railroad to tap the Klamath Basin had been in the air since the 1880 period when the Hood railroad survey first entered this territory. It was not until January, 1905 that a new organization, The Klamath Development Company (hereinafter called the KD Company) was incorporated, which by April of the same year superceded the Weed Lumber Company Railroad then building toward Klamath Falls.

At approximately the same time, June 1, 1905, the Hot Springs property, owned by W. E. Wright and C. E. Worden, lying northeast of old Klamath Falls, was purchased by the Hot Springs Improvement Company, a close associate of the KD Company. Both of these organizations had as their main officials several of the same men, chiefly A. H. Naftzger and W. H. Holabird. Naftzger was also the president of the soon to be incorporated California-Northeastern Railroad, closely connected with the Harriman interests (Southern Pacific Company).

Thus, it will be seen, these KD Company officials, with their inside information and connections with the approaching railroad, were able to secure many of the choice real estate sites in the soon to be developed Klamath Basin. To promote their Hot Springs Addition, the KD Company sought a franchise for an electric street car line from the newly awakened City of Klamath Falls. The third and last reading of the ordinance granting this franchise was made July 13, 1905. The street car line was to lead from Payne Alley (immediately west of the present Baldwin Hotel) eastward along Main Street and extended into the Hot Springs Addition. In part it called for a double car line down Main Street, probably to hinder any other would-be car line who might wish to travel a like course.

Next, around the first part of January, 1906, the Klamath Canal Company under the incorporated name of The Klamath Land and Transportation Company, received a franchise for an electric street car line of their own. It commenced on Prospect Street in Fairview Addition, followed down Tenth to Washington, across to Ninth, down Ninth to Pine, along Pine to Seventh, down Seventh to Walnut, along Walnut to Third, up Third to Main, and along Main to Conger, thence along Conger to near the junction with California Avenue. From that point, along California out to Front, the line was on their own land, the Buena Vista Addition. The only place where the two franchises conflicted was between Payne Alley and Third Street. A large percentage of both these street car line franchises were never built. This also included a few other branch lines granted in the franchises but which were never built and have no connection with this history.

Then followed charges and countercharges as both factions sought to harass the other. Certain ordinances were changed, and others passed to try and iron out a difficult situation in which the City Council found itself embroiled.

Finally, on May 24, 1906 the Republican printed the following telegram:
Hollister, May 21
W. K. Brown,
Klamath Falls, Ore.
Two miles rails at Pokegama next Friday. Arrange freight.

C. N. Hawkins.

The Republican then continued:
"... The fact that the street railway is to be built shows two things; first, that the confidence which the members of this company have at all times shown in Klamath Falls is still unbroken; that they have maintained a reputation of doing just as they say they will, and assures the public that they intend to carry to a successful completion the great scheme of improvement heretofore outlined by the Republican.

"Secondly it means the rapid growth and extension of Klamath Falls. That we no longer remain in the ranks of a village, but, step, in one mighty bound into the first ranks of an expanding city. Truly it will be a greater Klamath Falls, with the slogan 'watch us grow from lake to lake.'

"Every citizen should shine in the great work. Every man should put his shoulder to the wheel, and with one united, mighty effort, start the ball a rolling and never let it stop until we have reached the 20,000 mark.

"Grading work on the streets and boulevards of the Buena Vista tract is being pushed with vigor. Every energy is being exerted to place it in a state of completion. The ties for the five mile belt line, are being sawed by the Odessa mill, and soon as the rails reach here, track laying will be commenced at once. Bids have been asked for, transferring the rails from Pokegama to Klamath Falls, and already several have been hauled in. They will be opened Friday night (May 25th), and the award made. One of the principal factors will be speed, as the company is anxious to have the rails on the ground at the earliest date possible."

The following week, the Republican of May 31st reported: "The peaceful quiet of the Sabbath morning that usually prevails in Klamath Falls was buried in the rush and bustle of three gangs of men busily engaged in tearing up Main Street last Sunday (May 27th) morning. The early riser could hardly believe his eyes, and stood in utter amazement and gazed at the operations. Could it be possible that Klamath Falls was in the throes of a contest for the rights of way for electric lines! Yes, that was just the situation.

"Two contests were being carried on at once. One the mad rush of freight teams, one set from Pokegama, the terminus of the Klamath Lake Railroad, and the other set from the terminus of the Weed road. One crew was managed by Mr. McIntyre, Jr.; the other by Mr. McIntyre, Sr.; and the young man won. The other contest was the laying of ties on Main street. D. B. Campbell the personal representative of A. H. Naftzger and head of the Klamath Development Company, was busily engaged in superintending the labors of fifty men who were putting forth every energy to put in place as many ties as possible before midnight Sunday. The operations were in charge of Engineer Williams.

"The sudden and unexpected move was precipitated by the publication in last weeks Republican of the information that the Klamath Canal Company would have two cars of rails at Pokegama on last Friday morning. These rails were to be used in the construction of their electric belt line, which is to traverse Main street for three blocks, Klamath avenue and the Buena Vista addition. Three blocks on
Main street are the ones in controversy. Three weeks ago rails for the electric road for which A. H. Naftzger holds the franchise were delivered at the end of the California-Northeastern Railroad. The contract for the transportation of these rails was made last Friday, and it was proposed, as soon as they reached here to begin the construction of the road, which begins at Payne Alley and traverses all of Main street, and on out to the Hot Springs Addition. This franchise was given Mr. Naftzger in July, 1905. The franchise to the Klamath Canal Company was given January 10, 1906. Believing that he had the prior right and that the interests of Mr. Naftzger could best be protected, thereby Mr. Campbell decided to begin the immediate construction of a double track line, so at 7:00 o'clock Sunday morning put men to work at the corner of Payne Alley and Main street, another gang opposite Lewis jewelry store (corner Main & Center) and a third gang at the corner of Third and Main streets.

"It was this sudden move that caused so much consternation throughout the city, and brought hundreds of people to the scene of operations all day. At first speculation and rumor ran high, and as the day wore on and the citizens began to realize that it was a struggle begun by the two corporations for the right of way, the followers of each began to line up and heated arguments pro and con were to be heard on every hand. Injunction suits and other legal paraphrases were frequently heard, as nothing could be done on Sunday it was conceded Campbell had the best of the argument.

"Sunday night a meeting of the city council was held, and it was decided to hold a special session Monday night. Both factions were notified and were on hand with their council . . ."

"Immediately on convening, Mr. Bishop introduced an ordinance, repealing that part of the franchise granted Mr. Naftzger giving him the right to construct a double track on Main street, confining him to a single line and that to be placed far enough on one side of the center line of the street to admit the construction and safe operation of a parallel line . . ."

Lengthy arguments both for and against each contestants rights were expounded, before it was decided that the meeting be adjourned, in order to give the council's attorneys time to form an opinion on the points at issue, and prepare an ordinance along those lines. The matter was held over until the following Thursday night.

The Republican story again continues: "In the meantime, Campbell was pushing the work of laying ties and rails with all the energy he possesses. On Tuesday morning (May 29th) at 7:00 o'clock the first rail was laid and Mr. Campbell, in the presence of a few friends drove the first spike. Since that time rails have been put in place at each end of the works . . ."

"Statement of Mr. Brown: 'We want to put in a street railway connecting both ends of the town with the Upper Lake, running down Main street. We have no desire no monopolize this thoroughfare. All we desire is equal rights on Main street and given same will take care of all future electric railway companies to come . . .

"There is projected an electric road to Bonanza and Merrill from Klamath Falls and before many years there will be a line to Fort Klamath and Crater Lake and several other points throughout the county . . ."

"The Hot Springs Company claim they have the right and intend to double track the entire length of Main street. This of course will have the
effect of excluding all other roads. . . . "Statement of Mr. Campbell: . . . According to the franchise given A. H. Naftzger of the city council of Klamath Falls, July 10, 1905: Personally I cannot see why only this should cause surprise to anyone, for the reason we had every reason to believe that the franchise was given us in good faith, and we had taken steps to fulfill our part of the contract. The franchise granted us until the spring of 1907 to commence operations . . . "They decided some months ago to commence operations with the view of completing the street railway system at or about the same time that they hoped to be able to finish the building of the California-Northeastern Railroad to Klamath Falls. Therefore rails for the street railway were purchased two months ago, and about one-fourth of the rails and other supplies necessary to lay the track were delivered at the present terminus of the California-Northeastern some three or four weeks ago and the writer was instructed to enter into a contract with some reliable freighter to have the rails, plates, bolts, etc., hauled to Klamath Falls without delay. "We acted upon these instructions and let out the contract for hauling, which contract includes the delivery of 12½ to 15 tons of rails every five days. . . . "I was informed there was a franchise of some kind given W. K. Brown and others, some two or three months ago, who were interested in the Klamath Canal Company. Which franchise covered part of Main street to Klamath Falls, and they had wagered considerable coin of the realm that they would have iron on the ground ready for business before A. H. Naftzger, or the Klamath Development Company. . . . "Some criticism has been made by some ill advised people to the effect that Mr. Naftzger, who is President of the California-Northeastern, Klamath Development Company, and the Hot Springs Improvement Company, is not pursuing the work in these different enterprises in such a way as to convince them that we mean business. . . . "The work that has been commenced on the street railway will be pursued until it is finished. We have sufficient rails on the streets to lay three blocks, and have 17½ tons on wagons enroute, which will be delivered in Klamath Falls at the end of this week. We hope to be able to complete both tracks to the end of Main street by the middle of June, and by fall hope to finish the complete system, according to the franchise. . . . "The Republican further wrote that it was rumored a compromise was eminent, and would be reached through an ordinance to be introduced in the council that evening. The rumor further claimed that the new ordinance would allow a double track line to be laid on Main Street, but that it should be open to all competing companies, both local and suburban, on their paying their pro-rata expense of construction, maintenance, etc. Mr. Campbell, Mr. Brown, and the City Council's advisors, Mr. Holgate and Kuykendall, all denied knowledge of any such compromise. The Republican however, believed that the "remarkable unanimity with which these denials were made and the apparent effort to evade a discussion of the proposition would lead to the belief that the rumor has some foundation." In fact it was thought to be almost certain some basis of agreement had been reached that would resolve in all parties being satisfied. The Republican then went on to relate the race with steel as follows:
"The race with the railroad steel is another story and introduces one of the most unique and original chapters to be found in the annals of street railway building. A party of citizens, among whom were Major (C. E.) Worden and Rufus Moore, who were discussing the railway situation last Friday (May 25th), when the Major offered to bet Rufus $150 that the Hot Springs Company would have 10 tons of steel on the ground first. Mr. Moore accepted the wager and immediately things got busy. The Hot Springs Company had already let the contract for the freighting of their rails from the end of the Weed road; The Klamath Canal Company had advertised for bids for the transportation of their material from Pokegama.

"As soon as word of the wager reached the offices of the two companies, they began immediate preparations to hurry things up. J. A. Buell (an official of the Klamath Land & Transportation Company) went post haste to Pokegama, and on reaching there, found that their material had not yet arrived. Buell is a fellow who does not know the meaning of the word failure, so he just proceeded to pull up the rails of one of the switches of the Klamath Lake Railway (the abandoned line to Old Snow), and had sufficient for his needs, gave orders for their immediate transportation to Klamath Falls. This work was undertaken by A. F. McIntyre, who was on hand with four six-mule teams. The freighters entered into the spirit of the contest, and once the start was made every effort was put forth to win out. Buell stayed with the boys until Klamath Falls was in sight, when he drove ahead to report.

"In the meantime Mr. Campbell was not idle. He threw himself into the affair with all of his characteristic energy and enthusiasm. W. C. Worden was given instructions to get the rails here, and every move to expedite the delivery was made. Both parties had the elements to contend with, and the Hot Springs Company had the rougher road to hoe, and between mud and accidents failed to make the finish. Had the roads been in fairly good shape, and no serious accidents occurred, this city would have witnessed one of the most exciting episodes in its history, for both parties would have reached here very nearly together.

"The wagons arrived in the following order: 1st. Lum Lowden, six-mule team; 2nd. Lee Metcalf, six-mule team; 3rd. Fred Merrill, six-mule team; 4th. Henry Stout, six-mule team.

"Mr. McIntyre and J. Wheeler brought up the rear accompanied by Charles Lowe with the spikes. The former was a sight to behold. He looked more like a mud-pit on legs than the winner of a race. In consequence of the damage to his wearing apparel, and his success in crossing the line first, Mr. McIntyre is wearing a new suit of clothes, the gift of W. K. Brown of the Klamath Canal Company."

On June 7, 1906 the Republican reported: "Railway Companies Effect Compromise. The flag of truce has been raised in the street railway controversy and operations between Payne Alley and Seventh street are suspended until July 15th. On or about this date President A. H. Naftzger will be here and he and Messrs. Brown and Hawkins will get together and arrange matters. A tacit understanding exists which only needs the approval of Mr. Naftzger to make it effective. This agreement provides for the use of the tracks between Payne and Seventh streets, either on part ownership or rental basis."
“The city council met last Thursday and passed an ordinance which provides for laying of double tracks on Main street, regulating construction of same and providing that the tracks be open to all competing companies on their paying their share of maintenance, etc.

“After the passage of this ordinance another was placed on third reading and final passage, extending the franchise of the Klamath Canal Company from Third to Seventh streets. This ordinance was also passed. This came as a surprise to the Hot Springs people, and they at once placed a force of men at work extending their tracks to Seventh street.

“Thursday, vice President E. X. Wendling (of the KD Company) appeared on the scene and maintained the same attitude taken by Mr. Campbell (the local manager). He maintained a desire, however, for an amicable adjustment and negotiations were at once opened by the Klamath Canal Company for a compromise. These efforts resulted in reaching the agreement referred to.

In his interview with the Republican, Mr. Wendling stated that the main line of the California-Northeastern could only be built where there was room for a large freight yard. Further, this yard must be on a flat surface, and on the water level. In addition, cuts and fills at stations were never tolerated except where they could not be avoided. To reach the City of Klamath Falls from the only logical place (the present Southern Pacific yards of Klamath Falls), a street railway was deemed necessary, therefore an early application had been made for a franchise. He then continued: “The interview between Mr. W. K. Brown, representing the Klamath Canal Company, and myself, representing the Klamath Development Company, and our other enterprises, has resulted in an arrangement whereby the Klamath Development Company completes the work now open on Main street, putting said street west of Seventh street in good serviceable condition, between Seventh street and Payne Alley, thereafter and up to July 15, our work will be pushed forward on Main street east of Seventh street.”

The Republican at the same time interviewed Mr. Brown who in part said: “From Lake to Lake with the addition of from River to Springs will be the slogan.”

In addition, Mr. Campbell said: “The work on our road from Seventh street toward the Hot Springs addition will be pushed with the same vigor as was that part of the work from Payne Alley to Seventh street. (The amount of work done by the KD Company, however, seems only to have reached Sixth Street on Main.)

The Republican next wrote on September 13, 1906 as follows: “Compromise. At 2:30 this afternoon an agreement was reached between the Klamath Development Company, A. H. Naftziger representing, and the Klamath Falls Land & Transportation Company, J. G. Pierce representing, whereby the street railway controversy has been adjusted. Mr. Pierce in part stated: ‘The Klamath Falls Land & Transportation Company takes over the portion of the street railway between Payne Alley and Seventh street, heretofore constructed by the Klamath Development Company, paying the expense incurred in its construction. That the Klamath Falls Land & Transportation Company will construct, and operate, and use a new line with the Klamath Development Company, a double track line from Conger Avenue to Seventh Street. From these points the respective
"Linkville Trolley" along Link River slightly downstream from present Fremont Bridge.

"Linkville Trolley" on Conger Avenue.
Companies will build and operate the line already planned independently.'"

Republican, November 1, 1906: "A large force of men and teams commenced work on the street car line this week . . . until the track is completed through the entire Hot Springs Addition."

Republican, January 10, 1907: Street car line is built to the addition (Buena Vista) and will soon be operated."

Republican, April 18th: "The first street car to be operated in this city was run from the corner of Main street and Conger avenue last Saturday afternoon (April 13th) under the direction of Mr. Buell of the Klamath Land and Transportaion Company. While it was an improvised affair it sufficed to carry nearly twenty guests of Mr. Buell to the Upper lake . . . ."

Republican, June 20th: "The first street car to reach this city was brought in Saturday (June 15th) by R. E. Hunsaker . . . ."

Republican, June 27th: "Fourth of July will see the inauguration of the first street car service in this city . . . will issue souvenir tickets which will be sold for $1.50 each. . . . R. M. Richardson will act as motorman, engineer, pilot or something of the sort (the car was pulled by one or two horses). . . ."

Republican, July 18th: "The street car now runs to the junction of Conger and California avenues. . . . running on a fifteen minute schedule . . . ."

Republican, August 8th: "Street car service to the Upper Lake was inaugurated Tuesday (August 6th) . . . ."

Service through the remainder of 1907 and 1908 remained on a fairly even keel. It seems to have been steady but slow, and never kept to any
particular schedule. The only driver during the life of the "trolley" seems to have been Charley Adams. Tales have been told how he would stop along the way to refresh himself at various bars, as service was not too demanding. Sometimes a prospective passenger was compelled to roust him out of one of the several bars along Main Street. They always knew where to locate him by the location of the street car and dozing horse.

*Republican*, March 4, 1909: "... street car line to be extended to the depot from Main at Sixth street..."

*Republican*, July 29th: "There seems to be a hitch in the electrifying of the street car system... the company may be forced to build a power plant of its own in order to secure power at a price it can afford..."

Finally in 1910, the city administration issued an ultimatum "to electrify and modernize the line well, or they would cancel the franchise and take over." Thus the city found itself in the street car business. This lasted but a short time before the city fathers junked the system.

*Republican*, May 10, 1911: "Work was started yesterday on tearing up the old street car rails and ties on Conger avenue... As soon as the tracks are removed the city will put on its big grader and the street will be leveled and put in good shape."

As finally completed, the street car tracks of the Klamath Falls Land & Transportation Company did not follow the line as set down in the original franchises. They led from the Southern Pacific Railroad depot, north along Spring Street to Main Street, west the full length of Main to Conger Avenue, north on Conger to California Avenue, thence continuing northerly along California to Front Street, and along Front to the boat docks at approximately the Pelican Marina of today.

**Chapter VI**

**The Weed Railroad**

(California-Northeastern)

It will be remembered that the Central Pacific Railroad reached Redding, California on August 3, 1872. Then after remaining stationary there for better than ten years, they again commenced laying their track northward on June 17, 1883. The railroad, by now controlled by the Southern Pacific Company, was steadily pushed up the Sacramento River Canyon, reaching McCloud (now Mount Shasta City) by October 13, 1886. From there the going became easier and Edgewood (immediately below present day Weed), was reached on January 1, 1887. Rails were then pushed across Shasta Valley and over the Siskiyou Mountains to join up with the Oregon-California Railroad at Ashland on December 17, 1887 where the Golden Spike ceremony took place. Thus Edgewood was established approximately 13 years before the town of Weed came into existence.

Abner Weed, for whom the later town of Weed was named, was born September 18, 1842 in Dixmont, Maine. He came to California in 1869, settling in the Truckee region where he spent the next 20 years in the lum-
ber business. In 1889 he moved to Sisson (Mount Shasta City) where he began his first lumbering venture in Siskiyou County. Next he purchased a sawmill south of present Weed, on the north slope of Black Butte.

Then in 1900, he moved a few miles north and built sawmill No. 1 and other buildings, thus founding the city of Weed. After Mill No. 1 was completed and ready to cut lumber, Weed cut on a small scale only until he received a contract from the Southern Pacific Company to furnish them with ties. His connection with the Southern Pacific proved to be the turning point in his financial success, for soon after, he began to expand. About 1902 or 1903 he built Mill No. 2, and a box factory which later was expanded to include a sash and door manufacturing department.

During this same period of time Weed began the construction of a logging railroad to the northeast around the slopes of Mount Shasta. By January 1, 1903 this road was four miles in length and it was planned to extend it another ten miles to Grass Lake. Jesse McCall was the engineer in charge, and the contractors were Brooks and Biglin, with 200 men employed. The ultimate destination was reported to be Keno, Oregon.

A letter of June 25th, 1904, printed in the Klamath Republican, stated the Weed Lumber Company and Railroad was quietly building a road to Klamath Falls. At the time, they had three four-wheel drive engines and 86 cars in service. A carload of spikes was on hand and ties on the ground to lay to Grass Lake, then on to Klamath Lake.

Abner Weed was the President; Directors were G. X. Wendling of San Francisco, G. F. Bittinger of the Los Angeles National Bank, E. S. Moulton of Riverside, a Mr. Martin and others. B. F. Brooks was Secretary. A Mr. Ambrose had charge of the survey. They over enthusiastically expected to be handling freight and cattle by November from near the Ball
Ranch in Butte Valley. Actually, this did not come to pass for nearly four years.

As early as July 7, 1904 a Mr. Idol (?) of the Western Stage Company was trying to secure a contract between the end of the rails and Laird's Landing. However, no contract was made. Trains were then crossing the newly completed trestle south of Sheep Rock, therefore another prediction was plucked from the air, that cattle could be shipped from the Boyce Ranch, in Butte Valley, by October. Here again, it was practically four years before that event actually took place, and then from Mt. Hebron.

By September 1, 1904 it was reported that B. F. Brooks, Secretary of the Weed Railroad Company, and a Mr. Miller were guests of Major C. E. Worden of Klamath Falls. This was evidently approximately the time that the Wordens, C. E. and Wm. S., became associated with Southern Pacific interests as that company seems to have been in the background of every concern later connected with the railroad approaching Klamath Falls. These several concerns under various names played a leading part in much of our early 1900 history.

1905

Another letter, dated Thursday, January 25th, recorded that the Klamath Development Company which was “incorporated in San Francisco this week (January 22-23 or 24) is to succeed the Weed Railroad Company.” Further, this new company asked for a right-of-way, and a $100,000 cash or land bonus to extend the Weed Railroad line to Klamath Falls. The bonus was to be placed in escrow on or before March 31st, and delivered on or before completion of the railroad to Klamath Falls by March 31, 1907. The latter was read to a group of Klamath Falls businessmen by W. H. Holabird, representing the Klamath Development Company.

Immediately, a campaign was commenced to raise the bonus but the response was slow; however, the time was extended. $84,590 was pledged by May 4th, with Moore Bros. pledging $5,000; W. A. Wright, E. R. Reames and C. E. Worden $4,000 each, and many others lesser amounts. By June 8th, $97,045 had been pledged, with San Francisco and Sacramento businessmen chipping in some $10,500. Finally, on June 22nd, it was announced that the required sum had been pledged, in fact $100,100.

In the meantime, on April 6th, the Republican reported “... the Weed Lumber Company was sold last week to R. A. Long, millionaire lumberman from Kansas City, and a number of officers and directors of the Klamath Development Company.” Geo. X. Wendling was the President of the new organization.

By June 1st, yet another letter from W. H. Holabird announced that a newly formed corporation, The Hot Springs Improvement Company, had on May 29th, purchased 540 acres, adjoining Klamath Falls on the northeast, from W. A. Wright and Major C. E. Worden.

On June 15th, a new face appeared on the scene, the McCloud River Lumber Company Railroad, S. O. Johnson, lumberman, the owner. This company at that time announced that they were building a logging railroad east from Upton near Sisson (present Mount Shasta City); that it had reached and passed a site (the present city of McCloud) and had extended their tracks eastward to Algoma (immediately west of present Bartle). Further, they were building northward, having reached Red Mountain, and would soon continue their line
into the Klamath Basin, the end of their tracks being then but 37 miles from Laird’s Landing on Lower Klamath Lake.

At the same time it was reported that Mr. Davis, partner of Laird, would have a connecting wagon road finished by June 18th. It was over this railroad, wagon road and Steamer Klamath that some freight and passengers did at one time pass to and from Klamath Falls.

A few days later it was learned that W. H. Holabird and Major Worden had recently purchased the 1800 acre Reames Ranch, south of Klamath Falls, upon which the present Radio Station KLAD is located. They intended to establish a stock yard, loading chutes, and feeding pens on one piece (which they eventually did, and which is still in existence), and divide the remainder into 40 acre tracts except “that reserved for a depot.”

On June 25th, A. H. Naftzger, President of the Klamath Development Company, sent the following telegram to W. H. Holabird: “The Railroad will be incorporated at once and active work begun.”

The Republican of June 29th, stated that of the three possible routes through the Klamath Country, the railroad would definitely follow the Hood survey of 25 years before. This survey was approximately that of the present Southern Pacific line from Grass Lake to near Teeter’s Landing. “Thence crossing Klamath River to the East Side some five miles above Keno near Wild Horse Butte.”

On July 13th, it was reported the California-Northeastern Railroad Company had been incorporated with a capitalized stock of over $5,000,000. It must, however, be remembered that this new corporation was still owned by officials of the Klamath Development Company. At the same time, the McCloud River Railroad guaranteed they would reach Laird’s Landing by July 1, 1906. Therefore, speculation was rife in the Klamath Country as to which railroad would first reach Klamath Falls; the California-Northeastern or the McCloud River Railroad.

From the north, at Eugene, came word on September 7th that seven surveyors of the recently incorporated Oregon-Eastern Railway Company had arrived there. They were to begin a survey from Natron, the railroad extension from Springfield on the Southern Pacific, over the Cascades and across Central Oregon to Ontario on the Idaho line.

Rumors flew thick and fast, quickly two more were added to a long and growing list; one being that the Midland Telephone and Telegraph line, owned and being constructed from Ashland to Klamath Falls by H. V. Gates would soon reach the latter place; the other being reported by S. O. Johnson that the McCloud Railroad, whose survey was nearing White Lake City, was in fact headed for Merrill.

Klamath Republican, October 19th. “Greatest Building Boom In History Of The Town. Nearly a Quarter Million Dollars Have Been Spent in Klamath Falls During the Summer for New Buildings Alone—Many More Contemplated.

“Ninety new buildings at an estimated cost of $225,000 or an average of over $200 for every man, woman and child in the city, is the record of building improvements during the past summer, that the little town of Klamath Falls can present to the world.

“The carpenters, masons and bricklayers have been busy from daylight until dark in Klamath Falls this summer, buildings have been going up on
all sides, the number only limited by the lack of material and workmen. A list of the new buildings has been compiled, which is as near correct as possible, but no doubt some have been omitted. Many new structures were built last fall and in fact nearly every business house in the city was enlarged and the stock increased to supply the demand. Many more buildings are contemplated. Plans have already been submitted for some, which will be commenced during the winter or the first thing in the spring. It is expected that eight or ten brick and stone business houses will be built during the early part of next year. This article however, has nothing to do with prospective buildings but with improvements that have actually been made this summer. Following is the list as has been compiled:

**BRICK AND STONE**

Klamath High School building will be completed January 1st. Cost $32,000. Basement and three floors. The building is constructed of brick and the roof covered with metal shingles. The entire basement is of concrete.

Klamath Falls Public School. In course of construction. Cost $20,000. Basement and three stories. The basement is built of native rock and the walls of sandstone.

The third most important building being constructed in the city is the four story brick being built by George T. Baldwin, the hardware merchant. This is located on Main street one block east of the bridge. It is the largest building in Klamath Falls and is estimated to cost between $15,000 and $20,000. It has a 65 foot front and is 80 feet deep with four stories. The entire building is constructed of Klamath County brick.

Chas. E. Worden has two brick buildings in course of construction on Main street between Fourth and Fifth. They are on opposite sides of the street. They are both two-story business houses with office rooms on the second floor. The cost of the two will be $9,000.

Fred Malhase is having the finishing work done on his two-story building on the east corner of Main and Second streets. The building is 30 x 50 feet and will cost $5,000. It will be occupied by Meiss & Armand Meat Market, and the Library and offices will be located on the second floor.

**Frame Buildings**

The Klamath Lake Navigation Company are spending $30,000 in new buildings and improvements in this city. The new steamer Klamath which was built at the company's dock, cost between $15,000 and $20,000. The Company have their dock completed which is 60 feet wide by 235 feet long. Their old office is being moved and a modern three story store building 40 x 80 is being erected in its place. The new two-story office building is about completed and also their 60 x 80 warehouse. Besides their steamer the Navigation company are equipped with launches, two row boats and two large barges which cost $600 each.

Mrs. E. E. Heidrich, two story business block 40 x 65, Main street between First and Second Streets. This building is now occupied by L. Jacobs & Co., proprietors of the Boston Store.

F. T. Sanderson, two story business building 24 x 90, on the east corner of Main and Seventh. General store and hall.

George Biehn, Monarch saloon building, Main street between Seventh and Eighth.

George Biehn, Palace restaurant.
Main street between Seventh and Eighth.

Klamath Falls Steam Laundry, D. B. Campbell Proprietor, building and plant, cost between $6,000 and $7,000. Main street between 10th and 11th.

R. E. Dyer, Tin and Plumbing shop, 20 x 40, corner Klamath avenue and Seventh street.

Dan Gordon, Soda Water Works, Seventh street between Main and Klamath avenue. Occupied by Epsy & Son.

George Pan Company, two story saloon and rooming house, Main street between First and Second. Occupied by the Log Cabin Saloon.

J. A. Houston, 10 room addition to his Lodging house on west corner of Main and Second streets.

Mrs. H. F. Schallock, addition to the Oregon, two stories, 15 rooms. Klamath avenue and Fifth streets.

W. W. Pritchett & Son, sash and door factory, corner 11th and Canal streets.

Frank Sellers, saloon building corner Seventh and Main streets.

Dr. G. W. Maston, sanitarium and office, Main and Eighth streets.

W. H. Barnes, 20 rooms, two story addition to the American Hotel, on Main street.

J. E. Sullivan, saloon and rooming house, Main street between First and Second. Occupied by Harry Allen.

Geo. R. Hurn, building on Main street between Fifth and Sixth, occupied by Mongold & Campbell, barbers.

Catholic Church, on Worden avenue in Fairview addition.

R. P. Breitenstein, addition to Farm & Implement store, Main street.

Chas. Woodard, blacksmith shop, Main street between Eighth and Ninth.

Grizzle Bros. Marble Works, Main street near Eleventh.

Lewis & Peil, addition to blacksmith and wagon shop on Main street.

J. V. Houston, Office building and shooting gallery, Main street near Second.

The following persons have built residences in Fairview addition: W. J. Wallace, C. M. Adams, A. J. Godfrey, W. Frank Petett, H. J. Miller and Fred Heilbonner.

Chas. Shattuck, residence on Fifth street near High.

Col. V. L. Beebe near High school.

O. B. Gates, modern residence on Fifth street near High in First addition.

E. C. Smith, 11 room residence corner Eleventh and Worden avenue in Fairview addition.

Thos. Willis residence in Shives addition.

S. Chappel, residence on 10th street, near High.

W. W. Scott, residence corner Pine and Seventh.

Dr. F. M. White, two story residence on Pine Street between Fourth and Fifth.

Silas Obenchain, residence on second lot west of the High School in First addition.

W. H. North, residence near High school in First addition.

Dr. Demorest, residence near High school in First addition.


Elmer Applegate, residence corner First and Washington streets, Ewauna Heights.

Walter Lennox, residence south corner First and Washington streets, occupied by J. D. Williams.

George Chastain, residence south corner Third and High streets in Ewauna Heights addition.

Mary E. Swingle, residence corner
Ninth and High streets.
Will Humphrey, residence Pine street between Seventh and Eighth.
F. T. Sanderson, residence on Pine street between Seventh and Eighth.
Chas. E. Worden, modern cottage on High street on Ewauna Heights.
H. Newhan, residence on High street between Second and Third.
Annie Hutchinson, cottage on Pine street near First.
M. E. Hutchinson, residence on Pine street near First.
J. E. Sullivan, residence corner Walnut avenue and Fifth.
Owen McGuire, residence corner Walnut avenue and Fourth street, occupied by A. Ritzenthaler.
A. L. Sherman, residence corner Klamath avenue and Tenth street.
D. F. North, residence corner Tenth and Canal streets.
C. B. Clendenning, residence Klamath avenue between Ninth and Tenth.
J. H. Hamilton, residence corner Klamath avenue and Ninth street.
Mrs. M. S. Nelson, residence corner Walnut avenue and Fifth street.
Jasper Bennett, residence Walnut avenue, occupied by E. Ridenour.
A. E. Crance, residence corner Walnut avenue and Sixth street.
Mrs. E. Wakefield, residence Walnut avenue between Sixth and Seventh streets.
W. O. Webb, residence on Klamath avenue between Sixth and Seventh.
E. B. Henry, 8 room residence, Klamath avenue, between Fourth and Fifth streets.
Fred Biehn, dwelling between Seventh and Eighth streets on Walnut avenue.
Bert Hall, cottage on Walnut avenue between Ninth and Tenth streets.
H. E. Hansberry, residence, Walnut avenue between Sixth and Seventh streets.
H. W. Keesee, residence on Walnut avenue between Sixth and Seventh streets.
Mrs. Melhase, residence on Walnut avenue between Sixth and Seventh streets.
C. H. Daggett, residence on Third street between Pine and High.
C. E. Hadley, residence on North corner Eighth and Washington streets.
Bert Childers, residence on Jefferson street near Ninth.
Chas. Nelson, residence corner Ninth and Washington streets.
Chas. E. Worden, boat house and dock on water front, in rear of Lakeside Inn Hotel.
Steamer Winema launched on Link River, outside city limits, near present Fremont Bridge on the West side. From Republican, February 2, 1905.
Klamath Republican, October 26th: "... the California-Northeastern was purchased recently by the Southern Pacific Company ... " It was further reported, they had reported, they had recently acquired the Klamath Development Company's rights and land adjacent to Klamath Falls, and it was said the Hot Springs Improvement Company was another auxiliary.
Also under the date of October 26th, the Republican reported, in part:
"... construction work has commenced on the California-Northeastern Railroad. E. H. & L. Stone, the contractors, have two steam shovels, two machine drills, one locomotive and 20 dump cars at work. There are also 80 head of horses and carts and 400 men employed. Another engineering outfit has started out from Weed, and the steel rails are being hauled to the end of the main line for the extension of the track."

By November 2nd, the McCloud River Railroad had established their terminus at Bartle, southeast of Mount Shasta.

Finally on December 14th, it was reported that Chief Engineer Griffith of the California-Northeastern's final survey crew was within 12 miles of Klamath Falls.

Chapter VII
Grass Lake to Holland (Ady)
1906

The winter of 1906 seems to have been quite severe with little or no railroad construction news extant. However, the surveys continued. The Republican of February 22nd, noted that "Chief Engineer Griffith and twenty men are in town, having been in camp all winter. Some of the men will remain in town to survey a depot site."

On March 1st, it was reported that A. H. Naftzger, President and N. P. Hoey, Construction Engineer, of the California-Northeastern arrived in Klamath Falls and that contracts had been let for 19 miles of new railroad bed, with the first seven practically done despite the severity of the winter. This construction will bring the line to the Boyce Ranch or Mt. Hebron, where a new town will be platted.

It was announced on March 22nd, that work on the Oregon & Eastern Railroad would start in 90 days from Natron near Springfield. Also, that W. H. Holabird of the Klamath Development Company was laying out the new town of Mt. Hebron.

A week later J. L. Buell, traveling freight and passenger agent for the Southern Pacific Company, arrived in town to view the situation for those enterprises. He later became an official of the Klamath Land and Transportation Company of "Linkville Trolley" fame.

May 3rd: "Engineer I. H. Graham of the Oregon & Eastern at this time, is surveying between Ontario and Vale. It is stated the line will connect with the Natron Cutoff near Ft. Klamath."

To the north, surveyors were working south from Madras, in Central Oregon, and had reached the Lenz Ranch on Upper Klamath Marsh, en route to connecting with the Natron survey.

At the same time, A. H. Naftzger informed the citizens of Klamath Falls that the San Francisco earthquake of April 16th would delay but very little the construction of the California-Northeastern Railroad. He also reported his home and effects had been destroyed by the earthquake in San Francisco.

June 28th: "... the Natron survey is being made along the Old Military road up the Middle Fork of the Wil-
lamette by 100 men, in four parties.”

“Construction Engineer H. P. Hoey is in the city to let a construction contract to J. Frank Adams to grade through the tulies (eastern shore of Lake Ewauna), using the Adams Dredge.” Previous to this date the location of the Adams Dredge is unknown after completing the channel to Laird’s Landing about the middle of October, 1905.

July 5th. “Reconstruction of the former Weed Logging Railroad to Grass Lake will be completed by July 15th.” It was further announced that, from Grass Lake, a new 32 mile wagon road to Laird’s Landing had just been completed. Freight from Weed to Grass Lake by train would be $1.50 per ton, and would not exceed $1.00 per ton to Laird’s, with the cost $1.25 more per ton by boat to Klamath Falls. It was expected that freight and passenger service would be commenced by August 20th.

Davis and Laird were the proprietors of the new stage line, Lakeshore Stage Company, with J. F. Gibson the driver. Sam Hummel’s, 12 miles from Laird’s, would be a horse change station and a passenger stop for dinner. After another drive of 15 miles, horses would again be changed (at Bray) for the last lap to Grass Lake.

The stage schedule left Laird’s at 10:00 A.M., nooned at Hummels, and arrived at Grass Lake at 4:00 P.M. Returning, the stage left Grass Lake at 8:00 A.M. nooned at Hummels, and arrived at Laird’s Landing at 2:00 P.M. where the Steamer Klamath was boarded for the final distance by water to Klamath Falls.

August 23rd: It was formally announced on this date by A. H. Naftzer that the Southern Pacific Company had purchased the California-Northeastern Railroad.

September 13th: “... 2000 men from the southeastern (Arizona, New Mexico and Texas) section of the country to be brought in . . .”

At this same time, local Klamath Falls officials and businessmen denied that the bonus pledges would be repudiated, but paid after the railroad reached Klamath Falls by the promised date, next March 31st.

Finally, on November 29th, it was reported that construction of the first 100 miles north of Klamath Falls “has been let to Mason & Davis.” Thus, it would seem, that at this time the intention of the Southern Pacific Company was to continue building until a connection was made with the Natron Cutoff building southeast from the Eugene-Springfield area.

1907

Railroad construction work in the Klamath Basin seems to have been confined to that done by the Adams Dredge during the winter of 1906-07. Adams’ contract was for a mile and one-half dike across the eastern bed of Lake Ewauna, from Reames Hill (southeast of Klad Radio Station) to approximately the South Sixth Street Overpass.

Republican, March 14th: “Construction work on the California-Northeastern R. R. will be pushed as fast as men and money will do it. This was the statement made by Construction Engineer Hoey when he was here this week. He came up for the purpose of examining the work done by J. Frank Adams and submitting to him a proposition for further operations... The Adams dredger will finish its present contract in fifteen days and will then move south.”

March 28th: In the beginning it had been claimed that Lower Klamath Lake would be reached by fall. However, actual construction of the road proved to be much more difficult than
anticipated. The Stone Brothers Construction Company's contract on the first four miles northeast from Grass Lake proved so difficult they were forced to give up. The Northwest Construction Company then took over the unfinished road. At the same time, the Erickson & Peterson Company was offered a bonus if they completed the road to Orr Lake, 15 miles from Grass Lake by June 1st. Orr Lake (later known as Bray's or Bray) would then become railroad headquarters.

May 2nd: "Negotiations for a right-of-way between the Southern Pacific Company and Abel Ady, owner of a large tract of swamp land on Lower Klamath Lake, have come to naught." Southern Pacific wanted a 300 foot strip, 26,200 feet in length (approximately 180 acres, for which they offered $30 per acre. Ady held out for other concessions which the Southern Pacific Company thought unreasonable, therefore they started a condemnation suit.

On the same date it was announced "Orr Lake (Bray) will be reached by July 4th." At the time, there were 700 men working on the line. Further, it was thought, Mt. Hebron would be reached by September 1st, but it was not yet decided whether the hill at Dorris would be crossed by a temporary track or tunnelled.

June 6th: The suit between Southern Pacific and Abel Ady was settled and the condemnation suit by the former, withdrawn. It was further agreed that Southern Pacific would pay $30 per acre, build five crossings and a hog-tight fence along the right-of-way.

In the meantime, Mason & Davis Construction Company, who were to transfer from their Government Canal construction to the railroad's marsh fill when the former was completed, had been granted an additional three months extension, due to the severe winter just passed. Their original contract had called for a finish date of April 20th.

By July 11th, Mason & Davis were preparing to commence the marsh grading for the railroad by July 20th. They purchased a new dredger in addition to the clam-digger they already owned. They also purchased a 40 H.P. motor boat to use in connection with the dredges.

July 18th: "... Another evidence of the desire of the railroad company to reach here at an early date is the movement now on foot to secure the right-of-way for a 'shoo-fly' track across the hill this side of Dorris..."

August 1st: "110,000 yards of earth to be moved this coming winter... It is to be taken from the cut that is to be made through the hill just as the road leaves the Hot Springs addition and is to be used in building up the grade from the point where the Adams' dredger finished its work..."

At the same time, piers for the bridge across the Government Canal were being installed. Also, Picard, some four miles west of Dorris, was sitting up and taking notice. They were soon to move to the new site, though some were already doing this.

August 22nd: "The Mason & Davis Construction Company are moving the big barge from the Upper Lake, where it has been used on Government canal construction. The machinery has been placed on two smaller barges to take south for marsh construction. Another large dredger is expected soon, also two smaller ones, ... 1100 cords of slab wood have been ordered by Mason & Davis."

August 29th: "The clam-digger arrived at the scene of operations last Saturday noon (24th). Construction is three weeks late, so 2000 yards must be moved every 24 hours. Soon there
will be two dredgers at work.”

September 19th: “Construction crews rushing to complete marsh work early in October, or before the winter freezes set in... long grade stakes are driven into the mud for solid footing... the big barge being moved by Contractor Jacobson, has now reached Main on 10th... The new dredger coming in by way of Weed and Bray will be put together at Laird’s Landing.”

September 26th: “... a new stage line from Teeter’s Landing to the end of the line (at Bray), and the older line from Bray to Laird’s which has been extended to Merrill and Tule Lake...”

October 10th: “The Adams dredge is being moved from the railroad grades to the Moore Mill site, then to dredge a channel through the east side of the reef (near present day D & G Shelter Company Sawmill), then to Teeter’s Landing to do some work for Ackley Brothers.

“The deeds, contracts and agreements are to be reconveyed to the subscribers to the $100,000 railroad bonus fund by the Klamath Development Company.

... A. H. Naftzger, President of the Klamath Development Company is silent, refusing to affirm.”

November 7th: “... Dorris booming... work between Bray and Mt. Hebron... have all the men needed... The new dredger should be on hand this week... A. H. Naftzger has issued a formal statement that the bonus will be returned.”

November 28th: “Oregon & California stage company erecting a large stage barn and eating house at Mt. Hebron... seven steam shovels between Bray and Mt. Hebron.

“Mt. Hebron booming. Hotel being built by Weed Lumber Company, 22 rooms, baths, toilets and all modern conveniences; a large general store, post office, livery stable, three saloons, a large warehouse and lumber sheds belonging to the Weed Lumber Company, some good houses and a few other minor improvements.”

December 5th: “The railroad terminus is not to go beyond Bray for several months. The big fill at Coyote Point (near Kegg Cinder Pit between Bray and Mt. Hebron) is the cause. It is the largest piece of work outside the tunnels on the line. It is thought Mt. Hebron will be the terminus, not Dorris, when work is continued.

“The Natron cutoff is not abandoned. The survey will continue as soon as winter is over, Carl Rankin, Chief Engineer reports.”

Finally, on December 19th, came the word: “Work on the cut north of Hot Springs addition to start this week.”

1908

Republican January 9th: “E. W. Smith arrived this week with his complete outfit... to begin active operations on the railroad cut out of the Hot Springs addition. The contract is a big one... 100,000 yards of dirt to be removed from the cut and the making of the grade from the terminus of the cut through the tule land to the southern boundary of the Hot Springs land.

“Mr. Smith will be straightening the curve in the canal where the railroad crosses it, at railroad expense, but under supervision of the Reclamation Service.”

January 16th: “... Erickson & Peterson have established a camp at Dorris.”

February 27th: “Rushing work... on curve in the canal... Would have been a 180 foot bridge, but with the new curve won’t be over 85 feet. The crew consists of 30 men and 38 horses...”
“Erickson & Peterson are establishing camps to work on the ‘Shoo-fly’ over Dorris hill. A commissary is already built on the hill this side of Dorris.”

March 5th: “... railroad will be in Klamath Falls by spring of 1909.”
March 26th: “The people of the City and County are now relieved of the $100,000 bonus.”
April 2nd: “The steel gang on the California-Northeastern arrived at Mt. Hebron Monday evening ... The terminus will soon be at this point ... remarkable progress being made on the ‘Shoo-fly.’”
April 9th: “The railroad is completed a few miles beyond McDoel and will reach Dorris by the 20th according to H. P. Hoey who arrived in this city Monday. Side tracks are being put in at Mt. Hebron at McDoel. Wells are also being drilled at Mt. Hebron and McDoel.”
April 23rd: “The railroad was finished to Dorris on the 20th as predicted. A freight agent is stationed there in a box car. He arrived at his station Tuesday, 21st ... The first freight into Dorris arrived on the 22nd ... Dorris officially became the terminus the following day, April 23rd.”

May 7th: “... Marsh giving trouble ... Clam-digger broke down ... a new dredge is coming.

“Teeter’s to be next terminus, now under advisement, (actually, Teeter’s Landing was by-passed some two miles to the east) ... Abel Ady plans to run a spur to Teeter’s Landing along Dowase Butte ... this spur will be a little over two miles long. ... A movement is on foot to build a sawmill at Teeter’s and the Southern Pacific will run the spur ... Rock from the tunnel to be used in the dike.”

May 21st: “Hoey has moved his headquarters to Dorris, had previously been at Bray. The advance camp is working on the side hill at the Down-ing ranch. Hoey is planning to bring the bridge crew to this side of the marsh to build the bridge.”

May 28th: “All express now comes by way of Dorris ... Put into effect Sunday (25th). Express now reaches here from San Francisco in twenty-
June 18th: "Will rush railroad to State Line. Chief Engineer Wm. Hood ordered the line to be built to Calor as soon as possible... ties and rails to be laid this week. Two dredges at work on the marsh and work is progressing better... 'Shoo-fly' is practically finished."

July 30th: "Railroad branch line to Klamath. Articles of incorporation filed at San Francisco to construct a railroad from Alturas to near Klamath Falls to join the Southern Pacific. Capital is $3,000,000 with $100,000 subscribed." (Actual work on this extension did not begin in Klamath Falls until October 14, 1928. It was finished July 13, 1929 when connected at Hackamore with the line being extended from Alturas.

August 20th: "Passenger service will be extended to Calor in a few days.... The Frank Adams dredge has been leased to begin work at once, making three dredges at work."

September 3rd: "Work has been commenced on driving piles for the bridge across the straits... mile and one-half of dike thrown up by the Adams' dredge between here and the new race track (near present KLAD Radio Station) and is now ready for rails. Tents for a construction camp are being put up on Arthur Lewis' place four miles from town.

September 24th: "Tunnels north of Dorris... 2100 feet, length of first and 1000 feet the second. The tunnels are to be 23 feet in height and 17 feet in width. At present... two shifts of 25 men are working at each end of the big tunnel doing the preliminary excavation leading to the solid rock... a steam shovel, dinky engines and large dump cars are being used on both ends of the big tunnel.... After the end of preliminary work, two shifts of 45 men, or a total of 180 men, will be employed. The smaller tunnel will be mostly hand work.

"The Southern Pacific is not satisfied with work of contractors on the big marsh at Blidel (near Teeter's Landing). The many break downs and delays of the dredges blamed.

"Erickson & Peterson have established their camp near the new fairgrounds, known as the Enterprise Tract, two miles from the depot."

October 1st: "Thirty or forty head of mules and horses driven through town, followed by Contractor Sears outfit of wagons, scrapers, tents, etc., and wagons. He will establish camp seven miles below here at 'Midland'.

"Engineer Knowlton's survey party is running lines to Alturas for the line to connect at Midland. (Sears established his camp at Midland which had been platted December 4, 1906. The Midland Townsite Company was owned by A. H. Naftzer, President of the Klamath Development Company and D. G. Campbell, Assistant Secretary, and local manager of the Klamath Development Company)."

October 8th: "The railroad schedule may be changed... to connect at Weed with No. 14 instead of No. 16. This would enable passengers to arrive at 3 or 4 PM, instead of in the night from 10 PM to 2 AM... considering adding a regular passenger train."

October 15th: "The cut and fill near the Downing ranch is near completion... steel gang to start laying next week... big dredge ordered."

October 22nd: "... 57 cars of cattle from the ZX ranch in Lake County, were shipped to Bakersfield from Mt. Hebron in two special trains... also 14 cars Sunday and two Monday.

October 29th: "Passenger Schedule: Leave Klamath Falls at 7:30 A. M. by boat, arrive at Calor by stage at 11:00
A. M., leave Calor by train at 12:30 P. M., arrive at Weed 5:00 P. M."

November 5th: "Three hundred men from Adams' dike transferred to the Hot Springs cut . . . Barge loaded at Teater's Landing . . . another will follow in a few days."

November 11th: *Evening Herald*: "The big barge was launched at Holland (Ady) Wednesday . . . 40 x 80 with dredge recently taken in sections . . . to grade east of straits . . . two small dredges have started dredging.

"Passengers have been carried to Worden for some time now, but Wednesday the dining car and office cars were hauled from Calor and that station will be abandoned."

November 12th: " . . . 12 dump cars and two engines unloaded at the foot of Oak to be taken to Hot Springs . . . Began work on Reames Hill (south of KLAD Radio Station) yesterday.

"C. H. Rankin and 14 men arrive in Klamath Falls . . . to commence survey on the Natron cutoff . . . will start three miles above city . . . preliminary survey was made two years ago."

December 3rd: " . . . Southern Pacific is building a large warehouse at Holland (Ady) . . . steel gang began laying track across the swamp this morning . . . rail and water connection to Klamath Falls to begin January 1st . . . all stage runs will be abandoned at that time."

December 31st: "The first train reached Holland (Ady) yesterday . . . to be the terminus thereafter."

**Chapter VIII**

**Klamath Falls to Kirk**

1909

*Klamath Republican*, January 7th: "A. H. Naftzger is convinced the railroad will be here in 90 days . . . the small dredge throws up a third of the fill . . . The big dredge which has been christened the Klamath Queen began work yesterday . . . will follow the small dredge and finish the fill. The Mason Company dredge has made ½ mile of cut across the marsh and has 2½ miles to make . . . Tom Sawyers, sub contractor, is finishing the fill from the marsh to Reames Hill.

"No more stages. All rail and boat service to this city begun New Years Day. Fair to Weed which was $5.90 reduced to $5.00. Passengers allowed 150 lbs. baggage."

January 14th: It was found there was another Holland, in Josephine County, Oregon, established in April, 1899. Therefore it became necessary to change the name due to mail foul-ups, so the name Ady came into use, named for Abel Ady, owner of the swamp land through which the railroad crossed the Klamath Straits.

January 28th: "The steam shovel finished the cut through Reames Hill Tuesday, and is in view of the city. One more small cut . . . shovel then to move to grade near Upper Lake."

February 4th: "Marsh Grade Half Done. Three dredges working across the marsh . . . Starting point at Holland . . . Big dredge brings up rear and finishes the grade ready for rails. It has worked 30 days and the work is half finished."
... evident that the railroad will extend north. Work is now being done along the water front of Upper Lake. Clearing of sagebrush beyond the Hanks (Pelican City) farm ... 100 men working the fill already made to near the Steam laundry. 3 to 11 cars are used to keep up with the steam shovel.

February 11th: "The survey crew of 15 men have finished the survey from Klamath Marsh (near present Midland) a distance of 40 miles to northern end of lake ... too much snow to make much progress.

"Survey crew of 20 finish the preliminary survey from Alturas to Klamath Falls."

February 18th: "Saturday was the biggest day for freight, 12 carloads unloaded at the dock at Holland, then on to Klamath Falls by barge. Will average two carloads a day this week ... Business booming."

March 4th: "Dredge reaches Midland on Thursday (first one), the mammoth dredge which is finishing is 3000 feet behind. It will take about two weeks to finish."

March 18th: "... 19 surveyors complete survey to south of Carr Ranch (Malin). They will move camp from this city to the south end of Tule Lake ... Merrill will be on the main line."

March 25th: "Get Ready for Railroad. The time has arrived to make plans for a celebration. This is usually done by driving a golden spike.

"The Marsh Grade is practically completed ... All low spots are filled between Ady and Midland ... grade finished this side of the marsh and equipment is being moved to the grade between Hot Springs and Upper Lake."

April 8th: "A large crew started laying rails at Ady Saturday night ... Worked all night and today the track is completed from terminus on across the channel and is progressing across the marsh."

April 15th: "Steel gang is busy laying rail across the marsh. They should reach Midland within a week."

April 22nd: "... Railroad Day committee heads: D. B. Campbell, grounds; W. H. Dolbeer, commissary; Harry Stilts, barbecue; Judge Noland, law and order; H. C. Telford, water carnival; Alex Martin and Frank Ira White, finances; J. Frank Adams, Marshal of the Day.

"A mail clerk is to be placed on the train Monday."

April 29th: "O. B. Gates of the Light & Water Company has been told to be ready to furnish water at the depot grounds for engines of the construction crew on next Monday evening. Now they have to run to Dorris every day. The first train will reach here Monday, May 3rd. Gates is putting in a temporary line from Main near the laundry.

"Railroad Day will be June 7th ... Everyone is coming. We suggest farmers bring camping equipment ... The railroad reached Midland at noon Tuesday with its rails. Two engines with ballasting crew followed the steel gang across the marsh."

May 6th: "Mr. and Mrs. Laurence Ainsworth, merchant of Paisley, is at the Lakeside Inn, having returned from San Francisco where he had his summer stock of goods shipped via Klamath Falls ... 7000 pounds, the first large shipment for Paisley has arrived here."

May 13th: "Passenger service begins on Wednesday May 19th. Also the first passenger train to leave Klamath Falls will be on May 19th ... Office cars are to be moved from Ady to Klamath Falls on Tuesday ... ballast to be used is cinders from the hill near McDoel (Kegg Pit), the finest
Klamath Country citizens debarking from the Steamer Klamath at Ady Landing on her last trip. This group was also the first passengers to meet and ride the first passenger train into Klamath Falls on May 20, 1909.

Maude Baldwin Photo
on the Pacific Coast... Celebration to be held June 2nd. The railroad is within a mile and a half of Klamath Falls. People are out with their glasses looking at the train as it is in view of the city.

“A mass meeting was held at the Court House about the celebration. A committee raised $287 bringing the fund for the celebration to $788.00 cash received. In addition some people subscribed an amount of $2287 to be paid in monthly installments over a period of one year."

May 20th: "Railroad Day has been changed to June 14th, as requested by Southern Pacific. The earlier date conflicted with the Rose Festival in Portland."

May 27th: "... The entire City welcomed the first train. More than 100 people went by the Steamer Klamath last Thursday (20th) to Ady where they met the train and rode to Klamath Falls on the first train. They took their lunches and ate in the shade of box cars on piles of ties. Some excursionists from Dorris were on the train besides the regular passengers. A band accompanying Peterson Brothers theatrical troupe played, adding to the excitement. All business was suspended in the City. School was closed... the Klamath Military Band played at the depot. About 1200 greeted the train. People who have resided here for 20 years or more who rode on the first train were Mr. and Mrs. A. L. Leavitt, J. M. Fountain, Miss Laurinda Sauber, Mrs. Amanda Hamaker, Mamie Boyd, Mr. and Mrs. J. G. Schallock, Mr. and Mrs. Fred Melhase, Mr. and Mrs. C. R. Dunlap, Mr. & Mrs. Wm. A. Wright, Mr. and Mrs. W. F. Arant, Mrs. R. A. Oliver, Miss Maude Baldwin, R. S. Moore, J. A. Uerlings, Mr. & Mrs. J. V. Houston, Merle Houston, Ky Taylor, C. I. Roberts and Alec Martin, Sr.

"First Train Accident. E. J. Comstock, the nephew of Superintendent of Construction on the Western Union was run down by a work train and sustained a broken knee joint. The engine came up behind him and he was compelled to jump into a ditch.

"Big Force at Work. Over 200 men are working on the depot grounds, employed by Hoey, Chief of Construction. Erickson & Peterson employ 175. Hot Springs Improvement Company has 15 men and several teams macadamizing Spring Street to the depot grounds. Also constructing sidewalks along Old Fort Road and down Spring Street. Engineer Zumwalt has a crew platting some property. The Street Car Company is employing 12 to 15 men extending the street car line. The Light & Water Company is working 15 to 20 men and a half dozen teams on improvement work. All because of the railroads arrival. Some time ago the town would have been excited but now takes all the activity as a matter of course.

"Plans are going big for the Celebration, Baldwin & Baldwin, the plumbers, completed a coffee pot that holds 85 gallons. M.J.B. Coffee house will supply 250 pounds of coffee."

June 3rd: "The Railroad Day parade will have Indians in war togs, Cowboys in typical costume, stage coaches, wagon trains and automobiles in that order.

"Train henceforth will leave Weed on a new schedule which went into effect May 29th. Leaves Weed 1:15 PM, arrives in Klamath Falls 5:35 PM. Leaves Klamath Falls at 7:40 AM, reaches Weed 12:01 PM."

June 17th: "Railroad Day was fitly celebrated. The weather was good. All parts of the county were well represented. Many people from the
Bay area also attended, two special trains coming from that area . . . Mayor Sanderson gave the welcoming address to nearly 2000 people. Judge Griffith on behalf of Klamath County also gave a speech. 3000 enjoyed the barbecue, devouring 21 quarters of beef . . . Chairman Dolbeer and Ed McCorrnack with 300 assisting were busy every minute. The evening water carnival was a great success. All hotels were full and many homes opened their rooms to visitors, and everyone was accommodated."

June 24th: "Railroad work is steadily progressing north from the City. It is reported that the railroad will go to Sprague River (approximately present day Chiloquin). More work is to be done on the railroad grounds here . . . and soon work will commence on a depot and freight depot.

"It is reported on authority but not officially, that the contract has been let for a 25 mile extension to Sprague River (Chiloquin) . . . along Upper Lake, around Modoc Point, crossing the Reservation and Williamson River, thence to Sprague River . . . The cut above Klamath Falls will be completed in July. The roadbed is ready for the sidetracks along the water front."

July 29th: "Paisley, Plush, Bly and Bonanza are among the towns now shipping through this city. Manager Kenyon, manager of the transportation system reports they loaded out two eight-horse teams for Plush, Oregon with 26,000 pounds of freight; two six-horse teams for Paisley with 21,000 pounds; two four-horse teams for Bly with 16,000 pounds and one four-horse team to Bonanza. In addition, eight carloads of wool have gone out with 40 more to go."

August 5th: " . . . Moving the Klamath Queen from Lake Ewauna to Upper Lake in preparation toward starting the Natron Branch in the future . . . Weighs 300 ton . . . Henderson Company of Oakland, California has the contract to move. H. H. Henderson arrived in the city last night . . . Will take six weeks to move . . . will be moved on rollers . . . six carloads of equipment will be used to move the dredge. It will eventually be moved to Klamath Marsh to throw up embankment for the railroad. (According to Frank McCorrnack, Jr., the Klamath Queen was eventually bought by his father Frank McCorrnack, Sr., for use in diking the Caledonia Marsh on the West Side of Upper Klamath Lake and to seal off the land later known as the Geary Ranch)."

September 23rd: "The Klamath Queen is now at or near the Winema Landing on Upper Lake, where it will be re-caulked. Several houses were moved after the dredge had dredged her way from her morrage in Lake Ewauna to solid ground. The houses were later replaced by the contractor."

September 28th: "The Klamath Queen was launched and christened on Upper Lake . . . Captain Totten took the public to the affair on the Winema."

October 28th: "A. H. May of San Francisco is here to open negotiations to bring the Western Union into this city. He held a conference with Mayor Sanderson and some of the council for permission to place poles on the streets. He hopes to have the line into town by December."

December 16th: "At a special meeting of the City Dads, it was decided to give Western Union the right to place poles on Klamath Avenue and not on Main Street, as there would be too many wires on Main when the trolley is electrified. (However, as we have seen, the trolley was never electrified, but soon abandoned)."
Construction of the railroad cut north of Hot Springs Addition to Klamath Falls in 1909.

Barrels of spikes and rails stored south of Pelican City awaiting continuance of railroad extension north from Klamath Falls. First Shippington sawmill on Upper Klamath Lake in background.

F. M. Priest Photo
Dynamite stored, awaiting the big shot at Rattle Snake Point (Algoma) on April 16th, 1910.

F. M. Priest Photo

Construction crew preparing the railroad bed at Rattle Snake Point (Algoma). Part of Upper Klamath Lake in background.

F. M. Priest Photo
December 30th: "... 14 ship builders from Oakland have arrived to build the hull for the huge dredge for the Southern Pacific on Upper Lake. The machinery is being manufactured at Stockton, California... the hull is to be 50 x 100 feet and will nearly double the Klamath Queen.

... Erickson & Peterson are engaged in clearing the right of way beyond Modoc Point..."

**1910**

*Republican.* January 6th: "The big steam shovels are slowly making headway on the railroad cut a mile or so above Shippinon."

January 27th: "The railroad contractors are putting in a monster blast at Rattlesnake Point. We are informed that two carloads of powder will be used to lift a vast area of earth and rock. The blasting in the vicinity of Terminal City, (near present Pelican City) is so heavy as to shake the houses in the northern additions and make the windows rattle."

March 24th: "... finishing touches have finally been put on the depot... the final cost was nearly $40,000 instead of the estimated cost of $20,000..."

March 31st: "The loading of the big shot at Rattlesnake Point starts today and will continue for about a week. As there are about 360 feet of tunneling to be filled with powder, about 50 tons will be used in the shot."

April 7th: "... the new depot was used for the first time on Monday (4th)..."

April 14th: "... a 5,000 pound shot was fired near Brooks construction camp at Modoc Point on Monday (11th). The Rattlesnake Point shot will be fired on Saturday (16th)..."

April 21st: "... the machinery has arrived for the big 100 foot barge east of the railroad which has been under construction for some time (near Algoma)..."

"The Steamer Klamath is to be moved to the Upper Lake by Mr. R. Doty on two railroad flat cars."

May 19th: "... three big trucks for Meadow Lake Lumber Company were unloaded Thursday (19th). They will be used for hauling lumber from the mill near Swan Lake to their plant on South Sixth Street. They weigh 10,000 pounds each and will be pulled by a traction engine. They cost $950 a piece, and the freight amounted to $500 more for the three."

June 2nd: "The 20 H. P. tug-boat A. C. McNeil arrived by rail from San Francisco and was unloaded at Hanks Landing (Pelican City). It was formerly used by the Southern Pacific at Great Salt Lake and around San Francisco Bay."

June 9th: "The Steamer Klamath was launched on the Upper Lake on Tuesday (7th)..."

"... The Eastern Oregon Land Company, owners of the Willamette Valley and Cascade Mountain Wagon Road lands, has filed a suit to stop construction on the Oregon & Eastern Railroad out of Vale (headed west across Central Oregon to join the proposed Natron Cutoff)."

*Evening Herald.* July 8th: "G. S. Allen arrived last night, says will start a stage line between Klamath Falls and Bend Saturday morning. Will make two round trips each week... distance 152 miles will take 12 hours. Has five-passenger machine, brought two passengers with him this time. Route will take in Rosland (La Pine), Crescent and the new townsite of Crater City which has just been laid out at Beaver Marsh. Allen, who came from Portland, bought property at Crescent and will build a garage there. Headquarters here will be the Liver-
more Hotel and Baldwin Garage. He says work on the railroad between Bend and Crescent is going day and night (a very confusing statement, since the first train did not arrive in Redmond, Oregon until September 11, 1911 and the Golden Spike ceremony did not take place in Bend, Oregon until October 5, 1911. Further the Oregon Trunk did not start south from Bend until 1927). Southern Pacific put on a new force of engineers on the Natron Cutoff between Springfield and Crescent this week."

July 14th: "The new townsites of Corral Springs and Wakefield are being platted on the Oregon Trunk line. Lots to be on sale in six weeks. The new townsites are owned by the Central Oregon Improvement Company which also owns the town of Crescent. Corral Springs is 18 miles south of Crescent. Wakefield is named after the company's general agent L. F. Wakefield, and is 28 miles south (near Beaver Marsh). Wakefield is on the Oregon Trunk about 300 yards east of the Southern Pacific and will be a rival of Crater City, recently platted by a Mr. Killenger of Seattle. Crater is \( \frac{3}{4} \) of a mile west of the Oregon Trunk line and one mile west of the Southern Pacific on the former L. Pool ranch who conducted a stopping place here a number of years."

July 25th: "J. H. Wenandy (of Bend) brought stock to be used by the Oregon Trunk engineers working at three different camps near Odessa, Indian Church near Fort Klamath and Rocky Ford on Williamson River. A sounding party is at work on the lake also."

Republican. September 22nd: "... 100 yards left on the fill between Rattlesnake Point and Barkley Springs."

November 24th: "... rails are now laid for a distance of 12 miles north of town ... Erickson & Peterson are now laying one mile per day ... to be within one mile of Sprague River (Chiloquin) by December 10th ... there is considerable steam shovel work one-half mile south of Sprague River which will be reached by January 1st ... when the new steel bridge will be erected, the abutments for which are already in. It is 30 miles to Sprague River where the rails will be within one mile of the headquarters on the new contract."

1911

Evening Herald. May 1st: "The big dredge moved down from terminal late Saturday afternoon and took a position where the new milling plant (Pelican Bay Lumber Company) is to be located \( \frac{1}{2} \) mile above Shippington. (This indicates that all railroad filling between Rattlesnake Point and Barclay Springs had been completed)."

May 30th: "Within 30 days work will commence on the construction of the first logging road to operate in the timber on the shores of the upper Klamath Lake. The road is to be built and operated by the Pelican Bay Lumber Company. They have purchased 103,000,000 feet and will begin logging this summer ... will build about three miles of track. A dredge will soon begin work on a big ditch about \( \frac{1}{2} \) mile long in which logs will be dumped ... before November 21st. A 28 ton Shay locomotive and 10 Russell 60,000 pound capacity logging cars will soon be barged across the lake. Next year more cars will be added."

August 22nd: "Although the Southern Pacific line between Weed and this city has been open two years, the company has already renewed the track, replacing the 60-pound steel rails first laid with 80-pound rails ..."
Traffic on the branch from Weed kept up very well from the time of the opening of the line, and has been especially heavy during the warm seasons. With the extension of the line to Chiloquin there was an added demand on the facilities and strength of the Weed-Klamath Falls line, so that it has been kept pretty busy meeting the demands of the traffic. It is in prime condition now, with its rock ballast and 60-pound rails, and trains coming over it ride as smoothly as they do on the main line. In fact, the line from Weed will be a part of the ultimate main line when the cut-off via Klamath Falls and Natron is completed.

"Much of the 60-pound steel removed from the local division has been sold, and last night at 8:25 o'clock there arrived a work train with a consignment of rails which it had picked up during the day along the road to be delivered to the Algoma Lumber company on its extension from the mill at Algoma to the woods (along Old Fort Road). Part of the rails for this work were brought by the lumber company from Pokegama off the old Pokegama logging road, when the mill was removed from Pokegama to Algoma.

"All told, the lumber company has bought nearly three miles of 56-pound rails from the Southern Pacific company, the purchase to date aggregating 14,000 feet."

August 22nd, also: "On Sunday (18th) the extension of the Southern Pacific's Klamath Falls-Natron cutoff between Chiloquin and Williamson river was officially turned over to the operating department of the railroad by the engineering department. Ass't engineer H. P. Hoey has notified Chief engineer Wm. Hood of the readiness of the new stretch of track for use, and the formal transfer of the custody of the new part comes tomorrow. The station at the end of the line has been named Kirk, although there is no building at that point. There is 12 miles of new line involved in the transfer.

"It could not be ascertained whether the work on this end of the cutoff, in the neighborhood of the Williamson river would be resumed this year. It is known that a construction train, with about 40 men for work, has been located at Wocus, the first station above Klamath Falls, and that material has been loaded by the crew, but for what purpose in view, could not be ascertained."

Republican. September 5th: "Thirteen and one half more miles to the Natron-Klamath branch of the Southern Pacific, in Oregon, will be open to the traveling public next Friday, September 6th. This new piece of track to be opened runs from Chiloquin to Kirk, and will be under the jurisdiction of the Shasta division.

"A weekly mixed service will be established in the beginning, a better and more frequent service to be given from time to time as the business warrants. The fare from Klamath Falls to Kirk, the end of the line, will be $1.65; to Sprague (now located north of Meva a few miles) and Meva (north of Chiloquin), intermediate stations $1.45 and $1.35 respectively."

September 19th: "The railroad construction camp of Erickson & Peterson has been taken over by the new sawmill company, the first private owned mill on the Indian Reservation. The new mill is located about 3 miles north of Chiloquin on the railroad. W. I. Clark's Chiloquin Lumber Company, J. W. Newhart, General Manager."

Evening Herald. October 9th: "The railroad is completed from the lake at Pelican Bay into the timber. About
one million feet of logs are now decked ready to be hauled by the cars as soon as they arrive, which will probably be this week."

October 25th: "Chiloquin—A crew of Southern Pacific men began work on Monday on the foundation for the new depot. The building is to be a combination passenger and freight depot, and will be two stories.

"The water tank has been completed, the men are now finishing the laying of pipe to carry the water from the river to the tank. The engine and pump are already here, and will be installed soon.

"It is reported here as soon as the water tank is ready for use that the work train will make their stop at Chiloquin, instead of having to run into Klamath Falls every night.

"Another railroad camp is being established two miles beyond the old camps. The new camp will be 12 miles north of Chiloquin (Kirk?). This would indicate that work is to continue this winter on the extension of the line."

Chapter IX

All New Construction Halted

1912

Republican. February 29th: "... 25 workmen have arrived from Dunsmuir. They are to be engaged in enlarging the Southern Pacific freight depot.

"Erickson and Peterson, the contractors who built to Williamson river (Kirk) are packing up their belongings. It looks as if there will be no work on this end of the Natron cutoff this summer."

March 28th: The Oregon & Eastern Railway Company under whose name the northern end of the Natron Cutoff was being constructed by the Southern Pacific Company was reported to have deeded this line to the Central Pacific for $250,000 "only a small part of its value ..." The Modoc Northern was also deeded to the Central Pacific. This line leads from the Central Pacific Railroad at Fernley, Nevada, via Pyramid and Honey Lakes to Susanville and it was planned to extend it northward to connect with the Natron.

May 9th: "The Oregon & Eastern is rushing their work at Vale ... 3,000 men to be put to work by about July 1st. 15 miles of roadbed are now completed west of Vale."

July 4th: "... Four new towns are contemplated by the Southern Pacific Company north of Kirk. Several high railroad officials left Portland recently in a Pope-Hartford roadster to view the country around Fish, Odell and Crescent Lakes. They are now in the vicinity of Lonroth (Beaver Marsh).

"Lonroth is the first town north of the Klamath Indian Reservation, and is 75 miles north of Klamath Falls.

"There are now 1500 men employed clearing right-of-way between Hazel dell (below Oakridge) and the summit.

"There are 60 men now working at the Williamson river bridge crossing above Kirk, near a small swamp which will require a 1/2 mile fill to reach solid ground."

August 22nd: "Chiloquin's new $5000 depot was opened Tuesday (20th) ... bi-daily trains will be run between Chiloquin and Klamath Falls."

November 21st: "Trains to Chiloquin
Scene at Kirk, Oregon, some twelve miles north of Chiloquin, during its boom days around the 1920 period. Shown are the Kirk Store (left) and Hotel Kirk. Nothing remains today.

Unidentified (possibly Algoma) logging camp near Kirk in the 1920 period.
Algoma's camp cookhouse near Kirk in 1924.

An Ohio Crane moving Algoma Camp at Kirk in 1924.
will run on Mondays and Fridays. Heretofore they have also run on Wednesdays . . . Kirk, the present terminal of the railroad, is served only on Fridays."

1913

Republican. September 5th: "The first carload of fish for Klamath streams arrived this week."

September 16th: "... since the Southern Pacific's lease of the Oregon-California Railroad has but 13 years to run ... Engineer H. L. Randall is scanning the mountains about Odell for a temporary line to connect the Natron cutoff to Klamath Falls."

October 23rd: "Julius Krutt Schnitt, Chairman of the Southern Pacific Company, and successor to E. H. Harriman ... here from San Francisco ... states the railroad north 'to connect with Bend ... The Klamath Falls-Natron is not probable within the next three years.'"

December 30th: "The afternoon train from Weed which arrived at 4:45 PM and left at 5:30 has been suspended ... Passengers must now leave on the morning train to Weed."

1914

Evening Herald. November 14th: "A large crew of men is at work on the grade (the Algoma Incline) for the new logging road of the Algoma Lumber Company. This railway climbs the mountain back of Algoma, near the old Hagelstein place, and will range from thirty to sixty degrees in incline. William Uhrman is in charge of the construction work. A cable system will be used in logging: switches, etc., being provided for. A large body of timber will be tapped by the new line."

December 1st: "The Ackley logging railroad south of Keno is now being torn up and the rails will be transferred to another location."

1915

Evening Herald. January 16: "The 'Squaw Limited,' as some style the train operating between here and Kirk, met with a mishap at Chiloquin yesterday. The engine jumped the track, and it was not until a late hour last night that it reached Klamath Falls."

"Some say the snow was responsible for the mishap. Others say that the mogul became disgusted over the failure of the Southern Pacific to extend the line on to Natron, but at any rate, it jumped, and it took much persuasion and cussing to get it back in its proper place."

April 14th: "The Gilchrist Timber Company is in the process of concentrating their timber to the north in this county, and Shevlin to the south from Bend."

April 21st: "Shevlin thinks possibly they will build a railroad south to their timber holdings."

July 17th: "The Ewauna Box Company shipped 10 cars of box shooks this morning. Their payroll at present amounts to $6000."

1916

Evening Herald. January 24th: "For the past two days snow has blockaded the Weed Railroad near the town of Weed . . . Two Italian laborers were standing on top of the snow cut when it collapsed, propelling them into the rotary blades of the snow plow. They were killed instantly."

July 15th: "There will be two passenger trains daily from Weed, beginning the 18th. One will leave Klamath Falls at 8:00 AM and arrive
at Weed at 11:25 AM. The new train will leave Klamath Falls at 12:00 noon and arrive at Weed at 3:15 PM. Trains will leave Weed at 12:50 after noon and arrive at Klamath Falls at 3:35 PM. The other will leave Weed at 4:15 PM and arrive at Klamath Falls at 7:45 PM."

July 20th: "Work is to commence soon on the steel bridge over Sprague river at Chiloquin. It is to replace the old one built five years ago. The new bridge is to cost in the neighborhood of $3000."

July 20th: "The first automobile to reach Crater Lake this season was the stage from Kirk, with six passengers from Klamath Falls. Several cars from Medford, thinking they would be first, arrived shortly after the stage. Trains now run to Kirk on Monday, Wednesday and Friday."

October 21st: "Beginning October 23rd, trains will run to Chiloquin and return on Monday, Tuesday, Wednesday, Thursday, Friday and Saturday, leaving here at 9:00 AM and returning at 12:50 PM. On Friday each week they will travel to Kirk, leaving Klamath Falls at 9:00 AM and returning at 1:30 PM."

December 1st: "Joe Ringo and family of Crescent were recently compelled to travel to Bend, thence to Portland, south to Weed, then back to Klamath Falls. Ordinarily the stage runs between Fort Klamath and Crescent . . . the only habitation in between being at the John Knott ranch at Beaver Marsh. This road is blocked as soon as snow flies, unless the wayfarer wishes to break trail 64 miles. Ringo has a homestead and ran the hotel which recently burned at Crescent."

1917

Evening Herald, March 27th: " . . . train load of logs on the siding at Shippton, awaiting removal of the ice on the canal before they can be dumped."

May 17: "1300 head of cattle unloaded at the local yards from Southern California, since it costs too much to unload at Chiloquin. Some of these cattle had originally been shipped from here. Lack of feed necessitated their being shipped to this vicinity."

August 24th: "The engine of the Klamath Logging and Timber Company (a Pelican Bay Lumber Company subsidiary) was wrecked near Odessa. The only injury was a sprained ankle suffered by the engineer . . . The brakes on the engine gave way on a steep grade."

October 31st: " . . . the new logging railroad north of Kirk toward Crescent for about 25 miles (to Bear Creek) will be constructed by the Pelican Bay Lumber Company with a branch (near Scott Creek) for the Algoma Lumber Company."

1918


July 31st: " . . . forest fires near Kirk . . . Sand Creek most serious . . . threatening holdings of the Pelican Bay Lumber Company. The entire crews of Pelican Bay, Algoma and the train crews fighting . . . Spink’s camp out fighting . . . fires are in an area 25 miles long by 20 miles wide."

August 10th: "Commissary building and office of the Kirk Lumber Company at Kirk burns, according to
H. L. Swift of that concern . . . groceries and supplies lost, at an estimated value of $1000 . . . happened at breakfast time yesterday . . . thought to have been caused by an overheated stove.”

1919

Evening Herald. April 10th: “The Southern Pacific is to build a new round house, size unknown . . . the first carload to arrive consisted of windows, frames and shingles.”

May 2nd: “A new industry . . . four carloads of block wood went out today, plus a number yesterday. In all, 28 cars have now been shipped this season.”

May 8th: “The Natron cutoff or any other line will not be considered until the government lets the lines revert to the railroads after the take-over during the war.”

May 9th: “Logging on the West side of Upper Klamath Lake will be completed at the end of this season . . . Pelican Bay Lumber Company has 12 miles of logging road built from Kirk and will build another eight miles more this year . . . in addition to the main line, a number of spurs are to be constructed . . . The company owns \( \frac{1}{2} \) billion feet in that neighborhood, which will take 10 years to log at the present rate.”

October 1st: “A car shortage has existed for several weeks, made worse by the tunnel blockade at Kennet. Big Lakes, Ewauna, Klamath Manufacturing Company box factories were compelled to shut down. Chelsea has enough cars for a day or two . . . Southern Pacific says cars are starting to move.”

December 16th: “… Walter Campbell and Gene Childers, Langell Valley cattlemen, were riding their horses in the railroad cut this side of Kirk, which was drifted full of snow, with only the tracks cleared off . . . train came up behind . . . they tried to outrun the train which tried to slow down . . . they got off their horses, and scrambled up the sides of the cut . . . the horses were run down and so injured they were compelled to be killed.”

1920

Evening Herald. March 27th: “After April 1st, the Southern Pacific will resume passenger train service to Kirk . . . at present one mixed train daily.”

1921

Evening Herald. January 21st: “It is uncertain whether a telephone service between Klamath Falls and Bend will be constructed this year . . .”

January 23rd: “… 40° below zero at Martin near Kirk on the 19th.”

January 28th: “The logging road being built to Calimus Butte has five to six miles completed out of a total of 19 miles . . .”

July 7th: “Completion of Cutoff seems to be Certain. The completion of the so-called Natron cutoff, making the Klamath Falls district tributary to Portland, and giving western Oregon a new and more direct line to San Francisco and other California towns, is apparently assured for the state, no matter what may be the ultimate outcome of the present fight between the Southern Pacific and the Union Pacific systems for the control of the Central Pacific lines, says the Oregonian.

“Officials of both the Southern Pacific and the Union Pacific systems have pledged themselves to the completion of the cutoff in case they should gain possession of the Central
Logging train headed for Kirk. At least six different firms had logging railroads into Kirk during the 1920s. This line has been identified as belonging to Pelican Bay, leading from the Pot Hole, Bear Creek, or Diamond Lake Highway #138 vicinity.
Pacific. At the same time it was declared by railroad men that, if the Central Pacific should be made independent of the other two lines, it could not operate in Oregon territory successfully without the completion of the cutoff.

"As a consequence the expenditures of at least $12,000,000 in railroad construction in Oregon, the amount required to complete the cutoff, is apparently assured. In addition to a pledge to complete the Natron cutoff, Southern Pacific officials have likewise declared that, if they should be given the control of the Central Pacific lines, they would also complete a stretch of line between Klamath Falls and Westwood Junction, California, thus linking up with the Central Pacific line leading to Ogden, Utah.

"On the other hand, the Union Pacific has declared that, in case it should receive the control of the lines in controversy, in addition to the completion of the cutoff, it would extend lines through Central Oregon. Just what this latter would mean is not definitely known.

"The Natron cutoff is a portion of the Central Pacific system the possession of which is now contested, and its construction was originally started in 1905, a line being extended at that time through Weed, California northward to Klamath Falls and later to Kirk, in Klamath county. In 1907 work was started on the northern end of the proposed line, which extended through Natron as far as Oakridge, Oregon, thus connecting up with Springfield and the Southern Pacific lines operating in the Willamette Valley.

"In 1913, when the suit was started to dissolve the merger existing between the Southern Pacific and the Central Pacific, work on the cutoff was stopped. There still remains about 90 miles of the line to be constructed in order to complete the cutoff, which avoids the Siskiyou mountains and gives an easy grade route between the Willamette valley and California points.

"The work so far completed on the cutoff cost in the neighborhood of $11,500,000, and the Southern Pacific officials estimate that it would require an additional $12,000,000 to complete it.

"The line which the Southern Pacific proposes to put in from Klamath Falls southward, connecting up with the line between San Francisco and Ogden, has a link of about 70 miles still uncompleted. This uncompleted portion lies between Klamath Falls and Westwood Junction. The completion of that and the cutoff would give a new route for sending freight originating in western Oregon points eastward via Ogden.

"No action can be expected on any of this construction work until the matter of a rehearing in the United States Supreme Court has been settled and the Interstate Commerce Commission has had a chance to act on its plan for the grouping of railways of the country.

"The United States Supreme Court recently found that the merger of the Southern Pacific and the Central Pacific lines was contrary to the antitrust law and issued an order for divorcing those two lines. This order has been held in abeyance for 60 days to give the Southern Pacific system opportunity to file a petition for a rehearing.

"In the meantime the Union Pacific system has announced its intention of combating the right of the Southern Pacific to the control of the Central Pacific lines.

"The controversy over the control of the Central Pacific will come up at a
hearing before the Interstate Commerce Commission, probably in October. The transportation act of 1920 gave that body authority to group the major railroad of the country into a series of systems. Whether that body would have a right to go contrary to a ruling of the United States Supreme Court is a matter for legal controversy.

January 17th: "Two Railroads Give Views. San Francisco, July 17th—The public interest is the test by which the Southern Pacific-Central Pacific problem will ultimately be solved. Max Theilan, former president of the railroad commission of California told members of the San Francisco Electrical Development League at a luncheon here recently.

"The railroad commission of California decided in 1913 under the presidency of John M. Eshteman, that the tearing of the Central Pacific properties from the Southern Pacific would clearly be against the interests of the people of California," said Mr. Thelan. "Such dismemberment, the commission found, would not merely have a tendency, to increase rates but also would cause delays, losses, inconveniences and serious deterioration of the service, both freight and passenger. These conclusions were sound in 1913 and they are equally sound today.

"The Union Pacific's part in this matter has heretofore received inadequate consideration. The Union Pacific already has a line from Ogden to Los Angeles and another line from Ogden to Portland with running rights into Seattle, and owns a steamship line from Portland to San Francisco. If the Union Pacific now takes the Central Pacific-Ogden line away from the Southern Pacific thus entering San Francisco, and also takes away Central Pacific lines up the Sacramento and down the San Joaquin Valleys, the Union Pacific will completely dominate the transportation situation of the Pacific Coast.

"With the Union Pacific at Los Angeles, the Union Pacific at San Francisco and the Northern Pacific at Portland, the Santa Fe, the Western Pacific and what would be left of the Southern Pacific would be completely, overshadowed. We would have a situation not merely against the public interest of the Pacific coast but also directly in the face of the Transportation act of 1920, which provides for a limited number of strong railroad systems competing with one another on terms of substantial equality.

"While it is easy for a railroad which is trying to break into a territory to make promises to spend millions of dollars, we must remember that at the present time no such expenditures can be made without the consent of the Interstate Commerce Commission; that the commission's policy is against wasteful duplication of expenditures and that in the long run the public pays for every dollar thus expended.

"California is justly proud of her marvelous development. Let us not forget the leading part which our existing railroads have taken and are taking in that development. When an outside railroad now makes its facile promises and stands eagerly by but ready to pounce upon the dismembered form of our pioneer railroad, let us Californians remember to protest and to be just to our own railroads which have helped so mightily to upbuild California."

San Francisco, July 17—"Senator Phipps of Colorado and Senator Capper of Kansas introduced in the United States senate several petitions from their respective states favoring the enforcement of the supreme court
decree in the Central Pacific-Southern Pacific merger-unmerger case, according to the announcement here today by Fred G. Atherm, western council for the Union Pacific Railroad Company.

"These petitions, Atherm said his telegraphic advices showed, came from widely separated points in Colorado and Kansas. They urged the carrying out of the decree of the Supreme court on the ground that the separation of the Central Pacific from Southern Pacific control would make it possible for the Central Pacific to be joined to the Union Pacific and thus make certain improvement, following greater volume of traffic of service on the Union Pacific transcontinental line traversing these states.

"The people of these middle-western states who are supporting the supreme court" said Atherm, "give expression to another motive which may interest the people of California. It is their hope, as it is their expressed wish, that central and northern California will be drawn into closer interest with the states east of the rockies. Under present conditions producers and consumers of the great agricultural states of the middle-west have easy and efficient traffic relations with Southern California, and with Oregon and Washington, but they are under harmful restraint in their traffic dealings with central and northern California.

"They would like to have their artificial and unnatural restraints eliminated, restraints that at present are exercised for the purpose of aiding the Southern Pacific's long freight haul across the continent by way of its Sunset route. This is why they are petitioning their representatives in congress to stand for the upholding of the supreme court's interpretation of the law and its findings as to the fact."

December 11th: "The evening train to Kirk is to be stopped, and returned to the old schedule of last spring, From Weed through to Kirk for the last time Thursday ... Beginning Friday it leaves here at 8:00 and returns at 12:30. The freight leaves at 8:10 and returns in the afternoon. The local to Weed keeps it same schedule, leaving here at 10:10 AM and arriving at 6:45 PM."

Chapter X

New Construction Resumes

1923

Evening Herald. June 4th: "Southern Pacific engineer's headquarters will be at Kirk, according to H. W. Young, Assistant Engineer, who made and inspection of the proposed line from Kirk to Odell. He turned back at the Cascade summit, due to the great depth of snow there."

June 11th: "Interstate Ruling is Sustained. Ownership of Central Pacific is Awarded by Federal Court.—St. Paul, June 11th: The decision has been reached by the federal circuit court of appeals to approve the order of the Interstate Commerce Commission giving the Southern Pacific control of the Central Pacific.

"Judge Walter H. Sanborn, who said counsel had been notified to appear next Monday to argue the form of decision, announced the courts decision in a statement to the Associated Press as follows:

"The United States circuit court of
appeals for the eighth judicial district has concluded to enter a decree to the effect that the Interstate Commerce Commission has authority to authorize and approve the control by lease and stock ownership of the Central Pacific, by the Southern Pacific."

"The department of justice recently asked the circuit court for a final decree carrying out the decision of the United States supreme court, which held the Southern Pacific control of the Central Pacific to be in restraint of competition and in violation of the Sherman anti-trust act. The supreme court issued a mandate October 17, 1922 to the circuit judges to enter a final decree requiring the Southern Pacific to divest itself of any control, either by lease or stock ownership, of the Central Pacific.

"After the court gave the decision the Interstate Commerce Commission under the provisions of the Transportation Act of 1920, authorized the Southern Pacific to retain its present control of the Central Pacific by a new lease and continued stock ownership, upon certain conditions.

"Judge Sanborn said today that the circuit court of appeals did not believe the supreme court had considered the transportation act.

"No decision has been filed by the circuit court of appeals, Judge Sanborn said, but counsel for the government and for the railroads have been notified that arguments will be heard Monday on the form of decree it is to take."

July 11th: "Two trainmen were injured and six cars and the locomotive derailed this morning at 3:45 when a train of empties traveling south, crashed into the regular freight. The injured men were in the caboose of the regular train. They had failed to post a rear flagman. The locomotive turned completely over. The accident occurred opposite the Midland depot. No delay occurred as the siding could be used to by-pass the wreck."

August 14th: "Immediate Building is Ordered.—Instructions have been given to start work on the Natron cutoff at once...

"This was the statement of Julius Krutschnitt, Chairman of the Southern Pacific board, in a telegram sent to the chamber of commerce this morning in a reply to a query following press reports yesterday that Attorney General Daugherty would not file an appeal to the supreme court from the St. Paul court decision.

"A telegram to the chamber this morning from Paul Shoupe, vice president of the Southern Pacific, said: 'The government's decision not to appeal the decision of the district court in the Central Pacific case removes the last obstacle to our construction of the Natron cutoff and actual construction work will begin at once. We already have three engineering parties in the field.'"

"'That's the best news, I have heard in a long time,' said H. P. Hoey, Southern Pacific construction superintendent, who built the line from Weed to Kirk 12 years ago. Hoey has a ranch near Crescent Lake and has been vacationing there. He is returning to San Francisco today.

"'Hoey had received no official word relative to the company's plans, he said, and did not know whether he would have charge of the work as he has two jobs in California to superintend. He said that while it was regrettable that the decision came so late in the season, much work could be done this year on both sides of the divide, and rock and tunnel work go forward in the mountains during the winter months despite unfavorable weather conditions.

"'One hundred and twelve miles of
railroad is necessary to link Kirk and Oakridge, according to the original survey. It is probable, however, that this distance will be slightly shortened by surveyors, four parties of which are now in the field. Two parties are working on this side and two on the other side of the divide.

The construction cost was originally estimated at $10,000,000 but this will probably be considerably increased due to the higher cost of materials.

"Hoey said it was his opinion that construction of the Modoc Northern would follow about the time the Natron cutoff was completed.

"Southern Pacific Company by R. E. Kelley.—San Francisco, August 14th: (Special to the Herald):

"Wm. Sproule, president of the Southern Pacific Company, said last night that it was too early to receive official confirmation of yesterday's announcement through the press that the government will not appeal from the recent unanimous decision of the United States court at St. Paul in which it was held that the Interstate Commerce Commission acted with full authority in consenting to the lease and stock ownership of the Central Pacific railroad by the Southern Pacific company.

"It is fitting at this time," said Sproule, "that full acknowledgment be given of the friendly attitude and hearty, spontaneous support of the newspapers, organized commercial bodies, business men, farmers and traveling public and railroad men, including our own employees and the brotherhoods, who realized that it was the best interests of all concerned that our transportation system and the service it gives the public should not be disrupted.

"Construction work and other plans hinging upon the decision of this matter will now proceed in fulfillment of whatever pledges we made.

"With respect to the building of the Natron cutoff from Kirk to Oakridge, Oregon, Sproule pointed out that the company had already placed surveying parties in the field for the purpose of laying out and prospecting the work without delay. Sproule referred to the building of a new station facilities appurtenant to it at Sacramento as one of the important items of construction to be undertaken and said much work was contemplated in Nevada and Utah."

August 23rd: "... contractors have been asked to submit bids ..."

August 24th: "According to Fred A. Baker, superintendent of the Indian Reservation, permission to grade a railroad north from Kirk across Indian lands has been authorized by the Department of Interior. A down payment of $5000 was made to guarantee payment of any damage that might occur to the lands in question. Further the Southern Pacific agreed to pay for the crossing of the Williamson River logging railroad."

October 12th: A second great railroad celebration was held in Klamath Falls. The first "Railroad Day" had been held on June 14, 1909, celebrating the arrival of the first train into Klamath Falls on May 20th, of that year. This second celebration featuring a pageant called "Passing of the Covered Wagon" was to celebrate the resumption of railroad construction from Kirk, north on the Natron Cutoff toward Eugene.

Visiting delegations from San Francisco, 50 Chamber of Commerce members; Sacramento, 23 C. of C. members; Portland, Eugene, Medford and Ashland began arriving in Klamath Falls on October 11th. They were accommodated in many city homes since hotel facilities lacked the room
to care for them. It was estimated that 9,000 people gathered for the festivities held on the 12th.

These began with a giant parade at 11:00 AM, followed by an excursion on the Oregon-California & Eastern Railway to Sprague River, where a golden spike was driven. A second excursion was conducted by automobile to Modoc Point. Then with everyone reassembled, the pageant was held between 8:30 and 10:30 PM.

On October 13th, a two train special conducted the celebrants to Kirk, end of rails, for the final program. Cost of this railroad trip was $2.75 per person for the round trip.

Miss Ruth Lindsay, "Miss Klamath," was first presented with a beautiful pearl necklace, following which a mock wedding ceremony took place. Paul De Haas, of the Portland Chamber of Commerce was the bridegroom. A. J. Bale was the minister. Mayor Arthur R. Wilson of Klamath Falls was the "Daddy." The bridesmaids were Inez Jenkins and Jean McDonald. Carl G. Washburne of Eugene was the best man.

Edgar B. Piper, of the Portland Oregonian was the featured speaker. The closing event was the driving of the silver spike, superintended by George W. Boschke, Chief Engineer of the Southern Pacific Company.

December 4th: "A special freight train backed into the work train at Kirk. The engineer of the work train, T. M. Brown, was killed. He left a wife and small child in Ashland. Serious injuries were suffered by C. C. Reno, fireman and slight injuries to J. R. Lilly, conductor. Lilly is from Ashland and Reno from Red Bluff."

December 29th: "The Utah Construction Company of Ogden and San Francisco has been awarded the contract to build 32 miles of roadbed, known as Unit #3, north of Kirk. Stewart and Welch have control of boring the 3700 foot tunnel at the summit."

1924

Evening Herald, January 10th: "Some time ago the Southern Pacific made application to the United States Forest Service for a special permit for railroad construction from Corral Springs to the Cascade Summit, a distance of 35.05 miles. Permission has now been granted. Work is under way near Beaver Marsh. Some crews are in the Odell Lake sector, but it is not known whether on the tunnel approaches or clearing right-of-way snow is quite deep at the summit."

February 11th: "Contracts have all been let except 15 miles, from near Oakridge to within seven miles of the summit. As presently planned, 22 tunnels will be built. The contract from Corral Springs to Odell Lake, 25 miles have been let to the Utah Construction Company who have 18 car loads of building machinery and a 70 ton steam shovel at Sand Creek, the present railhead. Stewart & Welch have the contract for the tunnel east and west approaches, in all seven miles. They have a large barge under construction at Odell Lake, 25 miles. They have a large barge under construction at Odell Lake, since there is not enough snow to sled equipment ahead, and not enough frost to hold up heavy trucks, work is held up. 100 men are clearing right-of-way."

February 20th: "Stewart & Welch camp at Kirkwood (Odell Lake) to form a small city of 1500 to 1700 men by Carleton & Fuller, subcontractors. At present they have 50 men constructing camps and barges."

February 26th: "Tunnel work to start after March 1st. Three camps, lower, middle and tunnel and..."
An elevator grader loading wagons in the Lenz Siding area as railroad reconstruction resumed in 1923.

The railroad grade was built through a pumice formation between Kirk and Chemult. Pumice is a very light substance as indicated in this photo.
men at each camp . . . there are no camps on the other side . . . where snow is about two feet deep. A river tug has arrived by rail at Sand Creek where it will be transported to Odell by trucks . . . tons more equipment and supplies to be transported when conditions permit. The tunnel is on a curve and is not one inch off. The tunnel through the Alps, the largest in the world was less than one inch off.

“Otto Hanson has a sub-contract from the Utah Construction Company one mile south of Odell Lake.”

March 19th: “Potts’ sawmill at Odell Lake to cut timbers for summit tunnel.”

July 2nd: “The terminal is now at Skookum, 37 1/2 miles north of Kirk, (later renamed Paunina, several miles north of present Chemult). There are presently 2800 men at work on the Natron Cutoff.”

July 28th: “F. M. Stratton of Carleton and Fetters construction camp north of Kirkford is seeking a school for the camp . . . 10 children of school age in the camp. Twyla Ferguson is to look into the situation.”

September 4th: “H. P. Hoey, engineer in charge of construction from Kirk to Eugene, died at midnight last night at the end of rails above Oakridge from a stroke apparently. He had originally built the road from Weed to Kirk. He was 61 years of age and left a wife and two children in San Francisco.”

September 8th: “Railroad sidings north of Kirk:
Fuego, named for an old settler.
Big Marsh (later Chinchalo, and now Silver Lake Turnoff), Named for the marsh on which located.
Lenz, named for an old settler.
Baha (now Mazama), named for a mountain on the Reservation.
Pumice (where?), named for the predominant geological formation.
Lonroth (now Diamond Lake at Beaver Marsh). Townsite laid out by the Hunter Land Company and named for an official of the company.
Skookum (later Paunina, north of Chemult). Named for a butte six mile east.
Warko (later Tonkin, but where?), an Indian word meaning small timber.
Yoran, named for a mountain north of Diamond Peak.
Dellerest, named for the two lakes, Crescent and Odell.
Fitz, named for Superintendent Fitzgerald of the Shasta Division.
Castop, named for the top of the Cascade Range.

December 11th: “Construction on Southern Pacific halted on account of snow. Of the 900 men employed, 300 have been laid off.”

December 20th: “Southern Pacific denies a division site has been chosen at Fuego.”

1925

Evening Herald. January 19th: “Depending on the weather, three months will finish the Utah Construction Company contract, 29 miles south from Odell and 12 miles east from Oakridge. Stewart & Welch have 3000 men on both ends of the tunnel.”

April 8th: “To re-align the Southern Pacific line between Grass Lake and Dietz this summer.”


“... Forty five miles of track has been laid and is being operated six miles out of Oakridge, in Lane county, and thirty-nine miles out of Kirk, in
Klamath county. Eighty-three miles of grade has been completed. There are but twenty-nine miles to be completed, and the work on that is well under way. The tunnel at the summit of the Cascades, 3700 feet long, the longest tunnel on the new line, is all completed but 1200 feet. That means that all the building operations will be on this side (West) of the mountains by this fall. The most favorable progress on the work to date indicates that the line will be completed early in 1926, ahead of our allotted time."

May 1st: "... Natron Cutoff 107.78 miles (from near Kirk to near Oakridge ... 29 miles of siding ... 62.7 miles still to be completed. All right-of-way are now cleared ... 31 miles graded and ready for rails. The tunnel is in the remaining 31 miles."

May 11th: "... 160 carloads of logs per day into Klamath Falls ..."

June 3rd: "Southern Pacific is to put shops here says a confidential report. Charles Wood Eberlein holds the key to the situation as he holds nearly all the land available for the expansion proposed by Southern Pacific. They need 45 additional acres and Eberlein wants $1500 an acre. Southern Pacific has threatened to start condemnation proceedings."

July 27th: "The Oregon Trunk station is to be built on South Riverside, the Northern lines having purchased $90,000 worth of property in West Klamath Falls. The station is to be built on city park property if bought without trouble. The line will be built up Link river and recross above the California Oregon Power Company dam, thence on into Pelican City and Shippington districts. There are to be three lines from the station above mentioned, one on the West side of Lake Ewauna to the mills and one on the east side of Lake Ewauna."

July 31st: "The Southern Pacific terminal is to be at or near Klamath Falls. This will bring in a $100,000 payroll. H. A. Henshaw made the announcement at the Chamber of Commerce meeting. No definite location has yet been made. It could be six or eight miles from town. Local people hold the key to whether it is in town or out."

August 1st: "The Oregon Trunk has bought land on South Riverside from R. Moore for $25,000 including his home. The land runs along South Riverside, up Link River in West Klamath Falls. A piece owned by Kip Van Riper is also under negotiation."

August 5th: "40 trains per day pass through Kirk. Six railroads are operating out of Kirk. A whistle a minute is averaged all day. The residents there scoff at Klamath Falls becoming the rail center (There are no buildings at Kirk today). The Southern Pacific and logging roads of Algoma, Pelican Bay, Lamm Lumber, Modoc and Shaw-Bertram companies all join there. Daily shipments of around a million and a half feet are made over the Southern Pacific which makes three shuttle trips per day to Klamath Falls and its mills."

August 27th: "Station names are changed: Warko to Tonkin; Baha to Mazama; Knott to Chemult and Skookum to Paunina."

September 16th: "City sold out to Southern Pacific. The city council overrode Mayor Goddard’s veto to let Southern Pacific build a spur along the shore of Lake Ewauna to Payne Alley on Klamath Avenue."

October 21st: "Southern Pacific has installed an agency at Pine Ridge for the sawmill there. The size of the mill warrants an agent to handle the shipping. Pine Ridge was formerly known as Aspgrove, the mill two miles above Chiloquin. The mill will start
December 1st, with capacity of 60,000 feet per shift. It will ship 12 carloads per day by the end of December . . .

"Work is to start on the Black Butte cutoff near Sisson (Mt. Shasta City) . . ."

December 15th: "The Southern Pacific and Oregon Trunk are presenting arguments before the Interstate Commerce Commission in Washington, over rights to build into Central Oregon . . ."

1926

Evening Herald. January 5th: "Final arguments on railroad hearing to be held in Washington, D. C. on January 15th. Following, a final disposition will be made within 30 days . . ."

January 6th: " . . . northern and southern lines do not want the Deschutes River Canyon situation to appear in the Klamath Country . . ." (This refers to the struggle between the Oregon Trunk, [Hill lines] and the Oregon-Washington Railway & Navigation Company [Harriman lines] for control of the Deschutes River Canyon right-of-way into Central Oregon. The two lines, on opposite sides of the river, at times were in open conflict and met in pitched battles. Unnecessary construction costing several million dollars resulted in the two concerns battling for two lines of railroads up the canyon instead of one.)

January 9th: " . . . northern and southern lines to accept common user rights . . ."

January 23rd: "Oregon Trunk to inquire into two acre tract on South Riverside which has been offered to the northern lines."

February 3rd: "The Natron Cutoff and the Grass Lake new low grade cutoff to be ready by August."

February 4th: "Interstate Commerce Commission rail hearing to begin in two days in Washington, D. C."

February 7th: "Expect railroad decision soon, if the Great Northern is to connect to the Oregon-California & Eastern."

March 2nd: "Modoc Railway building near . . . as soon as the last spike is driven on the Natron cutoff . . . construction on the Modoc Northern to begin."

March 17th: "Natron Cutoff to be in use by July 31st, is the word from George W. Borschke, Chief Engineer of the Southern Pacific.

"All grading has been done, the tunnels have been driven through solid rock in the main range of the Cascade mountains, and only 100 miles of track remains to be laid.

"On the average 8,000 men have been employed on the railroad jobs since the summer of 1924. The projects will cost $16,000,000.

"The completion of the cutoff will be celebrated by Eugene, Klamath Falls, Portland and other communities."

May 4th: "South bound Southern Pacific logging train wrecked north of Pine Ridge . . . six cars loaded with logs, smashed, four others damaged . . . out of train of 20 cars in length. The south bound passengers from Kirk to Weed were held up for some time."

May 5th: " . . . 11,140 people within the city limits of Klamath Falls . . ."

May 11th: "The Interstate Commerce Commission today authorized the California-Northeastern to construct the Natron Cutoff . . . approved conditionally that the Southern Pacific purchase the California-Northeastern and also authorized the Oregon Trunk to construct a line in Deschutes and Klamath counties . . . the Central
Pacific authorized to construct a line in Klamath and Modoc counties. The Southern Pacific to purchase the Nevada, California & Oregon line approved. The Oregon Trunk to connect with the Oregon-California & Eastern, subject to condition it be granted trackage rights over the Southern Pacific line between Paunina and Klamath Falls. Permission given Oregon-California & Eastern to purchase the evada. California & Oregon line approved. The Oregon Trunk to connect Yreka with the Oregon-California & Eastern, subject to condition it be granted trackage rights over the Southern Pacific line between Paunina and Klamath Falls.

May 12th: "The Southern Pacific will construct its terminal here if the city will put up $62,000 (one half) toward construction of a viaduct on South Sixth Street, 1106 feet long and 25 feet wide."

May 13th: "The Oregon Trunk pays $15,585 to the city for South Riverside Park. In turn the city pays Moore $10,000, and Hammond $3,000. In addition there were approximately $3,700 due the city for paving leins."

May 18th: "Southern Pacific has part of its equipment here for construction of the $800,000 yard and terminal. The 100 ton turn-table is partly here."

June 2nd: "Southern Pacific buys 31 acres from the Klamath Development Company for land paralleling their main line for the new terminal. They now own 80 acres in the city."

June 3rd: "From Center Street to Lake Ewauna on Klamath Avenue at the foot of Payne Alley has been purchased by the Southern Pacific which opens the way to the six acre Riverside Park recently bought from the city."

June 5th: "Oregon Trunk may build own line here ..."

June 8th: "New York conference to agree on the Interstate Commerce Commission ruling."

June 15th: "The pledge of the great E. H. Harriman, empire builder, was fulfilled last night when the rails on the completed Klamath Falls-Eugene cutoff were joined just west of the summit of the Cascade mountains beyond Odell Lake.

"It will be remembered that on October 13, 1923, at the little town of Kirk on the Klamath Indian reservation, 3,000 people from Portland and San Francisco and the Klamath country gathered to witness the driving of the silver spike, commemorating the starting of construction on Harriman's 'Natron Cutoff.'"

June 17th: "The Oregon Public Service Commission asks the Interstate Commerce Commission to reconsider the case recently decided."

June 30th: "Southern Pacific asks permission to commence work on its terminal ... 15 carloads of material ready ... 300 men to be employed."

July 2nd: "State Public Service Commission raps lack of speed manifested ... unless the railroad takes action, it will demand a new hearing.

"Southern Pacific to request a $200,000 permit for a roundhouse early next week ..."

July 13th: "Automobile accident at Main across the railroad ... Mrs. Scott KeKendree driver of the car hit by a train ... Mrs. H. C. Hastings a passenger ... neither seriously hurt ... failed to see the approaching train."

July 22nd: "First through trains from Portland to Klamath Falls to run on August 19-20 ... to Eugene ‘Trail to Rail’ pageant ... then on to Klamath Falls."

August 6th: "Regular freight service to begin September 1st, other local trains between Klamath Falls and
Eugene shortly afterwards.
"Special eight car train in at noon today, carrying high railroad officials."

August 7th: "The golden spike was driven today at railhead (supposedly at the west end of the Cascade Summit tunnel) . . Josephine Stofield, Miss Eugene, and Keith Kiggins, representing Klamath Falls, were present."

August 18th: "The first bona fide passenger train will run tomorrow, the 'Klamath Special' carrying 125 passengers to Eugene.
"Black Butte cutoff, 24 miles in length, costing $5,000,000 has been completed and traffic will be routed over the new line starting September 1st."

August 19th: "The 'Shasta Limited' will be routed over the new line . . . Ezra Meeker, famous Oregon Trail emigrant attended the Trail to Rail Pageant."

August 21st: "The 'Klamath Special' arrived one hour before the Portland special, which was led by the famous Kiltie Band. They will leave tomorrow."

August 26th: "The first of 75 families will begin arriving September 1st . . . The men destined to operate the new terminal will arrive with their families by the 10th . . . all are to arrive by September 15th . . . will be in their permanent homes within ten days. They will arrive from Dunsmuir, Medford, Hornbrook and Ashland . . . most have families . . . this will be about 75 less than when terminal in full operation."

August 27th: "Contract let to the Utah Construction Company for construction of the Modoc Northern railroad."

September 1st: "The first freight arrived at 5:45 AM, and leaves at 6:45 AM. Francis McNeill, conductor, J. B. Hanratty, engineer from Dunsmuir . . #3679 decapod.
"Left here with C. E. Vaughn, conductor, and W. J. Stevenson the engineer.

"There were 71 cars in the train, weighing 2709 tons. The maximum over the old line was 56 cars. Going north two engines pull the train from Dunsmuir to Grass Lake, and one the balance of the way. Going south, two engines from Eugene to Oakridge, then three to the Summit of the Cascades, one to Mount Hebron and two to Grass Lake."

September 2nd: "From Second and Oak to Payne Alley and Klamath Avenue a big fill is being put in by the Southern Pacific. (Much of this fill became the Ackley Sawmill and lumber yard site, and presently the Modoc Lumber Company lumber yards and associated industries.)

September 10th: "Through passenger trains will start about September 19th."

September 18th: "Local trains to commence September 19th, Klamath Falls to Eugene and Klamath Falls to Weed."
Chapter XI
Recapitulation of the Twelve Year Delay

As previously written at the end of Chapter VIII, railroad construction reached Kirk, which then became the end of rails, in late August, 1911. All new construction then came to a halt and remained that way for almost 12 years.

All previous writings and histories this writer has read, give 1913 as the date Kirk was reached and construction halted. This writer is unable to account for this discrepancy in dates. Also, why new construction halted when it did cannot be ascertained, unless the companies concerned had information, not available to this writer at this late date, of impending actions to be taken by the United States Government in accordance with the Sherman Anti-Trust Act.

With this thought in mind, this chapter will be devoted to a recapitulation of events connected with the various ramifications of the un-merger cases which so long delayed the development of the Klamath Country.

First actions were commenced on February 1, 1908 when the United States Government instituted a suit to force the Union Pacific Company to sell its interests in the Southern Pacific Company. This action dragged out until June 30, 1913 when a decree was entered under a Supreme Court decision which obliged the Union Pacific to sell all its stock in the Central Pacific Railway Company.

By March 9, 1917 the United States District Court decided the dismemberment suit (severence from the Central Pacific) in favor of the Southern Pacific Company. The government then appealed to the Supreme Court.

In the meantime the government took over control of all American railroads, including the Southern Pacific, as a World War I measure. This was done in order to handle the mass control of moving troops and military supplies. Federal control lasted from December 28, 1917 until March 1, 1920.

Early in 1922 the United States Supreme Court decided the Southern Pacific-Central Pacific dismemberment suit against the Southern Pacific Company and decreed that it should sell its stock, the subject going back to District Court to determine necessary procedure.

Briefly, this unmerger case, which delayed the completion of the Natron Cutoff, was started by the United States Government against the Southern and Central Pacific companies under the Sherman Anti-Trust Law and as a result of that action the two companies were divorced by order of the court. The court gave the Southern Pacific 60 days in which to file a petition for a rehearing. Meanwhile the Union Pacific entered the field declaring against the right of the Southern Pacific to hold the Central Pacific. The Union Pacific claimed that the Central Pacific should be independent and, if this was impossible for financial reasons, the Union Pacific claimed that it had as good
a right to its control as did the Southern Pacific, for the Union Pacific was the easterly half of the transcontinental line authorized by the original Pacific Railroad Act, while the Central Pacific was its westerly half. Besides the Central Pacific was jointly owned by the Union and Southern Pacific companies with equal rights.

The Southern Pacific fought the unmerger diligently, but failed to win. It claimed the merger had existed since 1870. The Sherman Anti-Trust Law had been passed in 1890 while the case against the Southern Pacific-Central Pacific had not been filed until 1914.

Since the case began, for it had dragged very slowly through the courts, the war had come and passed, the railroads had been in government hands and returned, and the Transportation Act of 1920 giving the Interstate Commerce Commission power to merge the railroads of the country according to the best public interest, had been passed. The Southern Pacific thought it should be judged by the Act of 1920, not that of 1890.

As both the Southern Pacific and Union Pacific desired to get control of the Central Pacific, each made promises which they thought would win the favor of the people of the Pacific States. The Southern Pacific promised the finishing of the Natron Cutoff line, which had been so summarily stopped by the opening of the government action, and the connection of this road with Ogden, Utah, and no discriminations in routing.

Carl S. Gray, President of the Union Pacific, made similar promises except that the branch to be built through Eastern Oregon to the main line bore no specified point of connection.

After the merger was declared illegal and the roads told to separate, the Southern Pacific claimed the right to go before the Interstate Commerce Commission and apply for permission to remain together. When on October 9, 1922 the United States Supreme Court refused to allow a rehearing of the case the Southern Pacific filed a petition with the Interstate Commerce Commission on October 17, 1922 asking not to be separated from the Central Pacific, even though the Supreme Court had ordered it.

According to the petition the Interstate Commerce Commission had the power under the Act of 1920 to sanction such a union, as the case had been started before 1920, and since started the government policy had completely changed.

In the words of President Sproule of the Southern Pacific: "Yet we definitely feel that the Transportation Act of 1920 under which the Interstate Commerce Commission will proceed, had definitely in mind not the tearing apart of the system, but the furthering of such large groupings as will achieve the efficiency of transportation." The question hinged on whether the Transportation Act of 1920 superceded the Anti-Trust Act of 1890 in regard to railroads.

The California Railroad Commission invited the public utility commissions of the states of Oregon, Washington, Nevada, Utah, Arizona, New Mexico and Texas to send delegates to a conference at San Francisco, June 19, 1922 to discuss possible joint action if the case went to the Interstate Commerce Commission. When the conference met it showed a varying opinion. Western and Southern Oregon favored continuation of the merger, while Portland and Eastern Oregon opposed it, so Oregon refused to send delegates. The states that agree (Arizona, California and New Mexico) sent a telegram urging the
Interstate Commerce Commission to consolidate the Southern Pacific and Central Pacific.

H. H. Cory, member of the Oregon Public Service Commission, prepared a complaint and filed it with the Interstate Commerce Commission November 14, 1922 giving information as to what the state of Oregon needed in regard to railroad extensions. The complaint was against the Central Pacific, Southern Pacific, Oregon-Washington Railway and Navigation Company, the Oregon Short Line, the Oregon Trunk Line and the Deschutes Railroad Company.

The extensions proposed were:
"Kirk to Odell—Central Pacific route—49 miles; Oakridge to Odell—Central Pacific route—39 miles; Crane west to Odell—Oregon-Washington Railway and Navigation route—163 miles; Bend to Odell—Oregon Trunk or Deschutes line—50 miles; Klamath Falls to Lakeview—Central Pacific or Crane to Odell to Lakeview—Oregon Washington Railway and Navigation Company."

The reasons given for these proposals were that the distance between Klamath Falls and Portland via Weed would be cut from 508 miles to 386 miles via Bend or 360 miles via Klamath Falls-Odell-Eugene. The distance between Eugene and Ontario via Portland, The Dalles, Pendleton and Baker would be reduced from 555 miles to 416 miles via Crane and Odell.

Finally on February 10, 1923 the Interstate Commerce Commission decided the momentous question raised by the government in 1914—whether the Southern Pacific Company should continue in control of the Central Pacific, or the two intermeshed systems should be dismembered. In accordance with the new 1920 Transportation Act of Congress, the Interstate Commerce Commission decided in favor of the common ownership, control and management as being in the public interest. The Southern Pacific was to retain control of the Central Pacific and was to build the Natron Cutoff.

While the Interstate Commerce Commission decision settled the case for most everyone, the Department of Justice wished a review of the case before the Supreme Court in order to settle definitely the question as to the relationship between the Anti-Trust Law and the Transportation Act of 1920. The United States Court of Appeals approved the Interstate Commerce Commission’s decision in a verdict rendered June 11, 1923. Further appeal to the Supreme Court was not made, so the case was considered definitely decided according to the decision of the Interstate Commerce Commission on February 10, 1923.

On October 13, 1923 construction on the Klamath Falls-Natron Cutoff was renewed after 12 years of inactivity with the Silver Spike ceremony near Williamson River, a short distance north of Kirk. At about the same time, on the Oakridge end, the Western Lumber Company of Westfir, headed by George Kelly, Alfred and Frank Sullivan, received the contract for clearing the old right-of-way graded before the work was stopped around the 1911-1913 period.

Other railroad extensions worthy of mention as being in some manner connected with the Klamath Country from time to time will be briefly listed at this time:

1. The Nevada-California & Oregon Railway which began at Reno on December 22, 1880 and built northward to Amadee, near Honey Lake, where it remained stationery for some ten years. In turn, railhead was estab-
City of Yreka Railroad Engine #19 hauling freight between Yreka and Montague on the main S. P. line. This engine was once fired upon by Pancho Villa near Columbus, New Mexico.

Heavy freight smoking it up as it enters an unidentified freight yard.
lished at Termo on June 1, 1900; at Madeline on April 1, 1902; at Likely on October 1, 1907; Alturas on December 1, 1908 and finally Lakeview on January 10, 1912 when the rails reached that place. This line was constructed as a narrow gauge railroad in the beginning.

The Nevada-California & Oregon Railway was bought by the Southern Pacific Company on October 19, 1926. Work commenced at Wendel, near Honey Lake, on July 16, 1927 changing from narrow gauge to standard.

2. The Southern Pacific began its Modoc Northern extension from Klamath Falls on October 14, 1928 when the first contract was let and connected to the line extending from Alturas on the Nevada-California & Oregon at Hackamore on July 13, 1929.

3. The Oregon Short Line which had begun at Ontario on Snake River around 1906, had reached Crane, in Harney County, by July 11, 1916. It was extended into Burns on May 1, 1924. It may be interesting to know this line was ordered to be extended to Crescent Lake on the Natron Cut-off as late as December 14, 1929 by the Interstate Commerce Commission. Nothing, however, developed from this order.

4. On March 4, 1897 incorporation papers were filed for the Columbia Southern Railway, which was to extend southward from Biggs on the Columbia River to Prineville in Central Oregon. At times “paper projections” of this line proposed extending it into Lake and Klamath Counties, and the Lord only knows where else.

Actually, construction began at Biggs on June 19, 1897 with rails reaching Shaniko by May 13, 1900. Here the road ended, being replaced as an entry line into Central Oregon by the Hill and Harriman lines south up the Deschutes River in the 1909-1911 period. The road has now been torn up and in places replaced by modern Highway #97.

5. As mentioned above, the Hill (Oregon Trunk-Great Northern) and Harriman (Oregon-Washington Railway & Navigation Company) railroads paralleling each other up the Deschutes River Canyon to Central Oregon replaced the Columbia Southern by 1910. Begun at the mouth of the Deschutes River on the Columbia in July, 1909 these lines after many legal and physical battles arrived in Bend where the Golden Spike ceremonies took place on October 5, 1911 with James J. Hill wielding the spike hammer.

The Great Northern remained at Bend until May 20, 1927 when they began extending southward, reaching Klamath Falls on May 11, 1928. Later, on August 23, 1930 they began to extend farther south to join up with the Western Pacific at Bieber on September 10-12, 1931, thus paving the way into the San Francisco Bay region.

6. There remains one more railroad to briefly describe, the Oregon-California & Eastern, commonly known as the Strahorn Line. The history of this railroad has been quite fully developed in Klamath Echoes #12, issued in 1974.

Robert E. Strahorn first appeared in Klamath Falls on November 15, 1915. He represented himself as “wanting to build a railroad.” The citizens of Klamath Falls welcomed him with open arms. After a two year period of promotion, that is, securing a bonus, promise of right-of-ways, etc., construction was actually started on May 3, 1917 when the first ground was broken. On August 18, 1917 the first locomotive arrived and assisted in laying the rails to Olene. The rail-
road progressed slowly and Hildebrand was not reached until August 25, 1922. Sprague River was reached on September 16, 1923 where the rails end remained until June 17, 1928 when the Interstate Commerce Commission ordered the Oregon-California & Eastern to extend onward to Bly, which was reached on November 24, 1928.

In the meantime the O. C. & E. found itself in the middle of the struggle between the two giants of railroading, the Southern Pacific and Great Northern. The latter wished to tap the Klamath Country on their way into the San Francisco Bay area, while the former tried to keep them out, not wanting to share the rich returns with others.

At one time the Great Northern sought entrance into the Klamath Country from Bend, via the Silver Lake and O. C. & E. lines known as the "D" route as compared to that which they eventually followed.

At another time, in 1925, Strahorn applied for the exclusive right to cross Sixth Street in Klamath Falls and when it became known that he was expecting money from the Southern Pacific to finance his further extensions, public confidence was shaken in him locally. "Many have espoused his cause in the hope that he would 'break the monopoly' of that railroad company, and now he was apparently acting as its tool to keep out the Northern lines, which were beginning to evince an interest in the Klamath Country. Had 'Uncle Bob' sold us out?" asked the History of Klamath County.

At the same time the Southern Pacific was seeking approval of its contract dated February 3, 1925 to acquire all stocks of the O. C. & E. from Strahorn. Interstate Commerce Commission approval was granted in May, 1926 for the O. C. & E. to build its proposed extensions, and for the Southern Pacific to acquire its stock, subject to certain conditions, the most important being that it should allow the Great Northern to buy one half interest in the O. C. & E. The Southern Pacific acquired full control on July 22, 1927 and the Great Northern acquired one half interest on March 23, 1928. The purchase price of the O. C. & E. seems to have been $800,000.

Lastly, on December 31, 1974 the Herald & News reported the following: "The Ore-California and Eastern Railway, which has been jointly operated by the Burlington Northern (formerly Great Northern) and Southern Pacific Railroad companies since 1928, has been purchased by Weyerhaeuser Company."

Two days later, on January 2, 1975 Southern Pacific train order #1434 was issued: "Klamath Falls Yard, Effective 12:01 AM January 1, 1975 operation of Oregon California & Eastern Railway is under control of Weyerhaeuser Timber Company. Trains operating on OC&E will be dispatched under jurisdiction of H H Mayberry Chief Train Dispatcher Southern Pacific Transportation company. HHM by Watson."

Returning now to our regular recapitulation we find that on September 1, 1926 the Cascade Line, 270 miles in length, was opened to freight and local passenger trains; and to all traffic by April 17, 1927.

By 1929, the past decade had witnessed the completion of many miles of track in southeastern Oregon, northeastern California and Nevada. It was an era of high net income.

1930 saw the completion of the $10,000,000 double-track bridge across Suisun Bay, 35 miles from San Francisco. This was the end of the
famous Benicia-Port Costa train ferries.

In 1936, the completion of the bridges across San Francisco Bay spelled the doom of most of the ferries, which had carried 40,000,000 passengers per year.

During 1938 the roadbed was moved to make way for the Shasta Dam and Lake, a $15,000,000 removal. The work was not completed until 1942.

January 14, 1939 witnessed the last commuter Southern Pacific ferry to run on San Francisco Bay.

July 26, 1941 saw the end of interurban train service of the Southern Pacific trains over the Bay Bridge.

1942 witnessed the end of Promontory, Utah as a location on a railroad, when the last rails were removed from the historic site.

In 1947 the first Southern Pacific diesel-electric freight locomotives took to the rails.

In 1949 the Shasta Daylight, superb coach streamliner, was placed in operation between San Francisco-Oakland and Portland, operating under an elapsed time of sixteen and one half hours.

The following statistics are taken in part from the Herald & News of February 26, 1961: "There are some 148 miles of Southern Pacific main line railroad in Klamath County. In and out of the company’s Klamath Falls rail yards each month roll about 40,000 freight cars in 450 trains—or about 15 trains a day.

"Two streamliners—the Cascade and Shasta Daylight—provide passenger service to Portland and the San Francisco Bay Area.

"SP’s subsidiary highway carrier, Pacific Motor Trucking Company, provides supplemental truck service to shippers in the Klamath Basin.

"Southern Pacific employs in Klamath County about 600 persons. The annual payroll is approximately $3.6 million.

"Al. G. Kusler, district freight and passenger agent here for SP, points out that these facts and figures on top of a $350,000 tax payment last year on a $5.6 million assessment, represent only some of the dimensions which make up the shape of Southern Pacific in Klamath Falls and Southern Oregon.

"Through Southern Pacific yards at Klamath Falls pass the main stream of north-south rail traffic on the Pacific Coast. Also pass the cars in the two-way flow between the railroad’s lines in Oregon and its transcontinental roads through Alturas and Ogden.

"While this has been the pattern of SP rail operations since SP put Klamath Falls on its main lines with opening of the Natron Cutoff in 1926 and the Modoc Line in 1929, the picture of railroading has been a changing one.

"Just after World War II, SP had 2,000 steam locomotives. Nine years and 300 million dollars later SP was dieselized, with most of its steam engines scrapped or retired to grace city parks and squares in communities along SP lines. Engine #2579 on display here is one of 55 donated to various cities by the railroad.

"Radio and electronics have become a part of everyday railroading and new operating techniques, such as the Centralized Traffic Control system between Klamath Falls and Crescent Lake, completed in 1953, are permitting railroads to increase their efficiency, to help offset rising costs and to meet the growing competition from common and unregulated motor carriers.

". . . One of the most dramatic innovations, has been the transportation of highway trailers on rail flatcars, popularly known as piggyback.
Southern Pacific which pioneered piggybacking in the West, started service to the Pacific Northwest in January, 1955. A piggyback ramp at Klamath Falls was built at that time and completely modernized last year to handle various types of piggyback equipment.

"... In the passenger field, where SP's latest estimated annual loss amounted to $38.5 million, SP feels that it must take a realistic position.

"While we wish it weren't so, we must face the fact that rail service cannot meet the speed advantage of the airplane or the flexibility and convenience of the automobile.

"... At the end of World War II, five trains served Klamath Falls—now there are two streamliners and one mail train.

"Passenger traffic in the post war period declined, despite SP promotional efforts and expenditures of 40 million dollars for new system passenger equipment, including 10 million dollars for the new sets of Shasta Daylights and Cascades."

Chapter XII
Progress of Transportation

By B. E. Hayden
Resident Engineer, U.S. Bureau of Reclamation
From the Klamath News, February 26, 1933

(A considerable portion of this article, although quite factual and excellently written has been deleted, being a repetition of that already recorded concerning the approach of the various railroads into the Klamath Country—Editor.)

Early in the morning of May 28, 1906, the writer with his Texas girl bride, got off the Shasta limited at Thrall, California, and there transferred to a jerk-water logging railroad that twisted and turned and puffed and switchbacked up the mountain side a distance of about 26 miles to a lumber camp called Pokegama. At that point we transferred to an old-fashioned stage coach and four—in fact two such conveyances were waiting to speed the travelers on their way to Klamath Falls, the new name for the old town of Linkville, for those were the days when the big lumber interests were waking up to the fact that tributary to this town and lying within the Klamath Basin were 40,000,000,000 feet of fine timber mostly ripe for the harvest and waiting to be sawed and transported to outside markets, and travel was picking up in spite of the crude methods of transportation. For four hours we bumped and jostled over the worst kind of mountain roads imaginable to the tinkle, tinkle of harness bells that the famous Poe never had the good fortune to hear, while covering a distance of 25 miles which brought us to the little village of Keno where the Klamath river ceases to be a placid lake-like stream and starts roaring down canyons and tumbling over rapids on its way to the Pacific Ocean.

The day was about spent and darkness was creeping over the tall pine forests when our little caravan transferred from the cramped coaches to the spacious and locally famous "Canby," an old flat-bottomed stern-wheeler that made daily trips between
Klamath Falls and Keno so that the road-weary travelers would have opportunity to massage the sore spots and rest their aching joints sufficiently before reaching the end of their journey to be willing to stay over a few days instead of taking the next boat out. Such were the conveniences or inconveniences of travel into and within Klamath county a quarter of a century ago. Materials and supplies were brought in over the same roads and by the same means as were used for passengers travel.

In 1906 the United States Reclamation Service decided to build the Klamath Irrigation Project and work on the tunnel and main canal was rushed during 1906 to permit delivery of water to some of the more accessible lands during 1907. Information relative to the agricultural and industrial possibilities of the district was being disseminated by the chamber of commerce, the Klamath Development company, and interested citizens so that within a few years the large undeveloped agricultural holdings were pretty well split up into units suitable in size for the farmer with average capital and equipment.

About this time considerable interest was shown by the Southern Pacific (and a few years later by the Great Northern) Railway companies in the possibilities of traffic that the district would afford when developed both as an agricultural and timber area. The California-Northeastern Railway company, was incorporated in 1905 and immediately began reconstruction and extension toward Klamath Falls of the old Weed logging road running around the north base of Mt. Shasta. Work progressed slowly from this point northward and it was May 20, 1909 before the first train pulled into Klamath Falls, Oregon. During the day a number of excursions were run between Klamath Falls and Dorris, California, a distance of 23 miles, to permit the old settlers to enjoy the thrill of their first passenger train ride.

The entrance of railway facilities into Klamath Falls marked the beginning of a remarkable period of development in the Klamath Basin. Since that time the town of Klamath Falls has grown from a mere village of 2000 inhabitants to the proportions of an industrial city of 16,000 people with outlying settlements of several thousand additional and the lumbering industry has increased from two small sawmills with a daily capacity of only a few thousand feet of sawed lumber to 26 modern plants capable of turning out 1,500,000 feet board measure every day working on a basis of one eight-hour shift in every twenty-four, besides 11 box factories and four lumber manufacturing plants.

During the same year the Southern Pacific company was organizing the California-Northeastern Railway company to take over the Weed logging road, the Oregon-Eastern Railway company was incorporated with the announced intention of building a line from Natron, near Eugene, Oregon, on the Southern Pacific main line in the Willamette valley easterly through the center of the state to Ontario, Oregon, on the Snake river, with branch lines, to Klamath Falls and Lakeview, Oregon.

During the three years following the arrival of the first train in Klamath Falls, the California-Northeastern Railway was extended to Kirk, Oregon, a distance of forty miles where work was stopped, thus leaving a gap of 110 miles between Kirk and Oakridge to complete the easy grade direct connection between San Francisco, California, and Portland, Oregon. This link was destined to wait
many years before finally being welded into the Southern Pacific chain from Mexico to the Columbia river.

... For more than a decade following the suspension of railroad work ... the hopes of Klamath Falls to be located on a main line railroad with through connections within a reasonable time had little of actual accomplishment to support them ...

... In 1923 immediately after the United States attorney general announced the government would not contest Southern Pacific ownership of the Central Pacific, the Southern Pacific Company resumed work at Oakridge and Kirk to finish building the Natron Cutoff and completed the connection in 1926 ...

Whether the revival of interest in 1925 by the Great Northern Railway company in Central Oregon and its apparent desire to secure a San Francisco terminus influenced the Southern Pacific company to hasten work on their more feasible east-west route to the central states or whether the best minds of the organization realized the time was ripe for such development and were willing to proceed on their own initiative regardless of the activities of other concerns would be difficult to judge; nevertheless, the Southern Pacific company, in 1926, secured control of the narrow gauge Nevada-California-Oregon railway running from Wendel, California, to Lakeview, Oregon, a distance of 155 miles, and soon began its reconstruction as a standard gauge line. The completion of this work was celebrated at Lakeview on September 1, 1928, by an old-fashioned "Out West" jubilee.

A few months later the Southern Pacific company began the construction of their Klamath Falls-Alturas line to effect connection at Fernley, Nevada, with their San Francisco-Ogden line for the shortest and easiest grade route from southern Oregon to Ogden and Mississippi valley points. This gap of 86 miles was completed and ready for traffic in the fall of 1929. On September 14th of that year some 3,000 people, mostly citizens of northern California and southern Oregon, met at Hackamore, California, to celebrate the breaking through of "the last barrier to the last frontier" which brought residents of that section 210 miles nearer to the market of the east.

... In 1928, a traffic agreement with the Southern Pacific company for joint use of that company's line from Chemult to Klamath Falls, was the first step accomplished in forwarding their plan to extend south from Bend ... and the final outcome resulted in the Great Northern building its own line from Klamath Falls to Bieber, California, a distance of 92 miles to connect with a 112-mile line built northward by the Western Pacific Railway company from Keddie, California, a station on their main line.

... Excellent progress was made and the two roads were joined at Bieber in 1931. Freight service was immediately established and although regular passenger service has not yet been started, we expect soon to see the "Empire Builder" stop every day in Klamath Falls on its way to San Francisco (to date, 1978, this event has not occurred—Editor).

During the period of greatest development in the Klamath basin, covering a span of about 15 years, the writer was assigned to other work under the Bureau of Reclamation, most of the time as superintendent of the Belle Fourche Project in South Dakota, and was away from the district. In October, 1929, orders were issued for his return to Oregon to take
charge of the Klamath Project. On the evening of November 5, 1929 accompanied by the same Texas girl who came over the mountain with him on the old stage coach, a little more than 23 years earlier, he drove his Studebaker over Green Springs highway from Ashland to Klamath Falls in less time than it takes to tell this story and found at the end of the journey a thriving modern city surrounded by the best agricultural district in the State of Oregon, where the irrigated area had grown during his absence from 24,000 acres to more than 70,000 acres with a total of 132,000 acres under canals. The project was enjoying the benefits of a network of modern highways and ample transportation facilities and was inhabited by a contented population that would not trade their birthright for the best country in the land. Who wouldn't have been thrilled by such a homecoming?

There remains yet in Oregon many undeveloped districts that should and will eventually be given railroad connections with the outside world, but, looking back over the span of a quarter of a century and comparing conditions then and now, we feel gratified to note the progress and cannot help wondering what the next twenty-five years has in store.
Looking down the Algoma Incline. Note the loaded car descending (left track), and the empty car ascending (both near the foot of the hill. Also Old Highway #97 at the top of the photo.

Algoma Incline, with Engine #1 in the foreground. Note the loaded and empty cars passing near the top of the hill.