KLAMATH ECHOES

Klamath County Historical Society

NUMBER 7
A Memory

A grove of poplar trees,
A barn with quaint projecting eaves;
Some chickens scratching roundabout,
And pigeons flying in and out.

A picket fence of faded blue,
With Bouncing Betty peeping through;
A cottage nestling 'neath the hill,
With geraniums at each windowsill.

A porch o'er which yellow roses climb,
And blossom in the summertime;
And with the same sweet smile of yore,
A mother waiting at the door.

—author unknown
Dedications

We respectfully dedicate this, the seventh issue of Klamath Echoes, to J. Frank Adams.

The 2003 reprinting is respectfully dedicated to Klamath County Historical Society members Wayne and Lois Ann Scott.

J. FRANK ADAMS
—courtesy Mrs. Eve Adams
Martin Bros. freight team, behind the old Merrill Branch of the Klamath County Bank (later 1st Nat'l. Bank) on the Merrill to Montague run.

—courtesy Melvin Bowman

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Fisherman's Luck. Left to right: Vic Padgett, Bud Padgett and Melvin Malloy.
—courtesy Bud Padgett

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KLAMATH FALLS, OREGON
MERRILL'S FIRST EIGHTH GRADE GRADUATING CLASS IN 1907

MERRILL PUBLIC SCHOOL BUILT IN 1905
Picture about 1906. G. R. Carlock, principal (left) and May Garrison, teacher. At extreme right, Mary Davidson, teacher. Middle row, in front of second window from right, dark dress, Juanita Ratliffe. —courtesy Juanita Stevenson

vi.
MERRILL'S FIRST HIGH SCHOOL FOOTBALL TEAM

—courtesy Melvin Bowman

MERRILL'S 1915 HIGH SCHOOL BASKETBALL TEAM

Left to right: Melvin Bowman, Elmer Stukel, Bill Hammond, Clarence Robinson, Lester Offield and Prof Olney.
—courtesy Melvin Bowman
In this, the seventh issue of Klamath Echoes, we are departing from our usual custom of one industry or one community per issue. Instead we are touching on the communities of Merrill, Keno and some of the territory in between. This change in policy is due to the fact that we have too many communities to cover, and only one issue per year to do that, consequently we are not recording our different community histories fast enough.

Instead, since we are covering several sections this year, the various community histories cannot be completely recorded. However, sometime in the future, additional history on these places will be written. For instance, additional information on Merrill will be added in next year’s Malin issue, and additional Keno history will be added when the Topsy freight and stage history is published.

Transportation history in and through Butte Valley, California has been added this year because much of Klamath County’s early history is closely related to this section, a fact probably not familiar to many residents of the Klamath Basin.

In accordance, this year’s Klamath Echoes touches only lightly on the Butte Valley and northeastern Siskiyou County history. However, this area was covered quite thoroughly by The Siskiyou Pioneer Yearbook of 1956, or Butte Valley Edition. This book is out of print, but occasionally a copy can be secured from the Siskiyou County Historical Society, 910 Main Street, Yreka, California 96097. Also the Siskiyou County Museum has available copies of their many yearbooks, in their research library that may be consulted.

Many old-timers have been consulted, and some have furnished us with precious old pictures. Space does not permit thanking them individually, but we do wish to thank them one and all, and can only hope they will approve of our publication. Many of their photos have been copied, placed in our files and will be used in some future issue of Klamath Echoes.

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The Klamath Echoes Staff

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KLAMATH ECHOES is published annually by the Klamath County Historical Society. Price $2.00. Address all communications to: Klamath Echoes, P. O. Box 1552, Klamath Falls, Oregon 97601.

The cover was drawn by Stephanie Bonotto Hakanson, artist for all previous issues of the Klamath Echoes. Depicted is the old Van Brimmer fort, built over Willow Creek in eastern Siskiyou County, California. It is one of the oldest, if not the oldest, structure still in existence in the Klamath Basin. It is now located at the northwest entrance to the Modoc Lava Beds National Monument south of Tule Lake.
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MERRILL IN THE 1905-1910 PERIOD
Livery Stable, and Merrill Hotel on Main Street. The Mint Saloon, Houston Opera House, and a one-time post office location, during the term of George Wilson, 1903-1906.
—courtesy Klamath County Museum
Before Merrill . . .

Compiled by DEVERE HELFRICH

INTRODUCTION

The history in this year's Klamath Echoes begins with seven newspaper clippings found in the old J. Frank Adams scrap book in possession of Mrs. Bob (Evea) Adams. The author and newspaper from which they were taken is unknown, as is the date of their printing. However, from information contained in the seven articles and other pertinent facts, it seems that Rufus S. Moore, pioneer resident of Klamath Falls, was the writer, or the articles were written under his supervision. The date would have been after 1921 or 1922, and before September, 1929, when J. Frank Adams was accidentally killed near Doublehead Mountain in Modoc County, California, and his scrapbook no longer continued, or at the latest, before Rufus Moore passed away November 6, 1931....Editor.

I. The Old Mill Stream.

About 1877 Uncle George Nurse, founder and owner of the townsite of Linkville, induced W. C. Moore, a millwright, who had come over from Salem to build a grist mill at the Klamath reservation agency, to give consideration to building a sawmill on Link River.

Moore suffered from a common affliction. He liked the idea, but had no money. Nurse agreed to bear the expense of five or six hundred dollars. The millwright had brought his family to Ft. Klamath with the exception of his son Rufus, who came later.

Charles, another son, helped his father build a water power mill above town on the west side of the river. Down at Keno there had been a small mill run by Newton Pratt, and later by Charles Withrow and

LINK RIVER

Source of the first power and irrigation systems in the Klamath Basin. Martin Flour Mill in the bend of the river at the left with canal along hillside. Conger house and orchard across the river, with the Steele-Ankeny ditch along hillside in background.

—Maude Baldwin photo
John Connolly. The Keno mill boasted a jig saw which if pushed would cut perhaps 3,000 feet a day.

The first circular saw and planing mill was built and operated by the Moores. They sold lumber for fifty miles around. To furnish power and also to flume in the logs from the upper lake they built a ditch almost a thousand feet long, and this was the first ditch on the river. It was completed in '77.

(Statement by Robert A. Emmitt, pioneer of Klamath County in 1875 as told to Irene Foster of the Klamath County Historical Society, January 6, 1937: "The first irrigation ditch constructed in Klamath County is still in use in the Riverside community of Klamath Falls. The property owners bought the water right with the land and to this day do not pay for irrigating water. A man named Thatcher was a pioneer of 1868. He became associated with the old Linkville Brick Store in 1877, selling out in 1881. His home at one time was situated where the Link River Motel is located, at the west end of Link River bridge. As further evidence, the original 1874 Peter Britt photo of Linkville shows a flourishing crop of corn and possibly potatoes at this same location.

On the other hand, strong evidence points to the fact that George Nurse in 1868, with Joe Conger his employee or partner, planted a garden and set out fruit trees, which later became famous as the Conger orchard. This was on the opposite or east side of Link River from the Thatcher property. There can be little doubt that some sort of irrigation system was installed for this Nurse-Conger enterprise that preceeded the later, 1877, Linkville Water ditch that still later became the Steele-Ankeny ditch. It would seem to this writer that this Nurse-Conger ditch may have been the first.—Editor.)

Seven years later Thomas Martin, a miller, came over from the Rogue River and was given a piece of ground and the right to use water out of the Moore ditch for the purpose of operating a flour mill. So, in '84 the pioneer flour mill was established.

Out of the Moore ditch with its pioneer saw and flour mills grew the West Side Canal company, which, in 1891, Thomas Martin, Charles Moore and Rufus Moore incorporated for $20,000. The following year the ditch was lengthened and enlarged.

In '94 the town was given its first electric lights with the organization of the Klamath Falls Light and Water company. H. B. Gates owned fifty-one per cent of the stock and the rest was divided among E. R. Reames and Charles and Rufus Moore. At the same time reservoirs were built to provide water. One was located back of the Hot Spring addition, another near the Riverside school, and a third on a hill above the high school. All were on the same level and connected so that the supply from one pump sufficed.

By 1907 the two Moores had acquired control of the first lighting plant, which was located on the east side of Link River. They proceeded to build a larger power plant on the west side, site of the present unit owned by the California Oregon Power Company.

In the meantime, however, the reclamation service had entered the territory and taken over the old Moore canal, which then became known as the Keno canal. It was agreed that together with a few minor considerations, the Moore plant and Martin mill were to have 205 second feet of water delivered to them.

When Copco came along Martin's old rights on the Moore ditch became more valuable. It was agreed that he could have, in lieu of his water rights, the right to 221/2 horsepower in electricity, perpetually. This old right to water from the Moore ditch, acquired back in '84 is still enjoyed by Martin Bros,' mill. The mill can run a 221/2 horsepower motor 24 hours a day at the expense of Copco. Many more horsepower are now used by the mill, of course, but the old right still has its value. When the Oregon public service commission entered into control of corporation affairs it made the ruling that no "free" power was to be given anyone. The power com-
THE STEELE DITCH

Later known as the Ankeny Canal, which furnished the first water into the Klamath Basin, southwest of Klamath Falls.

—Maude Baldwin photo

company was instructed to buy the Martin brothers' power rights. The millers set the price at $10,000. The service commission would not permit the power company to pay that much, so the power is still furnished free.

Rufus Moore, still an active figure in Klamath's affairs, is authority for this series of historical facts. Like J. Frank Adams, it was up to Rufus Moore to learn the practical end of surveying. It seems that many of the old timers would have been out of luck if they had not known how to run a line for themselves.

II. Afraid of Water.

When William Steele, a tall, spare individual, arrived in the great Klamth country from Ireland, via Wisconsin and Reno, farmers already on the ground took fright and moved into the foothills, Steele brought some ideas with him, ideas that the farmers believed would prove their ruination.

Steele had of course, stopped over for a time in Wisconsin. As a young fellow he worked in the copper mines. Also, like many other young fellows, he came West, traveling by ox team. When he arrived at Reno it was still known as Truckee Meadows, in fact it wasn't anything. There was no railroad when Steele arrived in '64.

The ranch and stock business enticed Steele. In twenty years of hard work he had become prosperous. He ranged cattle on Pyramid Lake in partnership with Dick Fuson. Along about '83 he got the idea that the range was becoming over-crowded, and he set out to look for more.

The Klamath country looked good to him. But he did not approve of the methods then followed by the stockmen. They made little or no winter provision for feeding range cattle. Some rule hay was cut, enough for stock about the ranches. Steele predicted dire disaster would overtake the Klamath stockmen during a hard winter. He believed that alfalfa should be
grown during the summer months. Alfalfa required water.

Steele’s plans met with opposition from the outset. In ’78 a number of citizens had incorporated the Linkville Ditch Company, and dug a small ditch heading in Link River about two miles above the town. This ditch had a capacity of forty miners inches. The water it carried was used to grow vegetables on town lots. Steele took over this ditch.

He gave each member of the old company a certificate of one miner’s inch of water, amounting in all to forty inches, for the privilege of enlarging the old ditch. Then he set about the work of enlarging and extending the baby project—Klamath’s first. It was here opposition manifested itself, and in several instances condemnation proceedings were used to get through property of irate ranchers.

Steele began the work in ’84. The winter was a very mild one, and only half a day’s work was lost because of snow. The ditch was extended for fifteen miles into the Klamath valley. Farmers who believed they were sure to be ruined by water moved out of the valley into the foothills. The work cost Steele close to $20,000, a fortune in those days.

The Steele ditch wound southeasterly along the foothills for eight miles to a point where it divided into two branches. The main branch running southward for seven miles along a natural divide between Klamath and Lost Rivers, controlling some of the best lands in Klamath Valley. The east branch continued toward Olene for a short distance. It put about 4,000 acres under water and commanded about 16,000 acres.

The first extended irrigation system was not the only monument Steele left behind him for posterity to enjoy after his death in ’88.

He had three daughters. One, Fannie, became the wife of J. Frank Adams, a dashing rancher and cowboy. Another, Minnie E. was married to G. W. Wilson, and later became the wife of Frank Ward. The third, Sophie S., was wooed and won by J. T. Henley, a mining man from Cortes, Nevada.

Steele could not reconcile himself to the lack of shade trees in the Klamath country. He was the pioneer of the movement to plant trees that the Rotarians and the Klamath Falls Chamber of Commerce are extending at this late date.

He had been in touch with a nurseryman named Conners at Reno. Conners had trees at Adin, Calif., and told Steele he could get cuttings there whenever he wanted them. Steele sent Wilson, his son-in-law, who was enthusiastic about the idea, after them.

It is recalled by Mrs. Frank Ward, that Wilson left the home ranch in an “Oregon hack,” as the light spring wagons used by the ranchers to roam at will over the rough country were popularly known. He got as far as the ranch of J. Frank Adams and there borrowed a breaking cart, with which to complete the trip.

After several days he returned home with four sacks of cuttings about finger size. These cuttings had two buds each. One bud was rubbed off and the cuttings planted to the south of the house on the Wilson-Steele ranch. Charles Drew is now located on the Wilson ranch, which was for a time known as the Kilgore ranch.

The cuttings soon took on a bright green aspect. Neighbors mistook them for beans and passed compliments on the fine crop. It was out of that “bean” nursery that plantings came for the miles of fine, beautiful South Carolina or English poplars. Wilson set out the mile of trees along the Wilson lane up to the Wilson bridge—now arboREAL monuments to his memory. J. Frank Adams planted out a timber culture from them, and other farmers grew splendid shade trees from the Wilson nursery.

Steele, indomitable Scotch-Irishman that he was, and a typical figure of the west, seems not to have ruined the country. Rather, with his money and the remaining years of his life he left behind the stamp of progress, and made for the increased prosperity of the community. He gave far more than he took. He brought money and
trees from the Reno country with him, and planted both here.

His ditch later, in '88, was incorporated under the name "The Klamath Falls Irrigation Company." Henry Ankeny having secured a one-third interest. When the reclamation service entered the territory this canal occupied a strategic position. It was found practically impossible for the government to tap the Upper Klamath Lake without dealing with the Ankeny-Henley "people," who were then in control. Litigation was actually commenced before the company agreed to accept $150,000 in 1905, for the ditch built by Steele.

Pressure was brought by the farmers as well as the government to effect this deal. And there are farmers today who are wishing the government had effectually been kept out.

III. The Van Brimmer Ditch

When the Van Brimmer brothers, Dan, Clint and Ben, came over to Lost River, they made their home for a time with J. Frank Adams. He was famed for his hospitality and until the Van Brimmers could get settled he gladly made them welcome.

The Van Brimmers had enjoyed some of the fruits of irrigation. The talk, most of the day and far into the night, was irrigation. Adams soon became an enthusiast.

Summers on the Klamath are warm and dry, but the precipitation, averaging 10 to 12 inches, is light. Few crops could be raised for a certainty without water. Grain, alfalfa and the hardier vegetables could be grown to abundance with water.

Adams relates that his sleeping and waking dreams were of a great country full of fruitful small farms replacing the great rough country then covered with sage brush.

The Van Brimmers made good mates for Adams. They had the money, but Adams made up the difference with his untiring initiative and knowledge of the country.

"Old Man" Howard was brought in from Jacksonville to do some surveying by the Van Brimmers. No reclamation engineers had entered the country—there was not so much as a surveyor to be had locally. Howard ran a preliminary survey on the west side of Lost River, with intended head také on the river, but got nowhere with it.

Howard's bill was $240. The plan to irrigate had been generally discussed and was no secret. Everyone within reach of the ditches was to have profited by water if water was obtainable. The Van Brimmers asked settlers for contributions.

"What for?" was the response, "If we want to hire a surveyor we'll hire him ourselves." Community spirit was at its lowest flight on the Klamath. The Van Brimmers swallowed hard, but they paid the $240.

They hired no more surveyors, but went to work with a carpenter's spirit level and straight edge held on a tripod. This was made to serve their purpose.

Adams and the Van Brimmers had an idea that the "Little" Klamath, as old-timers called Lower Klamath Lake, was higher than Tule Lake. There appeared to be no practicable opportunity to get water out of the river, because of the lack of fall and impassable ridges. If it should prove to be the case that Lower Klamath Lake was higher than Tule Lake, the rest would be comparatively easy.

It was a momentous discovery to the Van Brimmers when such proved to be the case. Adams was the only one taken into their confidence. The findings with the spirit level were almost unbelievable. A difference of 28 feet between the elevation of Lower Klamath and Tule Lakes.

Very quietly Adams and the Van Brimmers set out to secure filings on every piece of land they could find vacant, particularly such tracts as would prove strategic for ditch building right of ways.

And there was plenty of vacant public land in those days.

Adams filed on the east side of Lost River and the Van Brimmers filed on the west side. It was several months before they were ready to show their hands.
It was the summer of ’82 when the Van Brimmers were ready to proceed with the work of constructing their irrigation project. They had ordered scrapers and other supplies and Albert Whitney and Tom Weedon were sent with teams to Redding to freight them into the Klamath.

Whitney was one of Adams’ hired men. He had been offered $500 of the Van Brimmers’ money by Adams in order that he might file on a tract of land for himself, but had refused. So closely had the secret of the difference in elevation of Lower Klamath and Tule Lakes been guarded by Adams and the Van Brimmers that Whitney knew nothing about it when he arrived at Redding after the ditch building supplies. It was the difference in elevation that made their plan feasible.

He looked over the unusual pile of freight.

“What’s them?” he asked the freight agent.

“Scrapers,” he was told.

“Scrapers! Hell—what for? We don’t want no scrapers up our way,” he ejaculated.

And it was only after considerable persuasion that he loaded the slip scrapers—quite contrary to his own best judgment. He couldn’t understand why a load of scrapers should be shipped into a cow country.

It was before the day of the Fresno type of scraper that is now generally used. When those scrapers were delivered and the work of construction actually commenced other settlers who had been kept in ignorance of the deal, were greatly incensed. Fires of rancor were kindled that smouldered for a long time, and which still burst into occasional flame.

The Van Brimmers went ahead with the work. They built a small ditch, as ditches go today, to supply water for about 4,000 acres of land adjacent to the California-Oregon line between Klamath and Tule Lakes. It was four years before the ditch was finally completed and the water supplied for irrigation, according to the one official history of Klamath irrigation projects.

It is interesting to note here that there is a diversity of opinion as to just who built the first irrigation project of any consequence on the Klamath. Mrs. Frank Ward, daughter of James Steele, claims that her father had the first project. She supports her claim by substantiating recollections, and her claim is fully supported by the official record.

But Adams, brother-in-law of Mrs. Ward, begins a friendly family argument, with the statement that the Van Brimmers got started on their project before Steele came into the country. He says that his deed taking over the Bybee holdings at the time he and the Van Brimmers were annexing a goodly share of the great Klamath country, clearly proves the Van Brimmers to have been the pioneers.

As near as the humble compiler of these records can get at the facts from various sources, both contentions are reasonably accurate. The Van Brimmers began their work in 1882, but did not have it completed until 1886. Steele pushed his project to completion in 1884-85, and must continue to be honored as having the first ditch.

While the Van Brimmers were going ahead with their work Adams had also begun operations. He had acquired a surveyor’s level and tripod, learned the rudiments of handling it, and run his own ditch lines. He completed a small canal six miles long from Lost River to Adams point, with the assistance of neighbors, chief among whom was “Ban” Crawford.

The water for this canal came from White Lake through the Van Brimmers’ canal, and was delivered on the west bank of Lost River. This was in accordance with an agreement between Adams and the Van Brimmers, which called for delivery of 5,000 inches of water for $5,000. The water was carried across the river by flume.

But Adams had wished a lot of trouble on himself.

V. Dry Year Troubles.

It is related as an interesting fact that the Van Brimmers, when they cut about a mile through a hill dividing Lower Klam-
ath Lake from the Klamath Valley, in constructing their canal, with head in White Lake, unearthed what was believed to have been a very ancient burial ground.

These pioneers were not interested in what a geologist would have gloated over. J. Frank Adams did, however, preserve one specimen—the ankle bone of a horse, petrified, and dug out twenty feet below the surface. Water was what the early ditch builders wanted, not bones.

Was a time on the Klamath, some thousands of years since, when the three-toed horse galloped over the plains of central Oregon and the great Klamath country. While Adams does not profess to believe that his petrified bone belonged to a triple-toed graniticverous quadruped, he would like to see geologists uncover the burial ground that only made the teamsters with their slip scrapers cuss when they ran into it.

What kept the pioneer ditch builders guessing was a bone dry year they encountered. An unusually light rainfall in the winter of '87-'88 lowered the water level of White Lake and left the Adams and Van Brimmer's main canal high and dry. The ditch builders had believed there would be sufficient seepage through the ancient mass of tules lying between Lower Klamath and White Lakes to provide water.

Adams had a level which showed him that the water in the Lower Klamath was much higher at times when water was being withdrawn from White Lake. He checked against this data with the more practical method of measuring the fall of both lakes, and was sure of himself.

Removal of the tule mass between the two lakes presented a problem. The Van Brimmers were very much disgusted and ready to quit. Suits were threatened because of the lack of water.

Adams had incorporated "The Little Klamath Ditch Company," for $9,000, there being 4,500 shares at $2.00 each in an effort to raise construction funds, but there was little cash entered the treasury. It was a close corporation, anyhow, Mrs. Adams being the treasurer, for instance, and the other farmers couldn't see the sense of that. Adams felt that once he lost control that chaos would result in the management.

It was up to him to get water on the land—and he did. He learned that rules had been removed on a drainage undertaking in California by the use of Chinese men with hayknives. The coolie labor was about all procurable in those days for hard work of that kind. But the Chinese did not want to come to Klamath.

Adams set out to cut a canal with such help as was to be had in the country. It was frightfully hard work. He relates that Dan Van Brimmer came over to see how it was getting along. Adams mischiefly forced a hay-knife deep into the rule mass and told Dan to try it. Dan could not budge the knife.

Yet it was through that kind of tule formation that Adams set out to cut a channel three and one-half miles long and 24 feet wide through from White to Lower Lake.

The tules were cut in blocks and lifted out with a derrick.

Men on the job thought Adams was crazy. They did as little work as possible and demanded their pay frequently, for the reason that they did not think he would have the money when the job was completed. Also, they wanted a contract. Adams gave it to them after having his foreman, the best man in the bunch, work a week to see what he could do, and in this way Adams got more out of them than they had been doing when paid by the day.

But the white men thought the canal would be futile and that it would be discovered, when it was completed that the water was as high in one lake as in the other.

VI. Soft on Top.

Aside from being a cowboy, and a good one, as every stockman had to be in the early days on the Klamath, J. Frank Adams was a go-getter—otherwise an enterprising citizen. He had amassed a large area of virgin land, some 1625 acres.
He had one of the three original irrigation projects. When the reclamation service entered the Klamath country it paid Adams $100,000 for his rights. Adams had, on his own initiative, built a canal 18 miles long, with its head on the Little Klamath, together with laterals, to serve 10,000 acres.

That was back in '85. And at that time Adams realized that to make irrigation a success good farmers must handle the land. Even a good farmer can mess things up in a short order if he does not understand irrigation. A poor farmer stands no chance whatever. Years later, when Adams wanted to colonize the Lakeside lands lying between Adams' Point and Malin, he still bore this principle in mind. Not able to secure American farmers of desirable class he brought into the Klamath a number of Bohemians. Today the thrifty and industrious Malin community is one of the most prosperous on the Klamath.

Adams was always ready to go the limit in inducing a good man to remain on his irrigation project. And he was just as willing to see a poor one get out of the country, which was only natural. This time he had his eyes on a good one, Nathan Merrill.

Merrill had come into country at the behest of his brother Charlie. He had brought some money with him. Neither had prospered, though no particular fault of their own. Prices were low, there was no transportation, the country was new. It was no disgrace to be broke. But Nate Merrill was disgusted. He was ready to pick up and travel, and made no secret of his intentions.

One morning Adams told his wife that he was going out to sell some land. Mrs. Adams, a beautiful young matron, the daughter of Wm. Steele, originator of the Steele ditch which later became known as the Ankeny canal, laughed. She laughed because she knew her husband was land poor. She also knew that everyone around them was too poor to buy. Her jollity acted as a spur.

"I think I can place about 1200 acres," he told her. Mrs. Adams laughed some more, but not in ridicule. The women in those days laughed at hardships out of sympathy with their helpmeets. If men were men, women were women. They struggled side by side on the hard land.

When Adams came home to dinner he told his wife, not without a trace of satisfaction, that he had sold 1,000 acres in two deals. She may have known something about the terms of real estate trades in those days, for she was not greatly impressed. Adams was nettled. He would show his sweet wife what he could do.

"This afternoon I'm going over and sell Nate Merrill 160 acres," he asserted, pushing his chair from the dinner table.

His wife screamed. Then she put her arms around him and reached up to pat his head.

"You don't seem to be getting soft on top," she teased. "But if you sell Merrill 160 acres I'll believe anything you tell me after this."

Adams strode out of the house, swung on his horse, and rode over to the Merrill...
log house. Merrill was at home, growling about the country, and seemingly the last person in the world to choose as a prospective buyer.

"Came over to sell you 160 acres," announced Adams, coming to the point with the abruptness of the pioneers. Nowadays real estate men first tell you about how oil was struck in trying to interest you in Klamath acres suitable for a diversified farm. However-

"Th'ell you did!" snorted Merrill. "You couldn't sell me nothing." The very thought of buying Klamath acres aroused his ire.

"I had something when I came here," he continued bitterly. "All I've got left is a patch of timber up in Washington. That isn't ripe yet, and I couldn't sell it without giving it away or I'd let it go and use the money to get out of this country. The only reason I'm not on my way is that I haven't a cent."

Adams waited for him to run down a bit. "I didn't come here to hear your hard luck story. I came up here to sell you a place," he said.

"How are you going to do it?" demanded Merrill in a tone of challenge.

"Tell you what I'll do," Adams offered. "You take this 160 with water on it. I'll plow it up, you can plant it to grain this year. You won't have to pay me a cent for three years. Then you can have five years to pay me $20.00 an acre without interest. How about it?"

"You've sold your place," was all Merrill could say.

And Mrs. Adams could say nothing further than to renew her pledge to love, honor and obey.

Next morning Adams had teams at work plowing the 160 he had sold to Merrill. It was seeded to wheat. It produced 45 bushels to the acre. The countryside was amazed. So was Adams, for that matter.

The price of wheat was low at the Klamath Falls flour mills, and it was an expensive haul to get it to town over roads that would cause folks of today to give up in despair.

"What will I get out of it?" Merrill wanted to know.

Adams still had faith in Merrill. But the pertinent question stuck him for a moment.

"We could have a flour mill down here," he suggested.

"A mill would do it," agreed Merrill. And to keep Merrill, Adams went after a flour mill. Remember, Merrill hadn't paid Adams anything on the place. The deal had yet to be completed.

VII. A Battle of Wits.

Immediately following the expressed desire of Nate Merrill to secure a nearby flour mill in order that he might derive some profit from a banner crop of wheat, Frank Adams went to work to get a mill. He had no money, not an infrequent condition with him. No one ever accused Adams of hoarding. But neither did Merrill or any of the other farmers in the district have any money. Being broke was a chronic complaint.

There was a mill at Keno, run by Charlie Woodard. Why a mill had been established there no one seems to recall. The old-timers remember there was little or no wheat grown within many miles. The mill that was doing all the business was located at Klamath Falls. It was owned by Thomas Martin, father of Martin Brothers, who manage the present flour mill and are prominent in other enterprises.

Adams wanted to get the Keno mill moved down into his section of the country. News, although it travelled by buckboard or horseback, seemed to travel fast enough. Tom Martin heard of the designs on the Keno mill. It was good business for him to defeat any such move. He purchased the Keno mill for a song from Woodard before Woodard learned there was about to be some activity in the flour mill market.

Martin knew the farmers had no money to build a mill. He wanted no interference with his Klamath Falls mill business. He was asked to build in their district, but refused.

Adams had set out to establish a mill and
was a long ways from being stopped. Also, he wanted that Keno mill.

One morning he started out with some paper and a pencil. He went first to Dan Van Brimmer, a big stockman, and also owner of an irrigation project. The chief difference between Van Brimmer and the other residents of the district was that Van Brimmer was known always to have some cash on hand.

Adams secured Dan Van Brimmer's signature for a $300 subscription toward build-
ing a flour mill. Everyone was willing that Martin, the Klamath Falls miller, be shown a few things.

Dan Van Brimmer’s name at the top of the list was magic. Five additional signatures for $300 were secured. These heavy subscribers were Adams, Merrill, W. C. “Ban” Crawford, Clint Van Brimmer and Henry Anderson. The figure was based on what it would cost them in time and money to haul their wheat to town. There were many contributors for smaller sums.

Adams did a lot of hard riding that day. “What does it cost you to haul your wheat to town?” he would ask, hailing a farmer. The reply, whatever it might be, brought one quick-fire rejoinder.

“Put your name down for that much and we’ll build a mill right here.” On Adams would hurry to the next man.

“I got $3,500 signed up that first day,” he related, adding: “There was not a cent of it any good except Dan Van Brimmer’s first $300. But we had to have a mill.”

Adams was no flour mill man. He and everyone else knew it. So to lend atmosphere to his enterprise and perhaps to assure himself, as well as his friends, that he really meant business, Adams got Woodard to come down to his place to live. Adams let Woodard ride around with him, but he wouldn’t let the miller have a word to say. Too much conversation would have ruined things. Woodard was satisfied with promises of a job as miller. And all Adams wanted was to have a dusty miller about.

Men and teams were sent out into the hills to bring in rocks and timbers for a mill foundation. The site chosen by Adams and his mill-building associates was located where the government dam now stands, near the old stone bridge. Apparently all was going well with the actual work of construction.

Soon, however, his associates began to come to Adams with expressions of doubt as to the success of their enterprise. There were hints that Martin might build for them if they didn’t go ahead.

“Can’t stop now,” was Adams’ reply. He was laughing up his sleeve. “If we stop now we’ll only lose out,” he warned them.

Further pressure was brought to bear to make Adams consent to abandon the plan. Teams continued to haul timbers. Even Merrill came to Adams and endeavored to win him to the idea that the farmers had better let Martin build the flour mill.

Merrill and Martin had gotten their heads together. Merrill was to give Martin seven acres of the 160 acre tract he had obligated himself to buy from Adams, if Martin would build a mill there. Continued opposition to the Adams mill arose among the farmers.

Eventually Martin promised to build the mill for them without it costing them a cent. He promised to give them a particularly generous share of the flour and bran. It was a very attractive offer. The farmers were ready to fight, and all of them wished they had not signed with Adams.

A mass meeting was called, and the plans for the two mills argued back and forth. Adams held his own fairly well in the arguments, but when it came to a vote that was another story.

All those in favor of the Martin-Merrill plan were to take their places on one side of the room, and those in favor of building their own mill—the Adams plan—were to take the other side.

There was a shuffling of many boots and Adams found himself standing at one wall with his neighbors glaring at him from across the room. The ridiculous situation struck them all, and they yelled in glee. In order to conclude the matter unanimously they tried to drag Adams over forcibly, but he stood his ground.

Be it known that Woodard, the miller, did stick by Adams. There was nothing else for him to do.

“Then I made a mistake,” admitted Adams in relating the story.

It seemed the dogged faithfulness of Woodard, out of all the crowd, touched a weak spot.

“We have obligated ourselves, gentlemen,” he told them. “Whatever we do about the mill we owe Woodard here for his time.”
Altogether the bills incurred amounted to about $50 for the $300 signers, and less for the little fellows. Everyone agreed to defray their proportion of the indebtedness. "You know, it was downright foolishness of me to have mentioned that we owed Woodard any money," reminisced Adams. "He wouldn't have thought of it himself. "I had been feeding him and keeping him around and hadn't charged him a cent, and besides I had gotten some money for him. Woodard sent me a bill for the matter."

Martin built the mill as he had agreed, and it almost broke him. The farmers took their share of the flour and cut the mill price. The mill couldn't get rid of its share until the farmers were out of flour.

(Part of the remainder of the article has become torn and lost. Editor.) the mill stands there today still in use as a feed mill. it has been builded the . . . f Merrill, . . . see, drawled Adams, . . . g. "Martin was building . . . on the 160 acres I sold to . . . I wanted Martin to build . . . worse than any of them . . . matter fact it was still . . . and. I would have been . . . not to have wanted a mill . . . I knew Merrill wasn't go- . . . leave after I had gotten . . . mill built."

ELKANAH WHITNEY,
A Pioneer in Klamath County . . .

By MARTHA ANN (WHITNEY) BRANDON, 1965

Elkanah Whitney homesteaded on Lost River, one mile from the mouth of the river which ran into Tule Lake. He built his log cabin during the summer of 1871 on his homestead. (The History of Central Oregon, page 1041, agrees that the Whitney family came to the Klamath country in 1871, but states that they settled in Linkville, living there for two years before settling in the Lost River country. The hill north of Main and west of Ninth Streets in Klamath Falls was called Mr. Whitney by the old timers. If Whitney built a cabin in 1871, one wonders why historians of the Modoc War have never mentioned its existence. But, for that matter, why hasn't mention also been made of Monroe's cabin on the opposite or south side of Lost River? . . . Editor). He went to Lakeview to file his homestead which was located on Lost River near the natural bridge which was at the southwest corner of the 160 acres. (Lake County was created October 24, 1874, with Linkville as county seat. Lakeview did not become the county seat until January 7, 1876. Whitney probably proved up on his homestead at Lakeview. . . Editor). Lost River meandered east along the south border of the 160 acres. The shipping station of Malone is on the northwest corner of the 160 acres. From there, due south to the river is the western line of the 160 acres.

Elkanah Whitney went back to Cottage Grove and spent the winter at home, near his parents, the William Whitemyers and Daniel Whites, parents of his wife, Mary A., who crossed the plains in covered wagons in the early 1850's.

Early in the spring of 1872, they packed into their covered wagon and started for the Klamath country. The Whitemyers at that time had three boys, and were expecting another child. This child was born at the Hot Spring in Linkville where they camped. An Indian woman took care of the mamma and the baby at that time. The baby girl was my oldest sister, Caroline, who was born July 18, 1872. She was the first white child born in that area.

I must tell you about the first school building in the Tule Lake, Oregon area. It was on the northwest corner of my father's homestead, the Malone Station. It was a log school house, built by the fathers of that valley. These fathers were Dan
Colwell, Tom Weedon, Edwin Elvey, and my father, Elkanah Whitney. I spent my first three years at this school, from 1886 to 1890.

My first school teacher was Martha Cardwell, of Sams Valley, who had been educated in the Academy in Jacksonville, Oregon. Martha was J. Frank Adam’s second wife.

The first winter the Whitneys spent on their homestead, was 1872 to 1873, the time of the Modoc Indian War. They were warned by an Indian on horseback to stay inside and make no smoke or noise of any kind that might have shown that someone was there. The Indian woman was a friend of the family. All the Indians were.

The Van Brimmers, whose block house was on Willow Creek, Siskiyou County, were neighbors of the Whitneys. Dan Van Brimmer’s homestead was across Lost River at the ford, or natural bridge from my father’s homestead. Clint Van Brimmer’s homestead joined Dan’s place west on the river, and Ben Van Brimmer lived in Linkville.

It was at this time, 1872, that Mr. Boddy, and Mr. Schirra were killed by the Indians. They lived in the area of Malin, and had gone to the woods for winter wood with the running gear of their wagon. When night came, the horses came back with the bodies of the two men, Mr. Boddy, and Mr. Schirra tied to the running gear. They had been scalped. They are buried in the Jacksonville Cemetery. Later Mrs. Schirra, Kate, married Rube Hatton of Linkville, and had three children, Chester, Louise, and Ruby. (Before marrying Hatton, Mrs. Schirra had married George Nurse, May 12, 1875, and was divorced March 28, 1877—Editor). Mrs. Boddy married Mike Hartery and is buried in Jacksonville also. Mr. Hartery went to Hayward, California and is buried there.

My husband was Frank S. Brandon. He was a miller and learned his trade from Mr. Tom Martin in the Ashland and Eagle Point mills. Mr. Martin and he built the flour mill at Merrills.

As Told to Me by John Colwell . . .

April 12, 1953 — Recorded by DEVERE HELFRICH

John Colwell was contacted at Merrill and readily agreed to take a trip, pointing out his old home and various other early day historical sites.

We went east from Merrill along the Malin Highway and turned south along the Lava Bed Road. At a point one-fourth mile south of the highway, Mr. Colwell pointed to a spot on the east side of the road where a cross fence runs east and west.

"The first school sat right there, it was a log school house and the settlers built it. The Stukels, Colwells and any other settler’s kids in the neighborhood went there. It was my first school. I started there as soon as it was built, the first year. I must have been seven or eight years old. We lived in the old log cabin then. There was never any post office at the cross roads. The first
Whitney’s post about father’s age, had an old ford, where Ivan Kandra lives now. Horse corrals and all, right there where the building sets now. (Northwest of the D. A. R. marker at the Stone Bridge—Editor.)

“Whitney had a toll bridge there once, right where the present bridge is, until it was washed out by high water. I remember it floating down Lost River. Wheaton had a bridge about a mile west of here toward Merrill.

“After the Modoc War, my father and Bybee took up homesteads and father built near Captain Jack’s old camp. He hauled lumber from Spencer Creek. Jack’s camp was about fifty feet to the left of that white house.” (Fifty feet northeast of the Eagle house, one-fourth mile below the Stone Bridge, on the south side of Lost River—Editor.)

We returned to the highway and traveled east to the Malin-Tule Lake junction about one-half mile.

“When my father came to this country before the Modoc War, he leased a lot of swamp land all along here from the owners in Jacksonville. He had a partner, William S. “Dad” Bybee. Father built a log cabin right where the canal runs, at the end of the lane on the east side, right there by that fartherest poplar tree to the right.

“After Bybee and my father dissolved partnership, we took the land on the south side of Lost River, and Bybee took the land on the north side, where I was born in the old log cabin.

“When Captain Jackson went to Jack’s camp and the war started, the Indians on the same side as father’s cabin, started across to help, but the settlers at the cabin didn’t let them. I don’t remember ever seeing any bullet holes in the old cabin. The Indians all disappeared into the tules and made their way down the lake to the lava beds, but that night some of them sneaked back and burned a small stack of grass hay my father had on the other side of the river.

“Of course I never saw any of this as I wasn’t born until October 11, 1873, so I only remember what my father told me. Dennis Crawley had a place across Lost River and about a quarter of a mile downstream from our cabin. I remember hearing about Charlie Monroe, his place was near the ford across the river, about a quarter of a mile from it.”

We next turned into the Malin road, passed the later day Adams ranch home and continued on past Adams Point. Mr. Colwell continued:

“In high water times the lake used to come clear up to the point, sometimes it covered the road and we had to circle up into the sage and rocks to get around it. Father built a fence from the west side of Lost River to that hill over there for Jesse D. Carr. He tried to gobble up all the land around here once.

This first ranch here, past Adams Point on the right hand side is where Frank Adams first settled. He had a horse camp and buckaroos there. Boddy’s lived over there to the northeast, but the high waters drove them out and they built over there (the site of old Harterey Ranch). Mrs. Boddy married Mike Harterey. That’s Bloody Gulch back there, where Boddy was killed. (Three-fourths of a mile northwest from the Harterey ranch buildings—Editor).

Returning to Merrill, Mr. Colwell pointed to a green patch on the south slope of one of Stukel Mountain’s off-shoot ridges.

“That’s where Applegate Springs are, up there in that draw. They dried up years ago and I don’t know whether they ever came back or not. I’m getting forgetful. I would have remembered lots more if I’d set it down years ago. It’s been good to get out. I’ve had the flu and haven’t been able to get out lately.

“One of the Van Brimmers had a ranch on the south side of Lost River at the natural bridge. Bloody Point is where the old emigrant trail came over the rim back of the Meyers place. You know where the old Modoc County road came down the hill, well the old emigrant road came in right at the foot of the hill.”

14.
It is comparatively easy to look upon the records and copy from them that J. Frank Adams, with the aid of money borrowed from the Van Brimmer brothers, began one of the first farm irrigation projects started in Klamath County. On his own initiative he built a canal eighteen miles long with its head on Little Klamath, together with laterals to bring the water to and serve 10,000 acres of land on the Lost River side. He owned and operated this system until 1904, when he sold it to the government for 100,000 dollars. In 1903 he brought into Klamath County the first dredger. Later he became manager of the Lakeside Company which had as its purpose the colonization of the Malin section, a well known successful enterprise. His efforts in founding the town of Merrill are well known to the older people of that section. Those who helped him build this part of the country knew him as a devoted personal friend and a strong leader who did not know the meaning of the word quit.

It is not so simple to try and take apart the life of J. Frank Adams to see what made him tick. All kinds of legends seem to spring up about men like him and Tony Beaver and Finn McCool. It was generally claimed by local folks, and indeed, he said so himself, that he could ride any horse in the world. But I heard an old cowpuncher tell of Frank Adams riding a bad horse while rolling a cigarette with one hand. Now, as a matter of fact, Frank Adams never used tobacco in any form. Tobacco was one of his few abhorrences and he gave lickings to his sons Willie, Frankie, and Robbie for smoking or chewing. Other people said that Frank Adams was such a good man that he never smoked, drank, swore, or had any of the so-called faults of the common man. It is true that he didn't smoke or drink, but he had an array of cuss words marvelous to hear, although I might say that he used them only when necessary. His table and family house conversation was free from profanity, and his English was singularly pure for one who had had only four or five years of formal schooling. Some people said that Frank Adams died old, broke, and discouraged. But there was something in Mr. Adams' character that kept him from knowing how to be old or broke or discouraged. All he knew or could do was to go ahead, and he had to be killed to stop him. That last day he rode hard gathering his horses out on the Doublehead range, that day in September, 1929, when his horse fell with him.
On the porch of his home near Adams Point, east of Merrill. Others unidentified. —Maudie Baldwin photo

and caused his death. When he died he had in one shirt pocket a roll of about two hundred dollars in bills, and a string of safety pins which he collected and kept for dressing his little granddaughter, of whom he insisted on taking full care when he could be at home. In the other shirt pocket he had two love letters of recent date, one from a young girl in Green River, Wyoming, who had worked for him; and the other from an elderly lady in Miami, Florida, who had read about him in some account of pioneer days and “contemplated matrimony with someone like you.” Surely it can be said once and for all that Frank Adams was never old, broke, or discouraged.

But none of this explains what made this man grow so big and strong that he was the champion foot racer and wrestler of this section in early days and was said to have been wholly without fear of men, horses, or events. What was in that head that made him so sure of himself, master of all about him, and withal, so gentle and protecting to the young and weak?

It seems trite to say that Frank Adams was born on such and such a date, but he was, and it was March 3, 1855, in the settlement which is now Placerville, California, then called Hangtown. He was a weak baby, too, and couldn’t take milk from his mother, who lay there suffering badly caked breasts. Breast pumps were as scarce as doctors in that early community and the women wondered what to do. Finally one old woman thought of a bull pup she had put into a box until she could get time to take it out and drown it. She brought the pup, put him to one breast and Frank Adams to the other. The pup began to suck and so did the boy, until the mother was relieved and could go to sleep. Maybe it could be said that right then Frank Adams began taking character from his foster brother who grew along with him and became his companion, because to the last day of his life Frank Adams

16.
was as strong willed and tenacious as any bull dog.

Frank was the eldest of three sons born the Sarah Hoag Adams and George Adams. After a few years the family moved to Sacramento, where the father did some freighting, but provided very poorly for the family. Frank sold papers, ran errands, and did anything he could to bring in money. By the time he was fourteen he was driving a lumber wagon and loading green lumber, by hand, as it was done in those days, like any grown man. One day, when Frank was at work, the father hitched up his freight team, drove away to parts unknown and has never been heard of to this day. As soon as he could procure a horse and get ready, Frank started out after his father to make him come back. Unable to find him, Frank had to get a job so he could make money to send back to his mother. He went to work driving stage from Redding to Ashland by way of Yreka, and also over the Scott Valley run. His partner in this venture was the late George Chase of Yreka. Together they handled wild horses and twice drove through the show and shots of holdup men who were plentiful then and plenty bad.

After a year or so of the stage driving Frank met Charley Crowley with whom he made a partnership, and the two young fellows decided to seek their fortunes in the horse and cattle country farther north. They rode into the Butte Creek country and went to work for Docen and Fairchild breaking horses for the American soldiers to use in the Modoc War. This was sometime in 1872; Adams was then seventeen years old and Crowley sixteen. But boys were men in those days, it seems.

Mr. Crowley told me that Frank Adams was considered by his associates even then to be a mature man and commanded the respect of people wherever he went. He had a way of meeting any problem that came up, and after dealing with it without any unnecessary fuss, going on calmly to the next one. Mr. Crowley said that he and Frank were riding through deep snow in the Butte Creek country, when they came to a homesteader’s cabin where they found the family all down with the flu. One child was dead in the bed and no one had strength to move or bury him. The two cowboys hastened to build fires and get hot water and food for those living while they tried to figure out how to bury the dead boy. They took boards from the lean-to woodshed to make him a coffin. After they had him laid in it the mother wasn’t willing to have the child buried without a funeral sermon. Now it was forty miles to Yreka and through impassable drifts to the nearest preacher.

Out in the woodshed the cowboys talked. “I’ll have to preach that sermon,” said Frank.

Crowley, a devout Catholic, was used to Frank doing whatever came up to do, but this time he just knew he couldn’t do it. “Why, Frank,” he said, “you can’t preach a funeral sermon; you don’t know anything about religion.”

But Frank did preach it. He read a chapter from the family Bible, said a few words of comfort to the family, and ended with the Lord’s prayer. The woman was satisfied then and let them bury the boy.

This way of handling a situation was typical of Frank Adams. Life seemed simple to him, I believe. To him it was just one thing after another to do and he took them as they came. If a man or horse had a swelling, he whetted up his knife and opened it. If a man had a broken bone he set it; and at least once he delivered a human baby in his horse camp, to a destitute family who came along, and mother and child both did fine, without benefit of even a white rag to wrap the baby in. When there was doctoring to do and no doctor available, he just did it as he had done the preaching. He was not unmindful of book learning and bought and studied books on veterinary science. At one time in his life he needed a surveyor, when there were no surveyors in this country, so he bought himself an outfit and some books and made himself a surveyor. When he needed to write a great many letters, he bought a typewriter and a large Webster’s Diction-
Horses of J. Frank Adams at the Altamont Ranch, southeast of Klamath Falls.

J. FRANK ADAMS AND TWO OF HIS BROOD MARES
—Maude Baldwin photo

J. FRANK ADAMS’ NEWLY ARRIVED REGISTERED BULLS IN 1918
At site of the later Armory or present new location of the Klamath County Museum, Spring and Main in Klamath Falls.
ary. He wore that typewriter smooth mouthed, while at the time he died the dictionary had been reduced to shreds; its very bones were gone. Mr. Adams' style of letter writing was strong, interesting and charming. He was a public speaker of ability and spoke when the occasion demanded without previous thought or preparation. He was always gentle and complimentary to women. He admired mostly women with large families of children, long hair, and especially the ones who were real fat. He did not like to see a poor cow, a poor horse, or a skinny woman.

He studied blood lines in horses and cattle, and believed strongly in the forces of heredity in people and livestock. I believe his knowledge of that science led him to be even more indulgent with those around him. He was instrumental in importing registered Percherons from France for use in Klamath County. From California he brought thoroughbred stallions and also "California Promotion Boy," the first registered Holstein bull in southern Klamath County.

Mr. Adams' letter, enclosed, tells how he felt toward Klamath County and people better than I can. I have not told much about Mr. Adams' family, probably because he seemed to be more of a public character than a family man, although he loved the members of his family dearly. He believed in feeding his children prodigiously and letting them grow naturally for the most part. He was married in 1888 to Fanny Steele, by whom he had William Walter Adams, J. Frank Adams, Jr., and Robert Steele Adams. Fanny Adams died in 1900. In 1902, Mr. Adams married Martha Cardwell, by whom he had J. Martin Adams. His second wife died in 1917. There are at present four grandchildren, Robert Steele Adams, Sharon Lynn Adams, and Sandra Jean Adams.

The more I ponder on the events of the life of Frank Adams and on his words both written and remembered, the more it seems as if his family were a sort of sideline. After he got the corrals built, he said he thought he ought to build a house, so he did. After that he said he thought he ought to have a family, so he courted and won Miss Fanny Steele.

Strong forces went to make this man. First he must have had something to start with out of those dim realms of heredity. Add to that the urge of poverty and responsibility from earliest years, the hard pioneer times which made for the survival of the fittest, and we have J. Frank Adams. He was a stout fellow, he did a powerful
Dear Editor—Having noticed that a good many of our neighbors have written to you telling why they came to Klamath County, I thought perhaps you would like to hear from me.

I did not come to Klamath County; it came to me, as I was here first. In fact, I was here before Klamath was cut off from Lake County and even before that, as I was here before Lake County was cut off from Jackson County, and some before that, as I was a cowboy for seven years before I settled where I am now in Klamath. We did not think much about counties then, as all we were looking for was plenty of grass, and it was sure here in those days. After riding, as I have stated, on this range for so long, I made up my mind that I would try for a stake, so I took two hundred mares on shares. After getting the mares I had to have corrals, so I thought I had better take up a piece of land so I could build on my own land. I did not want the land, as I did not consider that worth anything, except to have a place to build my corrals on and call my home. Later I changed my opinion, and I took up every claim that I was entitled to, and to tell you the truth, I would be ashamed to tell you how much land that was; but it was all due, so I took what was coming to me, and I have never been sorry of it, as it was one of the means that finally made me the stake that I started out to make out of the horses. I still have a good deal of land left, and some horses, and while it has taken me a long time to get what I have, I am not sorry that I am in Klamath. I expect to stay here, as it looks much better to me now than when I first came here, and I am really proud of the country. I believe it has a great future.

When we first came here we used to haul all of our supplies from Shasta Valley, over in Siskiyou County, California. We did not think we could raise anything here then, but horses and cattle. I even hauled my potatoes and hogs, and today I do not think there is a place on the coast, and few places in the world, where they can beat us for potatoes. I have raised 480 bushels of potatoes to the acre on my place. I know this, as I measured the ground and stood by while they dug and weighed them. And hogs do as well here as any place in the world, and I think they can be raised as cheaply. We do not know what it is to have a sick hog, and other stock does quite as well. Of course we do not have the open range we used to have, but it is still pretty good, which is free range. And everything points for us to raise more feed here than we have ever had. All it needs is for us to sub-divide, and have more people to do the work and share in the profits. From the way they have been coming in for the past five years we will surely have them.

Sometimes I think it is not the best for me, as the more farms that open the less room I have for my stock. And then I look around and see the many happy homes that have been built here since I came, and the good schools that we have, and decide that it pays me well to give up the free grass. I welcome all who come and, when they get too thick for me, I will turn my stock over to my boys, and turn them out where there is more free grass; but as for me, why, I want to stay, as I am not done. I still want to build up our country, and I am a good worker. I think my past record will bear me out in this statement.

Now since we have the government behind us with the money and the ability to bring out the possibilities of irrigation to the fullest extent, why should I think of going away from here? I do not think of it for a moment. I do not hesitate to recommend it to those who are looking for a place to make a home and, while land is much higher now than when I first came here, it is much easier to make a start, as the heavy part of the work is well under way, and for a man having a family it is much better to pay the price that land can be bought for here than it was to have it given to them under the conditions that
prevailed when I first settled here.

On the bed of Tulelake there are 30,000 acres of as good homestead land as has ever been taken. This land coming up out of the lake bed will be good land when under cultivation and irrigation. From what I know of it, I do not think there will be a rock on the tract or a single acre of it that will not be as good as any now in cultivation in the county. The draining of the lake will not be tomorrow, but it is sure to come, and this is one of the future prospects of this country that does not want to be overlooked by the party who is looking for a future home.

Hoping that this will not take up too much of your valuable space, I am yours very truly,

J. Frank Adams

THE ADAMS DREDGE AT WORK ON THE LOST RIVER SLOUGH
Note the three barges being towed, wood, cook-house and bunk-house.

The Adams Dredge . . .

By DEVERE HELFRICH

As we have seen, irrigation along the lower Lost River Valley commenced in 1882. At that time the Van Brimmer Brothers began construction of a canal from White Lake to their lands lying south of Lost River opposite the present town of Merrill. Their ditch was not completed until 1886.

During this latter year, 1886, J. Frank Adams began the construction of his own irrigation system, the "Adams Ditch." This canal branched from the Van Brimmer ditch about a mile southwest of Merrill, continued northward about two miles and crossed Lost River in a wood flume eight feet wide with a capacity of twenty second feet. This enterprise was incorporated that same year with a capitalization of $9,000 and 4,500 shares of stock. Adams had made an agreement with the Van Brimmer
Brothers to furnish 5,000 inches of water through their system, to the west bank of Lost River. After crossing Lost River the canal ran eastward some six miles to Adams Point, and watered lands on the north side of Lost River.

Then in 1888, White Lake became so low because of an unusually dry winter and the heavy use by the two then existing irrigation systems, that the two canals were left "high and dry."

 Casting about for some means to supplement or increase the water supply, Adams hit upon the idea of cutting a channel through the tule beds from Lower Klamath Lake to White Lake by means of hay knives. This must have happened sometime around 1889 or 1890. A certain amount of additional water undoubtedly was secured, but how much and exactly when is unknown. However, it seems to have sufficed for the next ten years, or until about 1900.

By that time irrigation in the Klamath country had evidently proven it's worth to the extent that more water and better service became the main topic of basin farmers.

The Klamath Falls Republican of February 20, 1902 states: "Irrigation from Klamath Falls to Tule Lake. The enterprise is inaugurated by the Tule Lake ranchers, and N. S. Merrill, W. P. Whitney and William Ball of that precinct were here yesterday to prepare articles of incorpora tion, a copy of which was duly filed with the County Clerk. Capital Stock is $150,000 ... The plan is to tap the main body of Upper Klamath Lake and make a canal that will furnish enough water to irrigate 40,000 acres of land. This will require cutting through the hill northeast of Klamath Falls and among other work, making a half-mile tunnel. It is thought it will take a year to complete the canal ..."

According to the Republican of May 1, 1902, the new company, with a filing of 30,000 inches on Upper Klamath Lake waters, was called The Merrill Mutual Canal Company. Its board of directors included N. S. Merrill, President; Fred Mel­hase, Vice-President; E. S. Phillips, Secre­

tary; S. T. Summers, Treasurer; W. P. Whitney, F. L. Pope and Thomas Martin. After Organizing, they adjourned until May 9th, at which time they were to meet at Klamath Falls to inspect the point of diversion, route, etc., of the proposed canal.

By September 28, 1902, the Republican wrote: "We do not hear, of late, any fur­ther news in relation to the Merrill Mutual Canal Company."

However, all this activity, new settlers and a growing need to protect his own inter­ests, The Little Klamath Ditch Company, must have literally "smoked out" Adams. Further, Adams undoubtedly was thoroughly familiar with all the possibilities pertaining to irrigation in the Lower Lost River and Tule Lake vicinities. The next step, therefore was to further supplement his existing water supply.

To do this he again turned to Lower Klamath Lake and the tule cut. First, he evidently thought of hiring a channel dug by the McArthur Bros. of Fall River Valley, in northern California. However, this was soon abandoned and the following agreement entered into:

"Fall River Mills, Cal., Dec. 27th, 1902. This agreement made between A. McArthur and J. Frank Adams, Witnesseth that A. McArthur has agreed to sell and J. Frank Adams has agreed to buy a One Half interest in the dredging machinery and black­smith tools with it (which McArthur is now using in Fall River Valley, Shasta Co. Calif. and which were inspected by Adams a few months ago) for the sum of Twenty Five Hundred Dollars and the further con­sideration that said J. Frank Adams shall at his own cost remove said machinery and tools from the present barge in Fall River Valley to Lower Klamath Lake in Oregon and properly place it on a similar barge which he shall construct at his own cost and shall give McArthur free of all cost a one half interest in said barge and also in a cook house which he shall build. Said above mentioned $2,500 to be paid accord­ing to the terms of two promissory notes, one for $2,000 payable May 1st, 1903 at
which time the said machinery is to be delivered and the one for $500 to be paid upon the completion of a canal by J. Frank Adams with said dredge thirty feet wide, four feet deep and about three and one half miles long running from Lower Klamath Lake to the upper headgate of the Little Klamath ditch. It is further agreed that said ditch shall be constructed by Adams at his own expense, within a reasonable time after May 1st, 1903, and that Adams shall have the free use of the dredger while cutting it and after its completion McArthur shall own free of all cost a one half interest in the barge, machinery, tools, cook house, etc., connected with the dredger. McArthur agrees to board Adams' men free of charge while they are getting the machinery off the present barge and also to feed his teams during that time free of charge and to deliver said machinery in as good working order as it was when inspected by Adams some months ago, reasonable wear excepted. It is further agreed that McArthur has the right to use said machinery and tools free of charge until May 1st, 1903, and that in case said machinery and tools should be destroyed by fire or otherwise prior to May 1st, 1903 the above mentioned . . . (The balance of this legal gobble-de-gook left out. The following paragraph was written on the back of the agreement . . . Editor)

"In consideration of one dollar I hereby transfer to Alex Martin, Jr., all my interest in the within agreement and the property described therein this January 25th, 1904.

G. McArthur."

(All previous writers have recorded that Adams paid $5,000. If so, he must not have paid the second $2,500 until after January 25th, 1904 and then to Alex Martin, Jr. . . . Editor)

J. Frank Adams sent a letter to the Republican which was printed February 5, 1903, in which he discussed his irrigation project. "I send you a picture of my flume across Lost River. It is 540 feet long, 32 feet wide and 3 feet deep, on a grade of seven-tenths of a foot to the mile. The
water divides at the east end of the flume and drops into our old flume about 2,500 inches of water. The old flume is to the left.” He further explained they expected to irrigate a total of 7,000 acres from the new flume, but were only irrigating 2,000 acres at the time, plus 3,000 acres from the old flume. He stated they received their water from Little Klamath Lake through a cut in the divide between White Lake and Lost River Valley, and that the cut, a mile in length, was 18 feet deep in one place. He further contemplated immediate improvements to cost $9,000 (These were to include a four mile cut through the tules of Lower Klamath Lake and the extension of the main canal some 15 miles). In all there were between 40 and 50,000 acres that could be irrigated in the country.

By February 19, 1903 (Republican), McArthur arrived at Merrill to look over the proposed dredging project and to close all contracts with Adams.

Then on April 2, 1903 (Republican), it was reported that Adams had gone after the dredge. This event in itself was an epic, and in part is recorded here from notes made by Mrs. Bob (Evea) Adams many years ago.

The crew consisted of Mr. Adams, his three boys, Will, Frank and Bob, Denny the cook, a former chore boy, and twenty men. Most of the names of these men are here listed: Lee Doten, Geo. Manning, Ray Hosley, Jim Hull, Homer Roberts, Tommy Roberts, Elmer Hoyt, Tom McDeown, Jim Flemings, Geo. Johnson, Glen McCormick, Jerry Martin, Mark Finney, Frank Galbreath, Claude McCall, Wampler, Smith and Tennessee. On the return trip, the engineer, Lou Fairbanks and Albert Meyers were also members of the crew.

The outfit consisted of 106 horses and 24 or 25 wagons. Of these wagons, there was a two-horse cook wagon; two six-horse wagons, driven by Hull and Manning, one to haul the boiler and one the crane; a light Studebaker wagon with four buggy horses, driven by Adams; and the others mostly single wagons with four-horse teams averaging two tons to the four-horse load.

The three boys rode horseback, Will carrying messages from his father to the rest of the train, while Frank and Bob drove loose stock. George Manning drove the lead wagon.

Before starting, a hay baler from Montague had been brought in and a sufficient supply of baled hay was taken along for the round trip. Grain was also taken along. As they traveled to Fall River Valley, they left hay and grain at the various stopping places to be used on the return.

The first night’s stop was Carr’s Pitchfork ranch, the second, Dry Lake, the third, Stobies at Happy Camp or Mud Lake, the fourth, Lookout, the fifth, an old barn, west of what is now Nubieber and the sixth, near Pittville at the McArthur ranch.

They were in Fall River Valley about one week, it taking two days alone to load the dredger, not figuring dismantling time. After this all the crew was taken in a four-horse wagon to Fall City where most imbibed too freely and had to be hauled back to camp like cordwood. On the return, while at Mud Lake, the entire crew with the exception of Bob Adams, got sick from eating sour beans. He was out hunting stray horses. Other happenings on the return were, the man driving the wagon with the crane got stuck on a juniper, one fine mare died from eating too much grain at Mud Lake, and Homer Roberts slipped off the grade at Sardine Flats (on Lower Klamath Lake) with his wagon.

The Republican of June 18, 1903, reports that “The big boat, 68 feet long by 28 feet wide, which J. Frank Adams has been having built at Keno, was completed Sunday. Mr. Adams with his crew of 25 men, 25 wagons and over 100 horses, arrived from Fall City, Cal., with the huge dredger and machinery and commenced loading them onto the boat the first of the week. The dredger and machinery which cost about $10,000, weighs 100,000 pounds and will take twenty men three weeks to load onto the boat. The dredger will be used in the construction of a canal from the Lower Klamath Lake to the head of the Little Klamath Ditch. The cut will be
thirty feet wide, four feet deep, four miles long and the cost is estimated at $9,000."

Although it is thus shown that the barge itself was built at Keno, the place of assembling the dredging machinery on the barge is somewhat clouded. This newspaper article indicates that Keno was the location, but a number of old timers, most now deceased, all claim the installation to have occurred on Lower Klamath Lake. That means the barge was towed to either Chalk Bank Landing or Mosquito Point, both on the open water of Little or Lower Klamath Lake, where the machinery was assembled. The editor leans to the latter location, due to the statement that "Homer Roberts slipped off the grade at Sardine Flats," which lies about halfway between the two landings. Edea Adams' notes told to her by some member of the Adams family, probably J. Frank himself, states that the barge and machinery was assembled on Lower Klamath Lake.

A chronological history of the activities of the Adams dredge as reported in the Klamath Republican follows: July 2, 1903: "The machinery for the dredging is now being adjusted to the boat built for the purpose, and will be ready for work early in July."

July 30, 1903: "J. F. Adams, one of the leading members of the Little Klamath Ditch Co., was in town Monday. He reports that the company's dredge is now making progress in cutting a canal from Little Klamath Lake to White Lake, the source of supply for the irrigation ditch. The dredging is necessarily slow work and it will take some time to complete the distance of four miles."

"When this canal is completed, Mr. Adams proposes to use the dredge to reclaim a tract of 2,500 acres of swamp land near the Lower Klamath Lake. This will be done as an experiment to demonstrate the possibility of covering the vast amount of swamp land into good ranches and feeding grounds. There are some forty or fifty thousand acres of land in the southern part of this county that is practically worthless at the present time."

November 20, 1903: "Adams dredge coming through the tule cut."

January 7, 1904: "J. F. Adams was in the city the first of the week attending the annual meeting of the Little Klamath Ditch Co. This company has done an immense amount of improvement to their ditch during the past year. Besides the dredge work from the Little Klamath Lake to the head of their ditch, which ensures them of a perpetual supply of water, they are now at work on the extension of the ditch into California. This will be continued to nearly fifteen miles so as to take in the big Carr ranch. The ditch will irrigate in all about 10,000 acres."

September 8, 1904: "The big steam dredge was brought up from the Lower Lake yesterday and began work this morning on the Moore property on the West side. Mr. R. S. Moore says that he will have a dyke built along the river front and will also dig a canal about 20 feet wide to run his logs in for the new saw mill."

October 13, 1904: "Dredge began Friday on water front parallel to Klamath Street from Payne to Center. The dredge is now cutting a thirty foot channel from the outer edge of the dyke to Klamath Avenue. $5.00 an hour or $50.00 per day is the cost to Major Worden. Property affected belongs to Worden, Bishop, Janssen, Houston, Goeller and Pierce."

November 4, 1904: "The Moore dyke will be three-fourths mile long. The General Canby will barge loads of wood for the dredge."

Sometime in late 1904 or early 1905 negotiations between the U. S. Government and J. Frank Adams for the purchase of the Little Klamath Ditch by the former, were commenced and eventually carried to completion at a sales price of $100,000.

April 27, 1905: "J. F. Adams, who is in town this week states that he is going to send his big dredge to Laird's Landing, on the Lower Lake to do some work there. He has been engaged to do some dredging so that a dock and wharf can be built."

September 7, 1905: "Considerable feel-
ing has been aroused among the residents of Klamath Falls over the condition of the waterfront at the west end of Klamath Avenue. The dyke that was thrown up last fall by the property owners shuts out all the drainage to the lake and has formed a bog hole which is very favorable to the breeding of typhoid germs.

Activities of the Adams dredge from April 27, 1905 to March 14, 1907, are unrecorded in the old newspaper files, due largely to the absence of newspaper files from April 1st, to October 31, 1906. (Microfilm copies of the missing papers have been located at the University of Oregon, so we hope someday to complete our story...Editor.) However we do know that considerable time must have been consumed in dredging out the channel to Laird’s Landing since the Steamer Klamath did not commence using the channel until about the middle of October, 1905. Probably most of the remaining time was spent in throwing up the railroad bed across the Lake Ewauna Marsh, south from the neighborhood of South Sixth Street. This distance was nearly one and one-half miles. Although we do not know exactly when this project was commenced, it was a major operation and must have consumed the better part of a year or even more.

March 14, 1907: "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 future operations.... The Adams dredge will finish its present contract in fifteen days and will then move south."

August 1, 1907: "... It (the dirt) 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 dredge finished its work. . . ."

October 10, 1907. "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 Kesterson sawmill), then to Teter’s Landing to do some work for Ackley Bros."

March 26, 1908: "The second dredge to be used on the railroad fill is now at Bray. It will be shipped to Teter’s Landing and put in shape to work.

"The Adams dredge is now at work on the dyke for the experimental farm (near present day Ady siding...Editor). Adams is having a scow built on the Upper Lake and as soon as work on the experimental farm is finished, will have the machinery moved to it. It will take about a month to build the experimental farm dykes. When moved to the Upper Lake the dredger will first be employed at the mouth of Wood River, where it will do some work for Parker and Taylor (proprietors of the Steamer Mazama...Editor) on the channel, and will then move to the Weed ranch for at least two years work."

June 18, 1908: ". . . Adams dredge still at the experimental farm."

October 8, 1908: "Now only two dredges working on the marsh, the Adams dredge having been taken off a few days since. This work has been in progress nearly 1½ years, but will be finished in 30 days.

"Adams dredge was brought to town Monday . . . to be taken to the Upper Lake.

"J. Frank Adams presented a proposition to the Council. He wished to reach solid ground with his dredge so that he could take it apart and move the machinery to the Upper Lake. He agreed to throw up an embankment through the marsh, along Oak Street to Fourth Street. In return he wished the use of the embankment on which to pile wood."

November 19, 1908: "The Long Lake Lumber Co. have secured a mill site on the Upper Lake, 500 feet on the lake and 500 feet on the canal to be dredged by C. E. Worden who has 1600 feet of water front and has arranged with J. F. Adams to dredge a channel from the lake shore to high
ground. He will then have a double water front, and the canal bank will be used for railroad tracks."

After moving to the Upper Lake nothing more has been found on the Adams dredge until May 24, 1911: "Adams dredge working on Senator Weed's property on the Upper Lake, breaks a shaft.

"A couple of days ago a shaft was broken on the dredge, and in the absence of Mr. Adams a new one was ordered be freight from San Francisco, but this morning Mr. Adams ordered the necessary piece, weighing about 300 pounds, by telegraph, to come by express, and in a couple of days the piece will be here and work will be resumed."

The Adams dredge continued on the Upper Lake for many years. One of its dyking projects was on the Hanks Marsh during the 1919-1922 period.

A newspaper clipping, probably from the Klamath News of April 18, 1926 relates: "Washington, April 16... (United News) Senator McNary has received from Secretary Work of the Interior Department an unfavorable report on a bill proposing to pay J. Frank Adams $30,000 as reimbursement for the construction of dykes at Hanks Marsh on Upper Klamath Lake in connection with the Klamath reclamation project.

"Five hundred acres of government land was included in a dyking project some years ago, and in 1919 the government accepted the bid of Adams for reclaiming this land. He was to be paid by proceeds of leases. The American Legion post at Klamath Falls entered protest and after much discussion the Interior Department decided that it had no authority to make the contract.

"Adams went ahead with the dyking project, some of his expenditures being on government land. He claimed he spent $24,956 on it in 1922. It is stated, an investigation is being made in that year. The report held that the dykes were not up to government standard and only about half the necessary work done to make the reclamation of this marsh land permanent.

"Since the time of Adams' activity on the Hanks Marsh a good share of the dykes have been leveled from action of the elements and the marsh land has gone back to practically its original state, it is claimed."

Related by Lester "Sharkey" Hutchinson during the winter of 1969: "The boom of the old Adams' dredge was about 36 feet long and came up from the center, so it was to short to dyke with. That is why it didn't do a good job along the Hanks Marsh. Copco bought the old dredge in 1924 from Adams. They dismantled it in 1938 or 1939, along the waterfront near the Marina. Smith was a fireman on it at one time, and so was Zibenden who lives at Diamond Lake Junction. Copco worked out the channel to Pelican Bay mill and along the waterfront. It was taken to Rocky Point and worked on Recreation Creek at one time. When in open water it was chained to two scows, one on either side to keep it from tipping over. It almost sunk in Recreation Creek at one time."

The first house to be built in the Lower Lost River Valley was probably the Dennis Crawley log cabin. It was situated on the north bank of Lost River, slightly east of south from the Malin junction, which branches from Highway #39, between Merrill and Tule Lake. It stood just east of the center of Section 8, Township 41 South, Range 11 East. The cabin was in existence for sure, by September 14, 1872, when Major John Green, on his way from Fort Klamath to Forts Bidwell and Warner, camped nearby and drew its location on his diary map. He recorded in part, "... A number of settlers in this vicinity. Indians and settlers visited camp."

Major Green traveled to the east the following day, and his diary map for Sep-
Now the residence of the Robert Petriks.

September 15, 1872 shows the Miller building at a site later to become the Jesse D. Carr ranch location.

Wm. S. "Dad" Bybee later acquired the Crawley holdings and it was there the Dan Colwell family, who came in 1872 as partners of Bybee, first lived. Later (1883) they moved across Lost River to build where Captain Jack's camp was located prior to the Modoc War of 1872-73. J. Frank Adams later owned the Crawley tract, and the old cabin was still standing in the mid-twenties.

Tule Lake was the first post office to be established in the Lower Lost River and Tule Lake Valleys. It was located at the Elkanah Whitney ranch home on the north side of Lost River, a little over one-fourth of a mile down stream from the famous old Stone Bridge emigrant crossing.

The post office was established February 8, 1875. Elkanah Whitney was the postmaster and held that position until February 7, 1889, when Welliston D. Woodcock succeeded him and the post office was moved to the latter's home exactly two miles north of the Stone Bridge, and at the location of his blacksmith shop. This site became known as Gale.

In the meantime, on June 30, 1879, a school, District #6, called "Tulie Lake," was established by T. B. Vernon, School Superintendent of Lake County, in which Klamath County was then situated.

The name Tule Lake, has been applied at three different periods of time to three different localities of the Lost River-Tule Lake country. First, "Tulie Lake," February 8, 1875 at the Elkanah Whitney home on Lost River; Second: Tule Lake, December 16, 1893 at the Carr ranch, and several other nearby locations, to finally be closed out to Malin, about 1911 or shortly thereafter; Third: Tule Lake, in northeastern Siskiyou County, California, December 31, 1931, and still in existence.

The first schoolhouse was a one room building constructed of logs hauled from the hills to the north, and erected by the donated labor of local settlers. At some later
EARLY DAY PHOTO OF MERRILL
—Maude Baldwin photo

FRONT STREET OF MERRILL
Looking east from Main. Left side; Mint Saloon, Houston Opera House, one time post office building, later the Midway Saloon, Lost River Inn and Patterson Drug. Right side: the old Merrill Bank building, still standing, white building the Anderson store and post office at one time.
—courtesy Klamath County Museum
unknown date it became known as Gale, although it is quite possible the change in names did not occur until the move was made to the site farther north. Originally it was located one-fourth of a mile south of Highway #39, on the east side of the Stone Bridge or Lava Bed road. In other words, just north of Malone siding on the present Southern Pacific Railroad. The school district was "adopted" into Klamath County, January 31, 1883 by Klamath County School Superintendent C. R. DeLap. The first officers were, Thos. H. Weedon, Clerk, and Daniel Colwell, Stephen Stukel and "Dad" Bybee, Directors.

According to the History of Central Oregon, 1905, page 877, the law in Oregon at one time required that a three month term of school be held, before a school district could be organized to secure county funds. Therefore this original "Tulie Lake" school may have opened in March or April, 1879, or even the fall before, in September, October and November, 1878.

Regarding the Gale school, the Herald & News, November 15, 1951 writes: "School lasted about three months of each year and classes were taught usually in the early fall when all hands were not needed in the fields and before snow fell.

"Children of families whose names have been indelibly linked with the development of the Klamath country sat on homemade seats and learned their 3 Rs.

"There were the Whitneys, the Colwell family, among them John, first white child born in that part of Klamath county (October 11, 1873—Editor), the Stukel quintette, three of the Martin children, the Aubrey children, the Hammonds, Tom Calmes, the Dodd family and Frank Hadley. There may have been others whose names have slipped the memories of those who recall those early days. The first teacher that can be remembered, seems to be William F. B. Chase, later commissioner of Klamath County for many years."

By 1886, a small community had sprung up at the Woodcock location, to which the post office of Tule Lake and school of Gale were moved. When the school was transferred, the exact date unknown, but probably in 1888 or 1889, the new schoolhouse was built by George Lesley, a home-steder south of Lost River, who walked to his job, swimming the river twice each day. It was erected on land donated by

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WINTER ON FRONT STREET OF MERRILL

Looking west. Left side: Ratlife Meat Market, Riverside Hotel, City Hall, __________, Anderson building, Merrill Bank building. Right side: Richelieu Hotel, Drug Store, __________, Lost River Inn, location of present post office building, __________, Houston Opera and Mint Saloon.

—courtesy Klamath County Museum

30.
Robert C. Anderson, who settled at Gale in 1887. George Offield came to Gale to teach school in 1898. A new schoolhouse was built in the fall of 1910, costing $2,500, and was financed by a bond issue. When Gale consolidated with Merrill, the land reverted to the Anderson family.

Again quoting the Herald and News, "Ella Callahan, a spinster, at one time taught all eight grades. Her students remember her as a 'modern career woman' capable of helping operate her farm, keeping house and holding down a genteel position.

"Children who lived within two miles of school walked. Those who lived several miles away rode horseback or drove a horse and buggy. The old buggy shed is better remembered than the pursuit of knowledge for it was there that confidences were whispered by giggling girls and the boys planned capers for the visits of the county school superintendent J. G. Swan.

"At that time admission to high school depended on the pupil's ability to make passing grades in tough examinations sent out from the office of the state director of public instruction, covering every subject.

"The regular instructor was not permitted to give these examinations lest her heart melt and some unworthy girl or boy be helped through the portals of higher learning. For many years Mrs. Mamie Giacomini presided over the brain-twisting sessions.

"The traditional 'last day of school' meant a picnic with baskets of food spread under the pines on a grassy flat above the Hedrick homestead. The school board headed by 'Uncle Bob Anderson' furnished ice cream, lemonade and candy for the 'crowd'."

On April 10, 1890, the name of the post office was changed to Gale, and on August 6, 1892, James O'Farrell, a former Lakeview buckaroo and storekeeper, became the new postmaster.

According to Ida Momyer Odell, when her father H. E. Momyer and his family settled nearby in 1895, the small community of Gale consisted of one store, a blacksmith shop, a schoolhouse and post office.

Mrs. Odell further states that while living at Gale, her father started a tiny store in his home. There he stocked samples of
1914, INTERIOR VIEW OF THE MINT SALOON


—courtesy Juanita Stevenson

RIVERSIDE HOTEL, ABOUT 1905


—courtesy Juanita Stevenson
calico obtained from G. W. Smith, rancher and storekeeper at Alta mont, and formerly owner of the Lakeside Inn of Linkville and first Klamath County Judge in 1884. Customers would come in, select a pattern from the samples and order yardage to be brought down by the mail carrier.

On January 7, 1896, H. E. Momyer became the postmaster of Gale, which at that time had hopes of becoming a town.

The History of Central Oregon states that "Previous to, and for some time after the founding of this town (Merrill. Editor) there was a little place called Gale, about one and three quarter miles northeast. At Gale was a post office, a store owned by James O'Farrell, a blacksmith shop conducted by Mr. Woodcock and the Pioneer hotel. With the founding of Merrill, however, Gale moved into the new town."

Meanwhile over on Lost River some two and a half miles southwesterly lay some land in which J. Frank Adams must have recognized a potential value. The following quotes from an unpublished manuscript written by Eeva Adams, states: "Main street of Merrill runs north from the Lost River bridge, this is also a section line and once divided the homesteads of Albert Whitney on the west and that of Ben Van Brimmer on the east. Albert Whitney must have sold his place or part of it to Van Brimmer because a deed on record shows Ben Van Brimmer transferring the W1/2 of the SW1/4 of Section 1, the SE1/4 of the SE1/4 of Section 2, and lots #2 and #3 of Section 12, Township 41 South, Range 10 East, 152.3 acres, on March 15, 1889, to J. Frank Adams. Ten dollars was the consideration given.

The records further show that on April 20, 1891, J. Frank Adams and Fannie E. Adams deeded to Nathan Merrill, the land in question, consideration $3,000. (This story has been told previously. Editor). On record is a note for three thousand dollars for three years at ten per cent interest from Merrill to Adams, and secured by a mortgage on the land."

"And (so) Nathan Merrill stayed (in the country). The records show that Frank Adams sold the $3,000 note of Merrill's to Lippman Sachs of San Francisco, May 18, 1892. Somehow Alex Martin, Sr., came into possession of the Merrill note, for the records show that Merrill paid in full for his place and got his note and mortgage back on April 7, 1903, from Alex Martin, Sr."

"In April, 1894, the proposed townsite of Merrill was surveyed by Antone Castel, County Surveyor, assisted by Thomas Martin, Frank Brandon and N.S. Merrill, flagman. On the 22nd day of May, 1894, N. S. Merrill and wife, Nancy J. Merrill, dedicated the streets and avenues of Merrill for the use of the public forever. (This plat was recorded May 28, 1894.) Back of these dates and facts copied from the Klamath County records, lies the story of hardship, struggle and measures of success which was the lot of the pioneers of this section."

As also previously shown, the settlers realizing the importance of a flour or grist mill in their own neighborhood, set out to force Thomas Martin, owner and operator of the flour mill in Klamath Falls, to build another mill, this time in the Merrill country. Nathan Merrill could see the place for a town to spring up would be around the new mill. So he proceeded to start it off by giving Martin the land on which to build the mill, from the tract which he had purchased from Adams.

The mill was completed in August, 1894, the first building to be erected in the town of Merrill. "Mr. Merrill and his wife sponsored a big feed and dance on the floor of the new mill. The farmers drove in for miles around to join in the fun. Thomas Martin, the owner of the mill had already built a house for his miller, Frank Brandon, who lived there with his mother, two sisters and brother, George."

Central Oregon History next states: "This was followed by the store of James O'Farrell (moved from Gale and placed where the Safeway Store is now. Later Raisch Smith operated this store), the blacksmith shop of James Stobie (where
PARADE WEST ON FRONT AT MAIN DURING THE TEENS

Left to right: Gladys Anderson, Beulah Rhodes, Minnie Stukel, Georgia Merrill, Joe Stukel.

MERRILL SCHOOL CHILDREN ON DECEMBER 9, 1903

W. H. Musselman, teacher, back row, right; Juanita Ratliffe, second from left, front row; Alla Ballis holding slate, Jack Ratliffe, third row back, extreme right.

courtesy Juanita Stevenson
John Ratliffe in front of his Meat Market

East end of Front Street, Merrill.

—courtesy Juanita Stevenson
THE PARADE STARTED AT THE OLD BRICK STORE NEAR LINK RIVER
When the Merrill High School baseball team played Klamath High in the middle-teens in Klamath Falls.

—courtesy Melvin Bowman

THE OLD MERRILL JAIL
It was housing Merrill's first and only bank robber shortly after the holdup, when this picture was taken May 7, 1969. $10,000 was the take, all recovered within the hour.

—Helen Helfrich photo
the Shell Station is now), and a number of dwelling houses.

"A schoolhouse 20 x 40 was erected in 1895. The money for this purpose was secured by subscription in Merrill and the surrounding country." George Offield, who later became mayor of Merrill for more than 25 years, taught the 1899 term. J. H. Hobbs was the principal in this two room school in 1899.

Again the Oregon law requiring a three months term of school to be held before a district could be organized to secure county funds affected the situation. This time however, a longer period of time seems to have elapsed.

While these various "Tulie Lake," Gale and Merrill school and post office locations were in their process of evolution, there were several nearby and adjoining communities experiencing a like process.

School District #17, Lone Pine, was established in 1888, to have its boundaries revised March 31, 1898. The school had several different locations. Probably #17's last revision was September 28, 1905 when District #33, White Lake City was taken from it. On March 18, 1891 School Superintendent P. L. Fountain took District #25, Spring Lake from Lone Pine.

On June 26, 1889, according to the records left by Superintendent P. L. Fountain, a petition was circulated to divide School District #22, Morton, some four or five miles north of present day Malin, from #6, Gale, but failing to complete its organization, the territory reverted back to #6. However, on June 15, 1894, #22, Morton, succeeded in being divided from #6.

In March of 1895, a post office of Colson was established at or near the southeast corner of the intersection of Highway #39 and the Spring Lake road, or as commonly known, Mac's Store. The only postmaster was Mary E. Colson and the postoffice was discontinued in December of the same year.

District #28, Merrill, was officially organized March 24, 1898 under the supervision of School Superintendent P. L. Fountain. The district much enlarged, is still in operation, and still retains the original #28 designation.

The first school building was abandoned and the "grand" two story building was put up in 1905 on the present location of the Merrill park and recreation hall (being torn down in April, 1969...Editor). Wm. F. B. Chase, Fairclo and Offield were some of the first school teachers. Later, in 1908 enough money was raised to build a one story brick school building, which by 1911, as the population increased, was completed into the old two-story brick building that burned in 1949. It housed both the grade school and high school.

Next the high school was built in 1928. The old brick structure continued to house the grade school children only. Then in 1949 the old brick building was completely destroyed by fire. Firemen from Merrill, Malin and Tule Lake fought the stubborn blaze for several hours, but to no avail. The grade school students were transferred to rooms in the high school and the new recreation building. In 1950, one of the most modern school buildings in Southern Oregon was completed to replace the burned building. By 1951, there were 341 students enrolled in both schools.

Harold Hendrickson was the principal of the high school and Harvey Denham of the grade school. Former teachers were Fred Peterson, later County School Superintendent for many years and Twyla Ferguson who served in the same capacity.

The county school unit system was organized in 1922. All high schools except Klamath Falls went into the county system in 1933.

Turning next to the postal history of Merrill, we find that a few months after becoming postmaster at Gale, H. E. Momyer petitioned to have the post office moved to Merrill, and that was done November 20, 1896. According to Evea Adams, "He brought a little building from Gale and put it where the Richfield Service Station is now (This spot in now occupied by the First National Bank...Editor), in which he ran a store and conducted the first post
WAGON HAULING THE GODDESS OF LIBERTY, MRS. BEN (MAUDE) FAUS
John Ratliffe, driving; Ira McCall, holding right lead horse; Wayne Bassett, holding left lead horse.
—courtesy Juanita Stevenson

MERRILL HARNESS SHOP
Left to right: Arthur Combs, Marion Whitlatch, owner, George Offield, Fred Stukel and Mark Howard. The horse is "Red", a famous cutting horse of the day.
—courtesy Juanita Stevenson
ONE OF THE FIRST PIANOS IN MERRILL
Belonging to Mrs. Ed Martin. Left to right: Dorothy Martin, Viva Martin, and Martin Ramsby.
—courtesy Juanita Stevenson

office. This building was later moved a short distance north and is now part of the Merrill shoe shop."

The little building, greatly remodeled and changed, still stands just north of Murphy’s Tavern back of the First National Bank on Washington Street.

Next Horatio E. Smith became the postmaster on April 7, 1899 and the post office was moved to his store on the northwest corner of Main and Front Streets.

On February 9, 1901, Samuel E. Martin became postmaster, probably at the time he bought the store from Smith and consequently the office was not moved.

On May 24, 1901 Frank S. Brandon, long-time miller at Martin Brothers flour mill, became the postmaster. The office was then moved to a building that later became the Lost River Inn, and was located where the present post office is situated (northwest corner of Front and Washington Streets—Editor). George Offield became the Assistant Postmaster, and except in name, was the acting Postmaster.

On August 25, 1903 George Wilson became postmaster, and moved the office to a building he constructed next to Stobie’s blacksmith shop (where the Shell Service Station is now located—Editor) and west of Bird McDonald’s hotel, the Lost River Inn. This location was near that of the old Houston Opera House.

Less than three years later, Robert H. “Little Henry” Anderson became the postmaster on February 17, 1906 and located the office in a building he likewise built, which was at one time occupied by Casey Burke, and was located where the Spud Cellar is now situated. Anderson had a candy and notion store besides the post office. He was married to a daughter of Charles Martin and they lived on the second floor of the building.

Elmer J. Merritt followed as postmaster on March 3, 1924 and the office continued in the same location until about 1930 when it was moved to the western portion
of what is now the Hodges Grocery on
Front Street, or that part of the building in-
to which the present double doors open.
There was a petition dividing the room at
that time.

Inez C. Given followed Merritt on May
26, 1936 the post office continuing in the
same location.

Finally Alonzo I. Hodges became the
postmaster on September 28, 1938 which
position he holds at the present time. Later,
in 1951 or 1952, the office was moved one
door west into what is now the Art Center
at 135 Front Street, and lastly the post
office was moved across the street to its
present location, in the new post office
building on the northwest corner of Front
and Washington Streets, on October 3,
1961.

Evea Adams' history continues: "Horatio
'Raisch' Smith probably handled the first
whiskey in Merrill, and sold it from his
store. Welsh was next to handle whiskey
when he got the first hotel going which
was located on Main Street one block
north of Smith's store. This was known as
the Merrill Hotel (and still stands today
—Editor).

'Dr. Demarest was the first dentist to
live in Merrill. Dr. Wing was the first
M. D. and Dr. Patterson was the next. Dr.
Demarest built the house which is known
as the Murray house now. Dr. Wing built
a house which is part of the Offield house
now.

"An early day hotel keeper was Mrs. John
Ratliffe, who leased the Welsh hotel for a
while and later operated the Riverside Hotel
for many years which she bought from
Tom Offield."

The following excerpts are from the lat-
ter part of a History of Merrill, written by
Myrene Cunningham, March 8, 1963:

"... At one time a planing mill was
located on Lost River near where the foot-
ball field is now located. Before the planing
mill was built, the Indians came to camp
and fish. They laid their catch out to dry
on the banks of the river. Merrill also
supported a sawmill at one time. This mill
was run by Rhodes and Barrows. It was
located north of town on Stukel Mountain
in a small valley.

"Livery stables were a must in every
town. People would rent a horse and buggy
for a day when they needed it rather than
keep their own. Merrill had quite a num-
ber of livery stables in its early days. One
early livery stable was located near the
present fire hall. The Martin Brothers,
Edward, John, and Charles, sons of Thomas
who built the flour mill, freighted in
from Montague. They used teams and
wagons and the trip was hard to make but
they kept a thriving business going.

"... J. Frank Adams knew that all new
towns must have a church. He gave $300
to the first Protestant Church. Nathan
Merrill gave land to the townspeople to be
used exclusively for a church. A communi-
ty hall was built instead. By agreement
that land was to go back to Nathan Merrill
or his heirs. The people wanted to keep
the community hall so they bought shares
and saved the building. The people who
ran the sawmill were Christian Scientists.
They had a small group but they didn't
stay here long. A Catholic Church was
started and now they have a sizeable group.
Other church groups came and stayed for
a while before moving on. Now there are
three churches in Merrill.

"Like any other town, Merrill has had
its share of business establishments. Most
of the early businesses were burned down
or destroyed in some way before the time
that most of Merrill's residents can remem-
ber.

"... there were several saloons. Among
them was the Clubine Saloon, the Bloom-
ingcamps Saloon and others whose names
have been forgotten.

"Merrill had several hotels in its early
days. The Richlieu Hotel was located near
where the Merrill Lumber Company now
stands. The Riverside Hotel was located on
the river where the Dairy Store is now
located. It was operated by Mrs. John
Ratliffe who bought it from Tom Offield.
This hotel also housed a saloon and a bar-
ber shop. It burned one day when an ex-
terminator was trying to rid it of animals and insects.

"In 1908 a paper was started. This weekly paper called the Merrill Record was published for many years. It, however, never had a large number of subscribers and it was finally discontinued. A coffin shop was operated for a while by a cabinet maker. He made coffins in his spare time so there would be some coffins ready for use when they were needed.

"Houston's Opera House, owned by John Houston of Klamath Falls, was the community center for many years. School programs, dances and meetings were held in the Opera House. One night after the people had arrived at their homes from a program, the alarm was spread that the Opera House was on fire. It burned to the ground and the loss was felt by all.

"Merrill was fortunate enough to have a doctor. Dr. Wing was the first. Dr. John Patterson also was a doctor in Merrill for many years. He bought the Drug Store from Henry Anderson who was operating at that time. Patterson made the Drug Store into a profitable business. The first dentist to live in Merrill was Dr. Demarest.

Every town has a high society club. In Merrill it was the Library Club. Only the wives of the towns prominent citizens belonged. The first president was Mrs. Sarah Wilson, wife of the man who ran a livery stable along the river. All the women in Merrill longed to belong to the Library Club.

"Merrill was incorporated in 1903. In 1908 the charter was renewed. The people formed a city government and elected their city officers, George Offield was mayor for twenty years.

"Merrill has experienced a great number of unsuccessful businesses. The town was well planned. It was surveyed and divided into city blocks. The streets north and south are named for Presidents. Washington, Jefferson, Monroe, Lincoln, Grant, Garfield, McKinley, Polk, and Roosevelt are some examples. Throughout the early days, Merrill experienced no real violence or bloodshed.

"We are eternally grateful to the early settlers, Merrill, Adams, Martin, and Van Brimmer for having the foresight to plan and build a town on Lost River which proved to be the heart of a prosperous farming community."

Recollections . . .

As Written by Mrs. Jim (Juanita Ratliffe) Stevenson

Uncle Clay left Missouri in the fall of 1887 and was out here about a year. They had met the Shannon Booth family. Mr. Booth had been badly crippled with rheumatism when he came to the Klamath country, but was cured and thought it was this climate that did it. Papa had had rheumatism so bad that for eight years he couldn't dress himself so Uncle Clay wrote back for him to come out here. So he did come in the fall of 1888 and even through the winter his rheumatism got so much better that by spring he could dress himself.

Papa filed on a timber culture across from the Beasley place, and then sent for Mama and Delcie who was then four years old. Mama and Delcie came to Pokegama where Dad met them with a team and wagon. This was in May, 1889. It took three days from Pokegama to the claim.

In 1889 and 1890 was the hard winter. December to April was the big snow, when it melted away Mama saw the backs of the cattle which had frozen where they stood and been covered up by the snow.

In 1890 in November, Johnny was born. When Johnny was about two months old Mama packed him and Delcie into the wagon along with the lunch and Papa drove them to Mary Colwell's birthday party. Mary was sixteen years old on this January
19, 1891. The Colwells lived at the Lost River Natural Bridge. Mrs. Weedon and other neighbors had got up the party for Mary. The Colwells had a long barn where the visitors tied up their horses.

The Whitneys were there, also Ed and Will Hart, Charley Ballis, Tom Ballis and his wife, Mr. and Mrs. Booth, Bob Anderson and his wife, Henry Anderson and wife, Jim Bevans and wife, Dan Van Brimmer, Charley Wilson, George Wilson, Billy Wilson and wife, Mr. and Mrs. Aubrey, Rose was a baby. Besides there was Ed Hayes, the fiddler, who got in Papa's wagon when they came to the Hayes place and went to the party with them.

The party lasted all night and the Colwells fixed breakfast for the whole crowd the next morning. Papa was all the morning and until two o'clock in the afternoon to get his family home. At places the snow was so deep and frozen so hard that they could cut across fields and drive right over the fence rows. Mr. Hayes rode back with them as far as his place, carrying his wages for playing at the dance, a side of bacon and some flour.

Mama said there was hardly any cash money in the country and what business there was went on by means of barter.

Most of the houses were two-room cabins with a leanto for a kitchen. They used mostly sagebrush for wood and it was a sight of dirt and ashes to clean up in the kitchen all the time.

The early people liked to get together. Sometimes they had parties at the Gale School house, which was a combination store and post office as well.

When there was a funeral they took the box off of a wagon and put boards on the running gear and the coffin on them. Mama said she could remember them driving slowly to the cemetery with Charley Shuck's father, who had been killed by a runaway team, as Charley himself was killed this very year. She told me of a woman whose baby died and they had started off to bury the baby. The woman settled down in the wagon seat and told the driver they just as well trot the horses and enjoy the ride. Everybody thought that was just terrible.

The first building in Merrill . . .

(The balance of this manuscript has been lost, but quite evidently Mrs. Evea Adams history of Merrill was based upon it. This manuscript was among the papers loaned this writer by Mrs. Adams—Editor).
Sawmills of the Merrill Vicinity . . .

Back in the pioneer times there was no sawmill near the Lower Lost River Valley or what later became the Merrill and surrounding communities.

Log cabins were erected and the little lumber that was used, was hauled from the Moore mill at Linkville, or the Spencer Creek mill west of Keno. Lumber from this latter mill may have been transported part way by boat, the old Mayflower, from Keno to White Lake.

Then in 1899, (according to the Klamath Republican of May 26, 1904), W. P. Rhoads came to Klamath County where he ran the Gowan ranch for one year. Having been a sawmill man, he recognized the demand for lumber, so he purchased a mill and some timber land on Stukel Mountain.

The Republican of February 21, 1901 states: "Wm. P. Rhoads is making preparations to establish and run a sawmill and planer on Stukel Mountain, six miles from Merrill. He expects to ship in new machinery and have a first-class mill."

The mill was to have an intended capacity of 15,000 to 25,000 feet a day. A shingle mill was also built. The haul from the mill would be easy, as it was down hill all the way. The road up was not so easy, however, as it took 16 stout horses to haul in the 7,000 pounds of machinery for the mill.

W. E. Lamm in "Lumbering in Klamath" states that the original capacity of this mill was about eight thousand feet per day. "Later the capacity of the mill was almost doubled by the addition of another boiler and another engine, water had to be hauled from a spring about a mile away. After four years operation, the mill was sold to Turner Brothers, who moved it first to the spring, and after a few seasons work at the new location, again to a site about two miles south of Olene."

J. L. Arnett seems to have secured a one-half interest in the venture with Rhoads,
whether from the beginning or not, we do not know. However, by August 20, 1903 Arnett was offering for sale his interest in a planer, edger, blacksmith shop, cook house and logging outfit, and about $8,000 worth of lumber ready for market. He seems not to have sold out until the middle of April, 1904 when Rhoads bought Arnett's one-half interest.

Then on May 11, 1905 (Republican) it was written: "A deal was closed Monday for the sale of W. P. Rhoads' sawmill and one-half section of timber land to Turner Bros., of Montesano, Washington. Consideration $8,000."

Next on June 13, 1907 (Republican) it was stated: "Mr. Rhoads is making arrangements for the installation of a planing mill at Merrill Landing (Supposedly on White Lake; Editor) and has ordered the necessary machinery for it."

September 2, 1909 (Republican): "Turner Bros., who for some time past have been operating a sawmill on the summit of Mount Stukel, will move their mill from the present location to Dixon Springs on this side of the mountain. The task of moving will be commenced some time this fall. The output of this mill heretofore has gone to Merrill and that section. This condition of affairs will, however, change when the mill is installed in its new location, and the output thereafter will come to the city (Klamath Falls; Editor). The mill has a capacity of about 20,000 feet per day. The water supply in their present location has been inadequate, and with the plentiful supply, which is to be had at Dixon Springs, a continuous operation of this plant is probable."

After Turners acquired the sawmill, they cut some trees into shingle-length sections, hauled these to Lost River somewhere above Wilson Bridge, and then floated them downstream to Merrill where a shingle mill was located.

The Republican of October 16, 1914 reported that Martin Bros. had bought the lumber yard and builders supply store at Merrill from Big Basin Lumber Co. who had established the business there sometime before.

About 1920, Alfred "Cap" Collier bought parts of the Turner mill and used them to set up a sawmill of his own in Upper Swan Lake Valley.

Merrill Newspapers...

White Lake City—boom-town of the Klamath Basin in 1905 and '06—was served by one of the most picturesque weekly newspapers in Southern Oregon, the White Lake City Times.

The newspaper was started in 1905, before the town itself, and was printed in the old Klamath Republican plant in Klamath Falls. The paper's own plant was an old ex-Army press bought in Portland, Oregon. E. B. "Bert" Hall was the owner and publisher. Vance Hutchins was the managing editor. The Times had a circulation of more than 900 but only lasted about a year. It was entered as second-class matter in the Merrill post office.

When the White Lake City bubble burst, the Times folded up too. It was sold to N. S. Merrill and moved to Merrill where it became the Merrill Weekly Record.

Vance Hutchins seems to have gone with the paper to Merrill. Various other editors succeeded him until Catherine Prehm Terry purchased the paper in 1909 for $700.

According to the Republican of January 10, 1937: "There was some doubt in the minds of persons familiar with the newspaper profession whether Mrs. Terry could make the sheet pay dividends. Her down payment was ten dollars. Within four months she had taken up the balance of the note. The payment was made despite predictions to the contrary."

"The plant was located on the present (1937; Editor) site of the Merrill Community hall."

By DEVERE HELFRICH 44.
"Mrs. Terry put on an unique stunt on July 4, 1910, and carried off first prize in the Klamath Falls Independence Day parade. She loaded her press onto a wagon drawn by a beautiful pair of matched greys owned by Guy Merrill. She entered the line of march, printed her weekly issue of the Record en route and distributed it to the throng lining Main Street."

On August 29, 1914 (Klamath Evening Herald) it was announced that Catherine Prehm had purchased the Ft. Klamath News.

Later, on November 16, 1914 (Evening Herald) it was announced that "Editor Wilson of the Ft. Klamath News has moved from the Fort to Merrill for the winter. At the later place he will issue the News at his mother’s plant."

Mrs. Terry moved the consolidated Record and News to Klamath Falls in April or May of 1915, where it became the Klamath County Record. Shortly thereafter she sold it to W. H. Mason.

After the Merrill Weekly Record was transferred to Klamath Falls, George Bradnack, with C. B. Hodgkins as associate editor, began publishing the Merrill Times on June 7, 1915.

According to the Herald of March 27, 1916, trouble of unwritten origin had some time in the past, arisen between Catherine Prehm Terry and Bradnack. It eventually led to "Miss" Prehm following Bradnack to the Jewel Cafe at the corner of Sixth and Main in Klamath Falls, where she sent for him to come outside and talk. " . . . After some altercation . . . Miss Prehm pulled off her coat, pulled a whip out from under the coat and started after Bradnack."

"Miss" Prehm was taken into custody and the next day fined $5 by police judge Leavitt.

Bradnack’s Merrill Times went out of business "after lasting hardly long enough to leave more than a trace of its existence."

In 1920 Mason changed the weekly into a daily in competition with the Klamath Herald. It then became known as the Klamath Daily Record.

The paper was reorganized on August 17, 1921 under new management and shortly thereafter reorganized again after which it entered into a scrap with E. J. Murray of the Herald.

The Klamath Daily Record "received a death sentence in the circuit court on May 18, 1922, after months of one of the most exciting and disturbing newspaper fights in southern Oregon history. Guns were drawn, threats of physical violence were muttered, arrests were made and trials held and finally the whack of the Judge’s gavel closed the pages of the Record. (Herald, January 30, 1937)."

Early in 1935 Mrs. Terry returned to Merrill from Alturas, California where she had been publishing a newspaper, and re-established the Record in the city of its birth.
Kenon in 1895

Sam Padgett rowing the boat, his future wife, daughter of Newton Pratt, one of the ladies in the boat. —courtesy Bud Padgett
"During the very early days a few fur traders penetrated the Klamath country, as they did all portions of the northwest. One of the best known of these traders who visited the Klamath country was Mart Frain. (Two other early day trappers and traders were Robert Whittle and Francis Picard who were also in the Klamath country in the 1850's... Editor)."

"As a matter of history it might prove interesting to know that Judge F. Adams (no relation of later J. Frank Adams... Editor) was the first man to introduce a band of cattle into Klamath county. He grazed 2,000 head where Keno now stands in the winter of 1856. He was undisturbed by Indians... Judge Adams stated that the winter was quite mild; the wild rye so high and plentiful that stock came out in the spring fat and ready for market. He sold 1,100 cattle at $80 a head at Yreka and the northern California mining towns.

"Another of these pioneer stockmen was Wendolen Nus, who during the winter of 1858-59 grazed a band of stock on the Klamath River where is now the ranch of O. A. Stearns a few miles southwest of Klamath Falls (About midway between Klamath Falls and Keno... Editor). Mr. Nus later went to the John Day mines but returned to the Klamath country in the 60's and became the first settler of the county.

"Under Lieutenant Piper, in 1859, a detachment of soldiers from Fort Jones penetrated the Klamath country. For a short period they camped upon the soil of the present county. Lieutenant Piper was with an expedition looking for stock that had been stolen by Indians. For a few days he camped on the (north) side of Klamath River, just below the present site of the town of Keno, at the place known in the early days as 'the cabins.' Proceeding up the river the soldiers, when they gained a point which is now O. A. Stearns' ranch, saw a band of Indians approaching them. Not knowing whether the Indians were peaceably inclined or not the soldiers hastily threw up entrenchments near the river bank, and prepared to defend themselves should an attack be meditated. A few trees were felled and around these was thrown up the earth. But the Indians proved to be peaceable. A conference took place; Lieutenant Piper was confident that the stolen stock was not in the neighborhood; the troops resumed their line of march. Wendolen Nus was in the vicinity at the time with a band of stock. Later he related the incident to early settlers. Mr. O. A. Stearns afterward took up the land, and while one day mowing a meadow found the entrenchments at the spot described by Mr. Nus.

(During the summer and fall of 1860, Lt. Lorenzo Loraine commanding a detachment of U. S. Army troops, known as Company L, 3rd Artillery, established and oc-
occupied a post on Spencer Creek, west of Keno. The post was established for the protection of emigrants and was called Camp Day. It was situated about a half-mile from the Klamath River. For further details and a picture, see Klamath Echoes No. 1, pp. 11-12. (Editor)

The honor of being the first permanent settler in Klamath County undoubtedly belongs to Wendolen Nus, who was later killed in the Modoc War. We have related the experiences of Mr. Nus during the winter of 1858-59, in the Klamath country, and of his subsequent removal to the John Day mines. In 1866 Mr. Nus returned to the Klamath basin. With him he brought a band of cattle. He located on the west side of Klamath Lake at a point about three miles north of the present town of Klamath Falls. Here he built a cabin, did some fencing and passed the winter of 1866-67. Here he built a cabin, did some fencing and passed the winter of 1866-67. That winter he furnished beef for the fort. In 1867 he took up a place on the (south) bank of Klamath River, about two miles below the present site of Klamath Falls (opposite the present Kesterson sawmill). Here he built a cabin and ran a ferry across the Klamath River.

In April, 1867, two soldiers stationed at the fort, First Sergeant O. A. Stearns and Lewellyn Colver of Company I, First Oregon Infantry, selected land in the Klamath country upon which to settle so soon as they were mustered out of the service. This occurred in July, of that year, at Jacksonville, and they at once returned to their new homes. The holdings by them selected were state lands on the (north) side of Klamath River, seven miles southwest of the present town of Klamath Falls. Messrs. Stearns and Colver formed a partnership which was maintained for several years. They built one cabin and laid the foundation for homes. Being without means they were obliged to work out a portion of each year in order to secure a "grub stake" to start them in the stock-raising business.

"O. T. Brown, who had been at the fort for some time previous, accompanied Stearns and Colver in their search for land, and about the same time located on Spencer Creek. Mrs. Brown accompanied her husband and was the first white woman to make her home in the Klamath country.

Another settler of 1867 was Dennis Crawley who settled on land on the (north) side of Klamath River near the O. A. Stearns place. H. M. Thatcher, who was a school teacher living in the settlements west of the mountains, was a partner of Mr. Crawley and came out the following year. He took land adjoining his partner. Being of small means these two men decided to economize in the matter of buildings and so only one cabin was erected, and that was on Mr. Crawley's claim. They put in a crop of grain, their intention being to supply grain for Fort Klamath. Their venture resulted in failure; their partnership was dissolved, and each member settled at different points in the county.

In 1868 Messrs. J. T. Fulkerson and Mr. Harris took up homes about ten miles southwest of Linkville where they built cabins. Mrs. Harris and Mrs. Fulkerson were also, among the first white women to locate in the county. . . . In the fall of 1868, a Mr. Miller accompanied by his three sons, John H., William and Warren settled on land on Little Klamath Lake on what is now known as the Downing ranch (southwesterly from present day Worden). Robert Whittle, who for several years previously had annually come from Yreka up to the Klamath River where Keno is now situated, to catch fish which he took back to Yreka to sell, in 1868 with his son-in-law, Francis Picard, built a cabin and the two became residents of Klamath County.

(The above mentioned fishing site is actually located about one hundred yards below the John C. Boyle dam on the Klamath River. It was on the west bank of the river in the curve which sweeps from west to south, and the falls were about twenty feet high. It was here that salmon would "stack up like cordwood" and were easily secured by those early fisherman. A new
THE SALMON FISHING FALLS OF THE KLAMATH RIVER

Below present day John C. Boyle dam, as it looks today. Devere Helfrich, editor of Klamath Echoes standing above the location in the falls where Indians and early whites speared salmon.

channel has been blasted, in which seepage and overflow waters by-pass the main fall. These dry falls are easily viewed and even the remains of someone's old fishing platform. Editor.

'The year 1868 was, also fraught with other events of importance. A sawmill was then established in the territory now embraced by Klamath County. It was located on Spencer Creek by Granville Naylor and John Hockenyoss. For ten years it continued to saw lumber for the settlers of southern Oregon and northern California. In 1871 this property was purchased by E. Spencer. This mill was quite a primitive one, but it answered well the demands of that primitive period. Nearly all the buildings in Klamath County in the earlier days were erected from lumber sawed at this mill.

'More settlers came in 1869. At the close of that year there were, possibly, 100 people living within the boundaries of the present Klamath County. . . . Jacob Thompson, Jesse D. Walker, who located on the (north) side of Klamath River near Keno; Judson Small, Dennis Small, A. F. Woodruff, Joseph Campbell, Silas Kilgore and George Thomas, all of whom located south-west of Linkville.

'It was in 1869 that the few settlers who had made homes in the Klamath country began to discuss seriously the question of a road through their particular section of the county. The road from Fort Klamath to the towns west of the mountains was of no benefit whatever to those who had settled in the southern portion of the county. The members of the county court of Jackson County were not, at first, inclined to grant the petition of the settlers east of the mountains for a county road. Through a country so sparsely settled the court could not see the wisdom of building a roadway. But, eventually, after two of the settlers had furnished a bond for
$1,000 to cover expenses in case it was not found practicable to lay out the road, they dispatched a surveyor to the Klamath country. He made a favorable report and laid out the road. This was all the settlers wanted; they constructed the highway. It wound up along the Klamath River; thence to Lost River and down that stream to the Stukel place; thence down the east side of Tule Lake to the state line."

(The "highway" referred to above, was known as the Southern Oregon Wagon Road. From Keno to Ashland it either closely approximated or followed the former and first route, The Applegate Trail. Both routes throughout much of their distance, lay north of present Highway #66...

"Keno itself, is a small sized town twelve miles southwest of (Klamath Falls) the county seat, on Klamath River. Besides the business houses necessary for the trade of that section, it is the shipping point for the products of two sawmills. The town is eligibly located on Klamath's big stream and where its waters cease their tranquility and go roaring and foaming down miles upon miles of canyon. The site of the town is a novel and pretty one. Kissing the border of a dense forest on the south, it has for its northern boundary the Klamath River, which at this point is broad and deep. Across the river is a substantial bridge.

"Keno has two sawmills, two general stores and a hotel and two blacksmith shops. Near the site of Keno was erected one of the first grist mills in the county, but it was not until 1887 that the town of Keno came into existence. March 23, 1888, the Klamath Star said: 'Keno now has all the requisites necessary to make a first-class town; one grocery and dry goods store, one hotel, one blacksmith shop and a saloon, besides other attractions. Keno will surely become quite a town at no distant date.'

"October 19, the same year, the Klamath Star added: 'The town of Keno, although but one year old, has a long street on which are two large, freshly painted hotels, a large mercantile establishment, blacksmith shop, livery stable, saloon, wagon shop, stage station and private residences.'

KENO ABOUT 1898

White sign at left "Reliance Wagon Shop." The D. J. Ferree store, the white building at end of bridge is still standing.
History of Keno

Printed in the Klamath Herald, December 27, 1922

By JESSIE PUCKETT, 8th Grader

Before Keno came into existence, the Klamath Indians roamed the forests and rivers about this region subsisting on the fish, clams and crawfish they caught in the rivers and mountain streams, and the deer and buffalo they killed in the forest and on the plains. Once in a while they made a trip to the huckleberry patch getting a supply of berries and drying them for the winter. They also gathered the wild rice that grows along the river bank and made trips to Lost River up on the Reservation for suckers to dry, and to the forests of sugar pine for nuts, if the burrs hadn't already fallen. They cut the trees down, burned the pitch off and hulled out the nuts. Often the squaws would dig apaws for food. They had most of the work to do while the warriors just hunted and fished.

They made their clothing of skins of animals they caught and their wigwams of the large skins such as deer and buffalo. Since then and at the present time, many arrowheads, spearheads and cooking utensils are found in these old Indian haunts. They made their cooking utensils of stone and got some of their flint near Dorris. They chipped it until it was the shape of an arrow head. Sometimes the Indians poisoned their arrowheads with roots and berries. The bows were made of different kinds of wood found in the forest.

These tribes of Indians lived at Corpe Island and Teter's Landing, both about four miles from Keno and near the California-Oregon Power Company's site which is about a mile and a half from Keno. This tribe of Indians always buried the chief's weapons and wampum with him. They were quite intelligent as the white people had settled around them and had communicated with them a great deal, they also purchased useful articles from their white neighbors such as guns, wood and clothing. The Indians for the most part got along well with the whites.

Mr. Whittle came to Keno in 1873 (1868—Editor) and built himself a home of logs to live in while he took up his homestead on the land surrounding Keno. He chose this place because the land was fairly well adapted to agricultural purposes, and the river being so close he thought it would be an ideal spot for stockraising, which it later proved to be. He ran a ferry across the river about a quarter of a mile down the river from Keno. There was little travel across the river at that time. The road (From the Rogue River Valley—Editor) instead of coming through Keno took a northerly direction, around by Spencers (near Spencer Creek—Editor), but later in 1880 (1878, statement by George Ager—Editor), Whittle and some others built a wooden bridge, where the present one now stands. Soon after this the pioneers cut a road through to Keno some what near where the highway is now surveyed.

Several years elapsed before the main travel came this way but in time this settlement became the principal freight stop for the supplies going to the soldiers at Fort Klamath and all the freight going to Lakeview.

Mr. Whittle got along splendidly with the Indians since his wife was an Indian woman. The Indians worked for him and he could get them to do so much for so little. He built two hotels and sold lunch goods at his cabin.

It was left for Mr. Dyer to add the characteristic "wild and wooly" western touch by building a saloon. Mr. Legget built a blacksmith shop and the father of D. L. Gordon, Sr., established a sawmill, while Woodard and Ramsey erected the first grist mill in the country. Both were
THE DOTEN HOUSE AS IT LOOKS TODAY
Parts of the original Whittle house may be incorporated in this building.

—Helen Helfrich photo

sited about two miles down the river. Mr. Stone built a hardware store, later operated by T. A. Grubb and B. W. McCormick. The post office was located in this store at one time.

After Mr. Whittle’s death, his wife sold the house to Mr. Doten, Sr., who bought most of the land in Keno. As a consequence the name “Doten” was given to the town. But when the post office was removed to its present site it was thought inadvisable to continue the name “Doten” for fear of confusion with the name of a nearby town called “Dayton.” One day in Mr. Ferree’s store a group of loiterers were sitting around playing a game called “Keno.” Mr. Ferree had a famous bulldog named after the card game. In the course of the game the players got into an argument over the name of their town. Mr. Doten did not want it named in his honor while others did. Some wanted it called Riverside. So the argument grew heated. Finally, Mr. Ferree exclaimed, “Name it for my dog and be done with with it.” His suggestion was promptly accepted, but this did not change the name of the town. The town is still Doten but Keno is just the name of the post office, however, most people call both by the name Keno.

At the time the post office was named a town plot was made, the lots surveyed and the streets named. The street running from Keno bridge to Keno Public school is Brighton Avenue, and the streets running parallel are Ferne Avenue and Ferry Street. The street running parallel with the Klamath River is Riverside. The streets running parallel with it are Park Street and Pine Street.

... (Previously recorded in the History of Central Oregon—Editor.)

In the meantime Mr. Padgett, Sr., took charge of Ferree’s store and sold dry goods too. Mr. H. Smith built a confectionary store and Mr. Madison erected and ran a rooming house.
THE KENO POST OFFICE
When run by the Dotens, occupied this building, still standing. —Helen Hellrich photo

The first school was held in T. A. Grubb’s smoke house and later a half mile from Keno on the road to Klamath Falls and at last where it now stands. Our school house is the best one in the county excluding consolidated city schools.

In 1906 Mr. Thomas McCormick put in an electric plant about two miles down the river near the saw mill and grist mill. (It was completed September 26, 1907... Editor).

The industries of those days were logging, freighting, stockraising, and ranching which insured a rapid growth for a while.

The old stage coaches ran until 1910 (The Klamath Republican of Thursday, May 21, 1908 stated: “The McIntire-Straw stages to Pokegame will stop after Tuesday.” Later, commencing January 1, 1909, stage and freight lines were abolished, and an all boat service was established between Ady, end of the railroad and Klamath Falls... Editor.) driven at different times by D. R. Doten and W. B. Grubb. There were a few stage robberies on the way to Ager near Topsy. Mail was first carried from Yreka to Klamath Falls and Keno, and later from Ager, Pokegama, and Teezer’s Landing and at last from Worden, from where it is carried at the present time. The mills ceased to operate in 1909.

The boats which used to run from Klamath Falls to Keno were the Mayflower and Canby. Both towed logs. Then came the Klamath, and at the present time Captain Ball has a boat called the Buffalo which hauls the logs cut for the different lumber companies to Klamath Falls.

In Keno’s early history it might have been classed as a “Maybe” but at present appearances it might be called a “Has been.” The hotels are delapidated. The wagon shop and stage station are still standing but are in a precarious condition. One store is used as a residence, as the hardware store is, the other is operated by Mr. C. F. Sevits
on Brighton Avenue, who supplies the town with food and other useful articles. The post office is moved over on Ferry St. Miss Nellie Doten is Postmistress, and D. R. Doten is mail carrier. The population of the district is 80 or more. The butcher shop built in 1904 serves as a teacherage for Miss Dolan the present grade teacher. The well which is located on Sevits's block furnishes the townspeople with water. Notwithstanding the disadvantages, the people of Keno have many modern conveniences. The Power Plant furnishes the power for lights and pumps for irrigation purposes. We have a daily mail delivery in Keno. The auto stage goes through to Ashland and Klamath Falls in summer and will also run in the winter as soon as the highway is completed (About 1924 - Editor.). The village is pretty located with the Klamath River on one side and forest clad hills on the other. The rapids near the Power Plant affords excellent fishing for trout. The Power Plant is operated by the Tower boys and Mr. Williams. Our climate is very cold in the winter time. We generally have about three or four feet of snow in the winter time.

The present industries are ranching, stockraising and logging. The McCollum mill and the firm of Ackley Bros. have logged off nearly all of the timber near Keno.

The pioneers of Keno vicinity are Mr. Henry Snowgoose, Mr. and Mrs. Thomas McCormick and Mr. Low.

**Keno . . .**

Reprinted from the History of Klamath County, 1941, pp. 133-34

By RACHAEL APPLEGATE GOOD

"According to the records of the Postal Department an office was established in 1876 at Whittle's Ferry, the site of the present town of Keno. In January, 1878, the designation was changed to Plevna, a name taken from a Bulgarian town prominent in news dispatches during the Russo-Turkish War of 1877. As the business transacted was small, the post office, including the name Plevna, was moved to the home of whatever rancher happened to be postmaster, being located for a time at the Bob Emmit place, where the road from Klamath Falls turns sharply to the left to encircle the hill east of Keno. Here the name stuck, though the office was moved in 1888 to the Stearns place (Murdoch ranch) several miles nearer Klamath Falls. In February, 1892, this office was discontinued. Meanwhile, in the middle eighties, according to information furnished by Dan Doten, J. W. Doten had acquired the site of the present town from the Robert Whittle estate and sold a two acre tract to D. J. Ferree, who moved from his ranch at Naylox (near Algoma) and put in a stock of a small store that had been kept by T. F. (Frank) Miner at Plevna (the Emmit place). This must have been the time that 'Captain' Ferree, finding that the post office and name had been moved away from the place he hoped to make a town, named the settlement 'Keno' for his dog. Soon afterward a new post office was secured, with Ferree as postmaster (Ferree was never the postmaster at either Whittle's Ferry, Plevna or Keno, but his wife Mary E. Ferree served as the postmaster after the name became Keno - Editor), and a town was platted (1887) by J. W. Doten under his own name. It is one of the ironies of history that Doten, the official name of the town, which would have commemorated a substantial citizen, soon passed out of use, and the dog's name, given as a joke by a man whose property was not even a part of the plat, has clung to the office and community. It is interesting to note in passing that the store and living quarters built by D. J. Ferree are still standing—the two-story building on
the right as one crosses the bridge from Klamath Falls.

"In the days when all freight for Klamath and Lake counties came by team from Ashland, Ager, or some other point on the Southern Pacific Railroad west or south of our mountains, Keno was a busy place and 'often the streets would be filled with freight wagons so that only room would be left for the stage to pass.' Among the first business houses were a livery stable, wagon shop, blacksmith shop, and two hotels, (the second being the 'Riverside' on the north side of the river, built and operated by John Pearson and wife) all mainly dependent upon the passing freight and passenger traffic. To this period belongs the advent of Captain E. Deskin (or Deskins) and his stern wheeler Mayflower, mentioned in the chapter on early transportation, as well as of a small gristmill built and operated for a time by Charles Woodward on the Klamath River a mile from Keno, and the first sawmill, owned successively by D. L. Gordon, Sr., Charles Withrow, Robert Dusenberry, and Thomas McCormack (or McCormick). Mr. McCormack installed a small electric light plant in connection with the sawmill, which furnished lights to Keno and afterward developed into the Kerns Brothers' plant. This plant at one time offered light and power to Klamath Falls and almost became a serious rival in the local field of the California and Oregon Power Company, which now owns and operates it. With the coming of the railroad to Klamath County in 1908-09, Keno's importance as a way station declined, the freight and passenger traffic being first diverted to Teters' Landing, five miles up the river, where teams arrived from Dorris, and later coming to Klamath Falls by rail. However, the little town has seen its environs pass through the stages of cattle grazing and pioneer agriculture and is now surrounded by prosperous farms and dairy ranches."

THE ROBERT A. EMMIT HOME
Built in 1883 with the original Frank Miner, Plevna store building still standing in the rear.

—Helen Heilbrich photo
Robert Whittle . . .

(As compiled from two letters, written April 11, 1965 and April 11, 1967—Editor.)

I feel that I have certain ties with the Klamath area. However, the only time that I have lived in Klamath Falls was in 1928 and 1929. I was a member of a survey party during the construction of the Southern Pacific Railroad between Klamath Falls and Alturas. In those days I was young and the things uppermost in my mind at that time did not, unfortunately, include history and such.

I am unusually interested in Robert and Matilda Whittle since they were my great-grandparents. Their daughter, Caroline Whittle, married Francis Picard. Louisa Jane Picard, daughter of Francis and Caroline, married William Alfred (Billy) Wright. I am the youngest son of William and Louisa Wright.

My great-grandfather, Robert Whittle, accompanied by his son-in-law, Francis Picard, built a cabin in 1868 at the place now known as Keno and established a ferry there. Previous to this, Robert Whittle had for several years annually visited that area to catch fish to take back to Yreka to sell to the miners.

Robert Whittle was born in Philadelphia and came to San Francisco, probably in 1850, as a sailor on a ship. He departed the ship and journeyed to northern California where he made Yreka his part-time residence for some years. He found mining not to his liking and seemed to prefer the free and easy life along the Klamath. He did sell fish from time to time in Yreka.

I think he was one of the first white men to know the Klamath Basin well. There are indications that he was there as early as 1852 since his daughter, Caroline Whittle, was born in either 1852 or 1853.

It would seem that he divided his time between the Klamath Basin and Yreka for several years. He is shown in the 1860 census as a resident of Yreka. His name is also in the Great Register of Voters as a resident of Yreka from 1866 through 1875. He registered July 19, 1866 as being 37 years of age, born in Pennsylvania, and fisherman as his occupation.

Robert Whittle lived there at the ferry from 1868 until his death. The settlement was known as Whittle's Ferry and a post office was established there September 22, 1876 under that name. (The ferry was replaced in 1878 by a bridge as told by George Ager. In Book #1, Klamath
County DeDeds, Page 332 is the record of a Quit Claim deed from Robert and Matilda Whittle to Lake County, in which Klamath County then lay, to "The bridge across Klamath River, situate in Section 6, Township 40, Range 8, known as 'Whittle Bridge.'" The deed was dated April 1st, 1881 and was for $275.00. Editor.

Robert Marple, also from Philadelphia, was the first postmaster at Whittle's Ferry. He was a nephew of Bob Whittle. Mrs. Marple accompanied her husband to the Klamath Basin from Philadelphia. She was a cultured and refined lady who probably brought the first grand piano into Linkville. There was a deal of adjustments to be made by her for life on the frontier and particularly to adjust to the fact that her husband's uncle had a native Indian woman as his wife. Robert Marple was well known in later years as a stage and freight driver. He also conducted a livery business in Linkville.

Recently I found an article "A Modoc Magnate" in the California State Library at Sacramento. It is from the April 2, 1872 issue of the San Francisco Alta California, page 1, column 3:

"One of the most eccentric of all the characters mixed up in the Modoc War is Bob Whittle, a Missouri Methodist, who follows the joint callings of fisherman and grazier on the banks of Klamath Lake. Bob is a regular specimen of an unsuccessful 'forty-niner,' and can lie down and go to sleep with a good grace wherever night overtakes him. He is the soul of hospitality, however, and never lets a man leave his house with an empty diaphragm. About eighteen years ago, when other men were going wild in the struggle for gold, Bob turned his back upon the flourishing little city of Yreka and became an Ishmaelite by the borders of the great inland sea. Here he met a dusky daughter of the wilderness, and breathed gushing accents of undying affection into her sunburnt ear. Whether they were bound together by words spoken by priestly lips we known not, but the fact that he has lived with her all these changing years without emulating the example of Henry the Eighth and setting her up in the corps business shows that he must like her pretty well as far as he has got.

"Bob is a social fellow, and has a decided tendency for 'keerds.' He came home with a new suit of clothes once, and his wife, wishing to upbraid him for his extravagance of dress, asked:

"'What you pay for dem clothes?'

"Four jacks,' was the oracular answer.

"One day a fellow came out from Jacksonvile to see him. The traveller's wardrobe consisted of a deck of cards and a fishing line. Bob greeted him kindly and bade him come into the chateau and be sociable. So at it they went, to play a champion match at cribbage, the best 999 games out of 1,000 for a dollar's worth of tobacco. Weeks rolled by, in which they fished, hunted and played cards, but Bob cut no hay nor reaped oats. His better half becoming very much discouraged, walked into the room one day just in time to hear him say: 'Well George, I think I've got you where the har's short—I've got fifteen two, fifteen four—'

"'Heep smart man,' said the dusky matron with a smile of ineffable disgust; 'heep smart man. All de time talkee fifteen two, fifteen four. Bimeby Bob Whittle he got no halo chemuck in de house.'

"From that hour Bob experienced a thorough reformation. He took the source of all his misery—the big wooden cribboard—and whirled a handle on one end of it, so that his youngest boy could use it to paddle his little cherub sister; he burned the deck of cards beneath the smoldering embers on the family hearthstone—and sent to Yreka for Bill McConnell to send him out six packs more. And now he is ready to play any man in southern Oregon the rub of 'seven up' for any amount from half a dollar up to a barrel of salt fish."

From the book, "Wigwam and War-Path" by A. B. Meacham, Robert Whittle and his wife are mentioned as follows:

"Communication with the rebel camp had been suspended after the visit of Fairchild and Dorris. To reopen and establish it was the first work. This was not easy to
do under the circumstances. There were several Modoc Indian women encamped near headquarters; but it was necessary to have some messenger more reliable. Living but a few miles distant was a man whose wife was a Klamath, and who was on friendly terms with the Modocs. This man, 'Bob Whittle,' was sent for, with a request to bring his wife him. On his arrival, we found him to be a man of sound judgment, and his wife to be a well-appearing woman; understanding the English language tolerably well."

I think that the name "Whittle's Ferry was a well known place name and was used for several years for the place now known as Keno. I find the following in the Yreka Union issue of September 6, 1883:

"Died: At Whittle's Ferry, Klamath County, Oregon
August 30, 1883 of hemorrhage of the lungs.
Robert Whittle, age 56 years.
Philadelphia papers please copy."

Also in the same paper the following news item:

"Messrs. Charles King, Frang Miner et al, who recently returned from an extended trip through Southern Oregon informed us that they stopped at Bob Whittle's on the night of the 29th of August and he did not seem particularly sick but the next morning he was dead. Whittle was widely known in this country, having peddled fish here for a number of years. He has been suffering with consumption for several years of which disease he died on the 30th."

I thoroughly enjoyed the 1966 (Pokegama Editor) issue of Klamath Echoes. I was born in Klamath in 1908, some years after the mill and most of the houses had burned. Some life existed in the town for a few years after the fire. A store, a post office, and a school was maintained there when I was a small boy. My grandfather, Francis Picard, was operating a saloon there in 1908, the year that he died. The Klamath Lake Railroad was of great interest to me as a small boy and on occasions would be lucky enough to see a train operating on the road as my family would make a rare trip to town from the ranch on Camp Creek.

From the Evening Herald, January 10, 1919: "Matilda Whittle died at 11:20 P.M. January 9, 1919 at her home in Klamath Falls (dropsy of the stomach). She was married to Robert Whittle fifty six years ago, with whom she lived until he died in 1883. She is survived by one daughter, Mrs. M. E. Morens, nine grandchildren, Mrs. F. R. Hamilton, Mrs. W. Jepson, Mrs. J. T. White, Mrs. A. W. Hamilton, Mrs. T. Campagna, Ada Harrington, Wilbur and Lee Harrington and Robert Allen, soldier in France, also ten great-grandchildren. She will be interred in the Wilson cemetery. (Elvira Whittle married a man named Allen and was the mother of Mrs. Hamilton long time forest service lookout and huckleberry patch visitor.... Editor)"

As Told to Me by George Ager in 1948

I was born April 22, 1869. I first came from Ager to Keno with a band of sheep in 1878 when I was nine years old. I came horseback. The bridge at Keno wasn't completed so we had to wait. A Mr. Birch was hauling the planks for the bridge from a mill down river. His team consisted of a cow and horse for the wheel team, a steer and a mule for the lead team. I thought and still think it was the queerest team I ever saw, just the combination. Birch didn't show up one day so the men sent me by horse to see what the trouble was. I came to the top of a little hill and could see the team stuck in the mud at the bottom in a little draw. Birch was swearing so much and so loud that I was afraid to go closer and hurried back to the others and reported Birch's plight. The men took their saddle horses to the mud
hole and helped the plank hauler out.

There was once a stage robbery at the southeast point of Juniper Ridge, just south of the Emmitt ranch. There had been a drunk in the jail at Linkville who either escaped or was turned out. He made his way to the point and with the aid of a piece of bark, whirled I presume to represent a gun, held up the stage. It was thought to be a put up job.

George Galbreath was the name of a stage driver who was killed in a runaway at the foot of the grade where the road turns southwest about three fourths mile from the old Chase stage station. The horses had run for perhaps two miles when the stage hit a pine tree, overturning it and killing the driver.

Chase and Ab Giddings, father of Hank were both stage drivers and took up land adjoining each other, Giddings to the south and outside of what is now fenced at the old Chase stage station. They settled there about 1884 at what was then called “Spencer’s Flat.” Just east of the old granery they were digging a well and had it down about 15 or 20 feet when they stopped for dinner one day. During or just after the noon meal little Jake Chase came up missing. A thorough search was made everywhere but he could not be found until someone looked into the well. There he was, sitting in the bottom of the well.

Neipper was an old Dutchman who settled on the south side of the road at Cold Spring, building a small cabin there just where the road leaves the opening to climb to the summit of Chicken Hill, which may also have been called Grouse Ridge by some. This first pitch became known as Neipper Hill. He homesteaded 160 acres of timber land, cut all the timber on it with the idea of clearing it for farm land. The timber laid on the ground until it rotted, never being used in any manner. This was in a fine stand of heavily timbered pine, too.

At the top of Chicken Hill, one day a man held up the stage and robbed it of what little it had, then crawled onto the boot at the rear of the stage, telling the driver to continue his trip but to say nothing when he met the stage going in the opposite direction. This occurred within a short distance as they usually met in this neighborhood. This new stage driver pulled out to pass, and greeted the other, but he, following instructions of the robber, pulled right on by, not even greeting the other driver. In the meantime the robber had dropped off the first stage, hid in the brush nearby and when the first stage was out of sight, held up the second stage.

Schnackenburg had a freight stop at his place a few miles below Klamath Hot Springs. He had a store and saloon. This place was later known as the Parks place. George Otto also had a store in the same neighborhood, possibly farther upstream. Mrs. Otto was Schnackenburg’s mother.

AS TOLD TO ME BY MRS. GEORGE (BLANCHE) AGER

July 7, 1948

This is not old Plevna, that was at the Emmitt ranch, but the post office was later moved to my father’s (O. A. Stearns) ranch. The old house was burned and the old one there now, is a later one. The old stage barn on this side (north) of the road is seventy years old and still stands where it always did. Across the road from my father’s house was the old Colver place and the old house stood until two years ago, when Van Valkenburg built the brick one.

The big spring on the south side of the road was Briar Spring. The old O. T. Brown place is where the Hollidays now live (Holliday Dairy), although the Browns originally settled where the old Cooper Stage Station was later located. The first site of Plevna school is west of here, where the Kerns pumps are now located. When we went to school there, rattle snakes used to get under the building and buzz until we would rake them out and kill them. The
school was later moved to its present location which is now the home between the Round Lake road and Briar Springs. There was once a stage hold up at the end of Juniper ridge just south of the Bob Emmit ranch.

The old road ran about where the present highway does, but was changed in about '88, to come right in front of the house here

**Keno Post Office . . .**

Heretofore all historical writers in recording the history of Keno, have claimed that Robert Whittle was the first postmaster of Keno, or as it was then called, Whittle’s Ferry. Records available in the National Archives, Washington, D. C., plainly prove that Robert W. Marple, nephew of Robert Whittle became the first postmaster September 22, 1876 by appointment. The office was located in the Northwest Quarter of Section 6, 150 yards south of the Klamath River, probably at Whittle’s cabin or trading post. It is quite probable that this building was near or incorporated into what later became the Doten home.

Five months later, on February 19, 1877 William R. Monroe succeeded Marple. Whether the location of the office was changed is unknown at this time. Slightly over three months later, Monroe in turn, was succeeded by Samuel H. Williams on May 28, 1877. Again it is unknown whether the site of the office was changed.

Slightly over seven months later, on January 9, 1878 the name of the post office was changed from Whittle’s Ferry to Plevna, with William H. Roberts becoming the new postmaster on the same date, to serve just over four years. Due to the length of service and change of name, the site of the post office was undoubtedly changed at this time, but again the location is unknown.

Then on February 1, 1882 Robert A. Emmit became the postmaster of Plevna with the postoffice located at his home, some two miles northeast of its former site, at the eastern base of Juniper ridge. The original Emmit home was out in the swamp land along the river. After this house burned, Emmit moved a little log house to the location that became known as Plevna or the present day Don Johnson home, also an Emmit ranch house, built in 1883. On November 27, 1885 Thomas F. Miner, son-in-law of G. W. Smith, Klamath County’s first judge, and one time operator of the Gold Front store in Linkville on Payne Alley and Main Street, who at the time had a small store at the Emmit ranch, became the postmaster. This building stood about two hundred feet due east of the last Emmit home and is supposed to be the building still standing directly behind the big white house (Don Johnson home).

During this same period of time, Robert Whittle died on August 30, 1883 and sometime thereafter, around 1885, J. W. Doten acquired ten acres from the Whittle estate, upon which he laid out the townsite of Doten, and which is commonly known today as Keno. The townsite name has never been changed. The townsite was laid out May 23, 1887.
Probably shortly thereafter, D. J. Ferree built a new store (the building is still standing in present day Keno at the south end of the Klamath River bridge on the west side of Highway #66, or Brighton Avenue). Into this building was also moved the small stock of the Miner store at the Emmitt ranch, and a new post office installed, called Keno. Mary E. Ferree became the new postmaster August 9, 1887. The story of the naming of Keno has already been related.

In the meantime, rather than see the post office moved farther from his neighborhood, Orson A. Stearns petitioned for, and secured the post office of Plevna. He became postmaster February 15, 1888 and the office was established in his home on the south side of the Keno road a short distance east of the present turn-off of the Round Lake road. Here it remained until discontinued March 21, 1892.

Back at Keno, Mary E. Ferree served as postmaster until December 2, 1889 when Jesse D. Walker became postmaster. Walker was a nearby farmer, but the location of the post office during his term is unknown, however it could well have remained in the store building since it was located there both before and after his term.

Jacob I. Padgett, grandfather of M. F. "Bud" Padgett, was appointed postmaster December 8, 1897 with his office in the store building. Records in the Keno post office show that an O. J. Reed served, probably as assistant postmaster, from 1899 to 1906. Jacob Padgett’s term ended December 22, 1909 and on the following day, December 23, 1909, his son, Samuel Padgett, "Bud’s" father, took over as postmaster. The store by this time belonged to Sam Padgett.

On April 5, 1915 Henry Snowgoose was appointed postmaster and the post office was moved to his house, approximately one block east of the Keno store building, or across the street, north of the new post office building now under construction.

Next, Sarah Ellen "Nellie" Doten became postmaster on September 12, 1917 with the office located in the old Doten home, one block east of the highway on Park Street. It has also been told that the post office was located in a little shack standing beside the Doten home. During March, 1920 the post office was moved to a building (now the Keno Cafe) on the main highway, one block west of its former site. Nellie Doten died in office, and her brother Daniel R. Doten took over as postmaster on March 6, 1929, the office continuing in the same location. Lois Snowgoose, served as clerk.

Joe H. Foster, janitor of the Keno schools, was appointed postmaster on June 28, 1938 and the office was moved north across Park Street into the building once known as the Shell Service Station, or on the northeast corner of Park and Brighton Streets. Foster died in office November 13, 1947 and on the same date Mrs. Nellie I. Mason was appointed postmaster. The post office was moved west across the highway into the Mason home in the old Puckett house. At some unknown date, Mrs. Mason moved the post office back across the highway into the old dance hall, where she lived in the rear of the building.

Next, Alice E. Cecil was appointed postmaster on November 30, 1953 with the office remaining in the rear of the old dance hall. However, there was local objection to the post office being located in the dance hall, so it was moved once more across the highway, this time into a former location, the old Keno Store. The dance hall has since burned.

Finally, on October 6, 1961 Mrs. Dick (Susan H.) Wick became the postmaster with the post office remaining in the rear of the Keno Store. However, at this writing (May 10, 1969) a new post office building is under construction about one block east of the Keno Store, and on the south side of River Street and will be occupied sometime in the very near future. Mrs. Wick is still the postmaster with Mrs. Roy Powell as assistant.

61.
THE FREIGHT TEAMS OF JOE (IN THE LEAD) AND JIM MOORE
Brothers who freighted into Klamath Falls from Ager, California, via the old Topsy grade. This picture was taken on the bridge at Keno.

—Maude Baldwin photo

WESTERN STAGE COMPANY COACH
In front of the Keno Riverside Hotel, during the late 1890's on the run from Ager to Klamath Falls.

62.
THE KENO STORE ABOUT 1904
When owned by Sam Padgett, standing at the corner of the building. Bud Padgett is the small lad in the doorway.
—courtesy Bud Padgett

THE KENO STORE TODAY
With the post office in the rear. Note the size of the trees as compared with the 1904 picture.
—Heilen Heilrich photo
Seemingly, no traffic problem.

EARLY DAY KENOITES


—courtesy Bud Padgett

64.
"Lumbering in Klamath" by W. E. Lamm, October, 1941 states:

"The first privately owned sawmill in the county was, no doubt, the sash mill with overshot water wheel located about one-half mile up Spencer Creek from the Klamath River. This operation was very well written up in the July, 1928, issue of The Timberman, which is here quoted:

'The manufacture of lumber in the great Klamath Basin, in south central Oregon, had its inception in the late sixties. Available records indicate that the first sawmill to be built in the Basin was erected by Naylor & Hockenouse, on Spencer Creek, 18 miles west of Klamath Falls, in 1869 (The History of Central Oregon's version has already been given—Editor). It was a 'muley' rig, the sawing unit being similar to a gang saw, and was propelled by water power. This mill could cut about 1,200 feet of lumber per day. The carriage had no head blocks, the log being set up on the carriage by means of a pinch bar. The power had to be shut off from the mill while the log was being set up. This mill cut the lumber for the first bridge across Link River at Klamath Falls, then Linkville. H. E. Spencer, operating it until 1886.' (What became of the equipment of this sawmill is unknown—Editor).

"An unusual example of the pioneer spirit was Daniel Gordon, born in New York in 1810. While still in his teens, Dan moved to New Orleans and from there went to Missouri in 1831. In 1852 he crossed the plains settling in Scott Valley near Yreka, California, where he built (at a cost of $13,000—Editor) and operated the first sawmill in that district. In 1873 he moved to Klamath County and became known as 'Grand-pap' Gordon after becoming a grandfather by his son, also named Dan.

'Grand-pap' built the second private sawmill in the county in 1874 (The Yreka Union of June 19, 1875 states: The sawmill built by Walton Sherman and Gordon near Whittle's Ferry, cut her first plank on the 11th instant. She is a success—Editor) on the south side of the Klamath River,
about one mile west of Keno, on probably the best site south of Linkville. It was a sash mill powered by an overshot water wheel and had a capacity of 1,500 feet per day. In 1875 or 1876 he sold it to his son-in-law, Newton W. Prat, who in turn sold it to Charles Withrow three or four years later. R. E. Dusenberry, in 1888, bought the mill from Withrow.

"Sometime before 1880 Cooper Brothers, Herbert E. and Elbert H., built a circular mill, run by a water turbine, on the north side of the Klamath River near Cooper Stage Station, about three miles west of Keno. This mill could cut three or four thousand feet of lumber per day, but was greatly handicapped by insufficient water because of a long, small canal.

In 1888 Herbert Cooper and R. E. Dusenberry went into partnership and moved the better equipment of the Cooper mill to the better site of Dusenberry's purchase. They borrowed a fairly large amount of money from Dan Van Brimmer, on notes secured by a mortgage, to build the mill to a capacity of 10,000 feet per day. As they were unable to pay the notes when due, Van Brimmer foreclosed and took the property. In 1892 Van Brimmer then sold to Thomas McCormick, who ran the mill until 1909. The machinery was afterward moved to Sheep Mountain, fifteen miles south of Dorris, California."

Additional references to the McCormick mill have been found in the old Klamath Republican files and are given here under their several dates:

June 21, 1900—Charles Woodard, of Keno, who has a woodwork and blacksmith shop at that place, has just built and completed a set of 10-foot wheels for Thomas McCormick, the saw-mill man. It is the first set of wheels of that large size that has ever been built in the state.

August 22, 1901—Brice McCormick was thrown over the large logging wheels near Keno yesterday and received some severe bruises on his head and neck and shoulders. Fortunately on bones were broken. Dr. Reames was called.

December 27, 1906—We are reliably informed that Thomas McCormick has received from Uncle Sam $10,000 for the right of way through his place for the cut that is to lower Klamath River and will destroy all his water power that runs the sawmill. This looks as though Uncle Sam meant to do some work here in the near future.

February 17, 1910—Thomas McCormick has sold everything, mill, power plant, land, timber, power site, Canby and landing to Mr. Harris of Butte Falls, for $18,000.

April 4, 1910—Mr. Harris has purchased the sawmill in an will move to the Long Lake mill site at Snowgoose. Mrs. Snowgoose sold to Harris.

"In 1895 John Connolly built a sash mill on the Klamath River, at his ranch about a mile down river from the present highway crossing west of Keno. (This site was just above the present John C. Boyle Dam on the south or east side of Klamath River and is now under water—Editor.) Since the water was insufficient, this mill sawed only 400 or 500 feet per day. He ceased operation in 1897, when he took Henry Snowgoose into partnership. They built a new turbine driven circular mill of 3,000 feet capacity on the same site, which was known as the Snowgoose and Connolly mill. The difference in capacity of these two mills indicates the greater efficiency of a turbine driven circular mill over a sash mill run by a water wheel. Mr. Connolly dropped out of the partnership in 1899, and Mr. Snowgoose operated until 1903. Snowgoose later sold the mill to Alfonzo Kinney, who moved it in 1906 to the Snowgoose ranch, one-half mile south of Keno. He used a traction engine for power, increasing capacity to 7,000 feet per day. The mill ran for only one year, as it burned in 1907.

Research in the files of the Republican reveals a somewhat different and more complete version as recorded below:

September 3, 1903—The sawmill belonging to Jack Connolly, about eight miles below Keno, was burned to the ground Thursday night, together with about 200,000 feet of lumber. The fire was incendiary in origin and had been started
in five different places.

Mr. Connolly with the assistance of his family stopped the fire from spreading to the timber, by carrying water from the river in pails.

October 25, 1906—Mr. Hitchcock of Long Lake moves to the Kinney mill at Keno, having rented same for four years. Will complete the mill and begin sawing in the near future. "Blockey" is a good sawyer.

December 27, 1906—John Hitchcock has installed a three-gang edger in the Kinney sawmill.

In the meantime, "About 1905 William Huson and Roscoe Cantrall built a circular mill of about 20,000 feet capacity on Long Lake and operated under the name of the Long Lake Lumber Company. In 1908 the mill was moved to Shippington, being the first sawmill on the Upper Klamath Lake. The plant was sold and dismantled in 1915."

The Republican further reports on April 4, 1907 that—"the Long Lake Lumber Company purchased from Mr. Kinney two months ago the mill at Keno. Shortly thereafter they added a new 22 horse power boiler and engine to the mill and by April 18th, had 200,000 feet of logs cut for the Keno mill.

Probably in late 1905 or early 1906, the Long Lake Lumber Company built a sash and door factory on the government canal near 11th Street in Klamath Falls. This factory, together with the building boom caused by the promised approach of the railroad from Weed, brought on an exceptionally heavy demand for lumber from the Long Lake firm and caused them to acquire the Kinney mill. One order alone, that from G. W. Brooks of the new townsite of Midland, called for 200,000 feet, with an option for an additional 300,000 feet.

Difficulties were also encountered, witness two Republican news articles, both printed in the March 12th issue:

1. The time of the contract for the sale of Mrs. Pratt's timber to A. Kinney has expired, and now the Long Lake Lumber Company will have to look elsewhere for timber to saw in their Keno mill.

2. The sawmill belonging to the Long Lake Lumber Company located about one-half mile from Keno, was burned to the ground at 1 o'clock this morning. Some of the men who were employed there visited the mill about 10 o'clock Tuesday evening, on their return from church. At that hour nothing unusual was in evidence and no sign of fire visible. When the fire was discovered the building was enveloped in flames and was soon burned to the ground. The origin of the fire is a mystery. There was no insurance.

According to the Evening Herald of April 11, 1908, the Long Lake firm after securing a contract with the government flume contractors to furnish approximately 750,000 feet of lumber for the government canal south of Henley, then leased the Odessa sawmill on Upper Klamath Lake. In addition they also secured a contract with the government for 617,000 feet for boxing the canal below the flume. Their factory in Klamath Falls was now shipping two cars of box per week to San Francisco. Previously this merchandise had been shipped by McIntire freight team to Dorris, the end of the rails, but hereafter by boat to Teeter's Landing and thence by freight team.

In addition to the sawmill enterprises around Keno, the neighborhood also became a logging center for two Klamath Falls sawmills, The Ackley Brothers mill, started in October, 1904, and the Moore Brothers mill relocated on Lake Ewauna in 1906, and started about June 20th of that year. Both firms established logging camps or dealt with private contractors. These logs were dumped into Klamath River both below and above the bridge at Keno and at the Snowgoose and Teeter's Landings, then formed into rafts to be towed to Klamath Falls.

Ackley logging operations were in charge of John Ackley, and under him were contractors Walla Preston, Harry Wall and Bowey. Jeff Howard handled the teams, which in 1906 cost $900.00 for four heavy draft horses. At least one set of high wheels
THE ACKLEY BROTHERS LOG CHUTE
From the hills south of Keno around the 1905-1910 period. —courtesy Doug Puckett

were in use by early 1907. Log chutes were used to convey the logs from the higher and steeper hills to the west, down to Porcupine Flats. By 1912 a gravity railroad was in use to haul the logs to the river just east of the Keno graveyard. This railroad probably extended some two miles to the southward at the most, to Ackley's logging camp of 20 or more men. A cookhouse 14 x 40 feet was located there. It was on this little railroad that Prent Puckett was injured in July, 1913 while breaking on the loaded logging car. This camp was completely destroyed by fire in July, 1924.

Moore Brothers commenced logging in the Keno area in 1906 and had two contractors putting logs into the river for them, O. B. Kerns on the north side and George Morgan on the south side. However, most of their logs came from the west side of Upper Klamath Lake by rafts across the lake to the head of Link River, thence driven down that stream to Lake Ewauna to as late as 1910, when they sold to Innes-Clark Lumber Company.

Big Basin, a subsidiary of Klamath Development Company began logging operations in the Keno area as early as June, 1912. John Stewart was one contractor for them. They logged in the Keno vicinity at least until 1914.

Rafts of logs were still being towed up Klamath River from Keno by Puckett and Scheret as late as 1950.

In the period around 1915, a second railroad was built near Keno. This one, a short narrow-gauge line, started at a point on the north bank of Klamath River at a point about one fourth of a mile downstream from the highway bridge, or at the approximate site of the old Vern Puckett sawmill. It ran some two to four miles back into the hills to the north, and was used to haul logs to the river. It was probably pretty much a gravity haul with the loaded cars. Four horses were used to haul the three cars to the woods. Bud Padgett and another man were the section crew for a time. There was an automobile, tires replaced by steel wheels that fit the rails,
and a ratchet system used for traction, that was used for a time. A four-cylinder Rambler automobile replaced horses to pull log cars back into the woods.

Located in or very near Keno were several sawmills which ran for a short time, but have all closed down over a dozen or more years ago. Oldest of these was the Tower mill, some four miles or more south of Keno and two miles west of Teeter's Landing. Next in point of time came the Doug Puckett portable sawmill located just above Porcupine Flats in 1926 or 1927. It ran there but a short time, when it was moved to the center of Bear Valley. It was sold in 1928 to the Pickering interests in Modoc County to which locality Puckett moved it by means of two trucks. Timber was secured from Weyerhaeuser in the Porcupine Flat location and from the Government for the Bear Valley setup.

In 1936 and 1937, Earl Scherer started and ran a shingle mill about one-fourth mile south of Keno on the Worden road. It was located just above the road. Vern Chambers later ran this mill in 1937.

About 1944-45 Earl Scherer had a small mill about two or three hundred yards above the highway bridge on the south side of Klamath River. The timbers and lumber for the later O. K. Puckett and Earl Scherer mill were cut here.

The Puckett and Scherer mill situated at the north end of the highway bridge at Keno and on the west side of the highway was established in 1946. It used electric power and averaged from 40 to 45 thousand feet per day. The most ever cut in one day was 69,000 feet. Dan Scherer was the sawyer and Jim Bunch the setter. It was the only mill in the county capable of cutting a 36 foot log. The mill was closed down about the middle of November, 1955 and most of the equipment transferred to a mill at Pinehurst on the Greensprings Highway.

Speed Decker once had a small sawmill on the south side of Klamath River about one-half mile west of Keno. It was there several years around the 1947-48 period.

A man by the name of Potts had a mill upstream at the south end of the Keno bridge. It ran by steam and after a short time burned down.

Lastly, Vern Puckett had a mill on the north side of the river, below the larger Puckett and Scherer mill. It ran a few years in the late 1940's, then stood idle during the early 1950's, but was not dismantled until after 1955.

In the nearby adjoining vicinity to the Keno neighborhood, several other sawmills have been started at various times and run from a few to several years. The history of these mills, listed below will not be given at this time but will be published in a Lumbering Issue of Klamath Echoes at some future time. Among these mills were those situated along the Topsy road: George H. Kesterson; Jordan & Endert; Gilkey; Tuman; Wise, Orem & Maxwell, and Coffinberry; the Clover Creek mill of Whitcomb & Grebel; the McCollom-Ellingson mill some five miles west of Keno on the Klamath Rixer; and the Kesterson...
locations in and near Slip Easy Valley, to which a spur railroad once ran from Dorris, California.

Last, but far from the least, the Weyerhaeuser Timber Company is closely connected with the history of the Keno region, having established their first mill in the 1928-29 period at the present location of their huge plant, to soon be followed by a logging railroad to the west, reaching Parker Mountain and tapping all the intervening country. On this road were three different logging camps, #2, #3 and #4, in existence from 1929 to 1955. Weyerhaeuser still carries on large truck logging operations which follow the old dismantled railroad logging roadbeds.

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**BREAKING SOD ON THE F. T. NELSON (NOW CALMES) RANCH**

Between Keno and Worden in 1914. —courtesy Mrs. C. E. Burton

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**Early Recollections . . .**

By LAURA NELSON BURTON

As interpreted by Heber Radcliffe from a three hour tape.

In May, 1898 my father and mother, Frank T. and Nellie Nelson with their three children, Laura (myself) 9, Roy 6, and Grant 3, left Riverside, California for a ranch near Keno, Oregon. My father had been up earlier and purchased a thousand acres from Mr. Sly. Our first stop on the trip was the railroad depot in Sacramento. Guarded by a big black German blood hound, we three children were bedded down on the station floor while our parents went out to buy food. When they returned, the dog and sleeping children were surrounded by a circle of curious people.

On the second day the train stopped at Ager where Mr. Sly met us with a lumber wagon and two heavy horses which walked all the way to Shovel Creek, where we spent the night at the hotel. This was quite a change for mother who had had a light
team and fringed surrey. The next morning, with a lunch of biscuits and fried pork furnished by the hotel, we drove up the Topsy Grade. Mr. Sly took the fork going to Picard (now Dorris) because it was the better road. But with no store at Picard, we were unable to buy supplies. We arrived at the ranch about dark.

The ranch had a good house, the best in the area but no furniture except a stove. Mother had some flour and some baking powder and Mr. Sly brought over a ham, some potatoes and milk. Nothing ever tasted as good as that did. Mother had brought some "straw ticks" which we filled with rye hay for mattresses. Later Grandfather came up and made furniture. The only furniture that was shipped from River-side was an organ and three rocking chairs. Mother played the organ and on Sundays the Slys and other neighbors came in and sang hymns.

The river overflowed much of the ranch from winter till early summer. There were very many song birds. The big honker geese nested in the tule bunched and we caught many of the young before they could fly. They made delicious eating. The ranch was covered with the bones of cattle, killed by eating the poisonous wild parsnips. Father dug these all out so that cattle could feed there safely. Then he was able to make the ranch a feeding station on the Fort Klamath, Gazelle and Yreka cattle trail and bring in some money. He got the start of his ranch herd by buying a few calves near Dorris. He went alone with his wagon to get them. On the return the rough road alarmed the calves, so he tied the reins to the seat, tended the calves, and let the team follow the road home. The calves grew well on a boiled wheat and milk diet and were the start of a fine herd.

The first year we went three miles toward Worden to school at the Bonita Grove School—a little board building, with fifteen children and a young teacher, Miss Anna Rosstrum. We crossed Mr. Teeter's land when going to school. One day we saw him on a hay-wagon pulled by a strange pair, an ox and a horse. His two teen age daughters were pitching up the hay. Next year we transferred to the Keno school where we had Miss Anna Johnson, as teacher. Our best loved teacher here was Miss Annie Applegate. eldest daughter of Captain O. C. Applegate. When I went alone to Klamath Falls to high school, the school was held upstairs in the Fireman's Hall, but where that was, I do not know (The present northwest corner of the Court house block—Editor.). Mother told me to go down town at the proper time and if I saw a high school student, to follow her. I did so and was met at the door by the teacher, Mr. John Swan. There were about thirty students in the four classes. I believe Carlyle and Vincent Yaden were in school then. Mid-year the school moved to the new high school on the hill, Washington Street, between 5th and 6th streets.

While in High School, I invited the school to have a picnic in our grove. They chartered the Klamath and came down the river. Mother fried lots of chicken and made jelly rolls. The editor of the paper came down and gave the picnic a good write-up. He said there must have been a wash-rub of fried chicken. Everyone had such a good time that they came down a second time.

Due to ill health, I left high school in the middle of my sophomore year and went to Riverside, California, where I stayed with an aunt and studied music. Roy graduated from high school in 1911 and went to Southern Methodist College. Grant went to the Academy. They went just the one year and Father sold two hundred head of cattle for two thousand dollars. Both boys enlisted in the Armed Forces during the 1st World War but neither got over-seas.

Before the railroad came in 1909, we went to Klamath Falls from Teeter's Landing on the good ship "Klamath". A stage ran from Pokegama to Teeter's Landing where at one time the Adys fed some of the stage passengers. They had two little girls who would watch for the stage from the crest of the hill and would signal their
Mother when they saw it coming. She could then get the dinner on.

When we went to school in Keno, we rode horse-back and carried a gunny-sack of hay for the horses' lunch. On our way we passed the cabin of Wesley Cole, who kidded us about the "big" amount of hay we took for the horse. He was a veteran of three wars, Civil War, Mexican War, and Modoc War. He had a long gray beard and hair and drove a lumber wagon with two gray horses whom he guided by voice alone. There were a number of old timers in Keno. Old Mr. Doten made shingles by hand. Also he had forceps and pulled teeth. When Roy came to him to have a tooth pulled, he was out in the field. He sent Roy to the house to get the forceps, placed Roy in an old chair and pulled the tooth without even washing his hands. Roy survived.

There was no church in Keno, but the school teachers usually held a Sunday school. Old Mr. Padgett was active in the Sunday School. Mr. Snowgoose, a well educated man for the day was Justice of the Peace. A Community Thanksgiving dinner was often held in the hall over the store. Mr. Snowgoose asked the blessing.

Clayton Burton came west when eighteen years old and later took up a timber claim at Buck Lake and helped men locate claims. On his claim he had a little post office called "Glen Lily" or "Lily Glen." (Probably was officially known as Swastika—Editor). He came to Keno to raise hay and my mother invited him to Easter dinner. He later lived at Teeter's Landing and logged timber.

After knowing him for three years, he and I were married at the 1917 Thanksgiving Dinner in the Keno Hall. Captain Ball from Klamath Falls brought the Methodist minister and a number of guests down the river on the "Buffalo." The young couple escaped a small-town "Shivaree" that evening due to the heavy rain and snow. Father gave each of his children 160 acres when they were married and I picked the land at "Fish Point" named by my Grandfather who enjoyed fishing there on the river. We lived there a number of years and Rosalee, our oldest daughter was born there.

CLAYTON BURTON HAULING LOGS
To Teeter's Landing for Ackley's mill on Lake Ewauna. —courtesy Mrs. E. E. Burton

72.
CHRONOLOGICAL HISTORY OF
The Keno Electrical Power Plants . . .

Klamath Republican, May 9, 1907:
Robert Baldwin is assisting Thomas McCormack in putting in his electric light plant.

Klamath Republican, May 30, 1907:
The electric light plant is progressing rapidly. All the poles are set and the wires put in place, but the dynamo has not yet arrived.

Klamath Republican, September 26, 1907: The electric ball at Keno Friday (20th) was a great success. It was given in commemoration of the completion of the McCormick electric plant into that town. A special excursion was run from this city and was quite well patronized.

Morning Express, December, 1909: By C. S. Moore, "... There is a small plant at Klamath Agency belonging to the Indian Department, used for lighting the Agency buildings, and another at Keno of about the same capacity, used for lighting the town of Keno." (This plant was located adjacent to the old McCormick sawmill, down stream about one and one-half miles from Keno. The site was approximately at the south end of the new river control dam....

Following is the text to be on a marker near the new River control dam downstream from Keno. It will be dedicated June 17, 1969.

PIONEER KENO POWER PLANT
WAS NEAR THIS SITE

The rack and pinion mechanism preserved here was used to operate a headgate at the pioneer Keno Hydroelectric plant built in 1913 by B. E., G. G. and J. W. Kerns. It was located 1,700 feet downstream from the present river control dam. A small diversion dam and canal supplied water to the 100-kilowatt installation. Its output was used to operate pumps for marsh drainage and the irrigation of higher lands, thus bringing a large acreage into agricultural production. Distribution lines supplied power to homes and farms in Keno and vicinity. First known as Kerns Brothers Power Company, the enterprise was reorganized in 1914 as Keno Power Company. In 1920, an operating lease agreement was made with The California Oregon Power Company. Generating capacity was increased and in 1927 the properties became part of the Copco system. The Keno plant remained in operation until it was retired from service in the early 1950's. The Copco system was consolidated with Pacific Power & Light Company in 1961 and the present control dam built in 1966. This marker given by Pacific Power & Light Company in recognition of the contribution made by the Kerns family to the development of the fertile Klamath basin.

Klamath County Historical Society

Worden, Ivan and Calor . . .

In the beginning, Col. John F. Miller, with his three sons, John H., William Y., and Warren settled on a stock ranch about one mile southwest of present day Worden. The ranch was later owned by a man named Ringer, after which it became known as the old Downing ranch, near the border of wet-weather Miller Lake.

By DEVERE HELFRICH

Probably during the summer or fall of 1888, a school, Bonita Grove, was established so that, after three months, according to the then existing law, county funds could be secured. Bonita Grove was accepted into the county system, February 8, 1889. The school house stood about one and one-half miles due north of present
day Worden on the west side of the Keno road.

Worden itself is situated some six miles south of Keno on Highway #97, and the Southern Pacific Railroad, both leading south from Klamath Falls. Laid out about 1907 or 1908 by William S. Worden, a resident of Klamath Falls and right-of-way agent for the railroad, as it was being constructed northward from Weed, Worden may have flourished for a very short time as end of the rails, when Teeter's Landing was at the height of its freight transfer activities.

On May 13, 1909 (Klamath Republican) it was announced that Harvey & Adams, of Grants Pass, had secured a sawmill site on the R. W. Tower property at the mouth of Bear Valley about one mile from the railroad and one and a half miles from the Downing ranch.

On July 29, 1909 (Republican) it was further announced that O. F. Harvey would begin construction of a 25,000 foot capacity sawmill about September 1st, at Gordon Springs. The mill would give employment to about thirty men and eight or ten teams. Mr. Harvey had "some time past, purchased the timber claims of J. Padgett, Charlie Nelson, R. W. Tower and Mr. Gordon." It was understood the entire cut of the mill was contracted for box stock. It was also thought a spur would be run from the main railroad.

On October 31, 1910 a post office was established at Worden, with Henry L. Veit as postmaster.

Originally Worden was situated north of the railroad and west of the present day Paint Rock Cedar Company sawmill. The main business building was Jack Chapman's two-story general merchandise store, downstairs, and hall upstairs. It was in this building that the post office was situated. Several postmasters served in this location. The town also boasted of a school house and railroad depot.

Next, the exact date is unknown, but sometime before 1915, North and Newhart established a small sawmill about two miles southwest of Worden, cutting timber purchased from Frank H. Downing for $3.50 per thousand. We do know that by March 2, 1915, Downing was suing North and Newhart for breach of contract to recover $1,353.00 due him for timber. Therefore it is obvious that the starting of the mill must be dated some time before 1915.

Irving E. Kesterson leased this mill about April 17, 1917, possibly from J. W. Siemens of the First Trust and Savings Bank of Klamath Falls, who seems to have loaned money on the mill at some past date. In 1918, Ivan Kesterson joined his brother in the enterprise.

According to newspaper accounts of the day, this mill seems to have had a string of bad luck and accidents throughout its existence. On May 17, 1919, Ray Chase, foreman, was hit by a log and suffered a broken cheek bone. On May 8, 1920, George E. Chase, 34, a brother of Ray's, was crushed and killed by a log while driving a truck. On June 30, 1920, Uriah P. Coonrod, 33, was killed by a log rolling from a truck.

Then, on September 17, 1920 the mill and entire plant was destroyed by fire at an estimated loss of $250,000. The fire had been caused by a live wire of the California-Oregon Power Co. line, which had been blown down by a severe wind, onto the lumber which was piled beneath the power lines. Losses included the mill at $75,000, lumber at $150,000, the I. E. Kesterson home, 8 workers cottages, 9 bunk houses, 90,000 feet of logs, two large water towers, a lighting plant, three flat cars, one box car, boarding house and office. Power was disrupted and local plants in Klamath Falls had no power for a time. On September 30, 1920, $189,000 in insurance was paid to the company.

On March 31, 1921 (Evening Herald) it was reported that I. E. Kesterson had sued Copco for $157,175.13 and had been paid $83,628.59. Another suit Aug. 8, 1922 for $275,000 was thrown out, the cause being "not sufficient facts."

On August 1, 1921, Percival J. Bowling became the postmaster at Worden. The office was discontinued October 15, 1926.
to Midland, Oregon at about the time the new cut-off highway across the marsh between the two places, was completed. The road by-passed the Keno-Worden road, over which for so many years, much of Klamath County's north-south bound traffic passed.

A post office called Ivan was opened on November 18, 1926, with Andrew J. Hanan as postmaster. Why a post office of Ivan was opened at this time, the mill having burned some time before, and where located have not been ascertained. The name of the post office and siding of Ivan, according to Oregon Geographic Names, pages 321-22, was named for Ivan Daniels, not Ivan Kesterson. Daniels was a railroad employee, killed in a nearby tunnel. Irving E. Kesterson in June, 1948, agreed the station and office were not named for his brother. Instead, the station was named first, for Daniels, and second, the office was named somewhat later for the station.

Percival J. Bowling became the second postmaster of Ivan on March 28, 1928, to be succeeded by Mrs. H. Gray on October 15, 1929. The location of these various offices is unknown at present. However, when the Grays arrived on the scene, the road had been changed to the south side of the railroad, so the Grays built on the site of the present store, which some years later burned, but has been rebuilt on the same site. Ivan was discontinued March 12, 1930. On July 22, 1941 Mrs. Daisy Gordon became postmaster to soon be followed by Howard Lore Davis on October 3, 1941, who in turn was replaced by Mrs. Amy M. Davis on February 6, 1942.

Worden was discontinued as a post office on December 31, 1957.

The Worden cemetery which is located on the hillside north of the Keno road was originally known as the Gordon Cemetery. Mrs. Gordon was a Decker, and it was one of her relatives who was first buried there, his death the result of an early day dispute.

At present the town of Worden consists of a small store, a service station, a restaurant, several homes and the large and imposing grain elevators. The Paint Rock Cedar Company, a Stockton, California corporation with William Parrish, Jr., President, started a sawmill near the original site of Worden in August, 1965. They cut cedar pencil stock only, most of which is shipped to California to be processed. It is an all electric mill and cuts from forty to sixty thousand feet per day.

At about the same time Worden was laid out, a railroad station called Calor was established just north of the California-Oregon state line. A tall, slender poplar tree is all that marks the site today. This original Calor station should not be confused with later day Cal-Ore Tavern situated to the east of Highway #97, just inside California.

A Calor post office was opened June 15, 1918 with Charles E. Cross as postmaster and was closed out to Dorris, California on December 31, 1930. It was located in California, several miles to the southeast of Calor the railroad station. The office was in the home of Charles Cross, which is presently the home of Vernon Cross. George Otto carried mail to this post office at one time. (Information from Ethel Owens, April 9, 1969.)

To the west of Highway #97, about one-half mile, at the state line, is a small draw leading down from the higher timbered foothills of Hamaker Mountain. Up this draw once ran the first freight road from Shasta Valley and California points as far south as Redding. It was in existence before the Topsy Grade road and led over Ball Mountain, through Butte Valley and across the Klamath River at Keno on its way to Linkville and Fort Klamath.

On this road, exactly at the state line, was a stopping place long known as the State Line Ranch. Several of the original buildings are still in existence. Owned since 1906 by the Sly-Owens family, the State Line Ranch provided accommodations for a large amount of traffic before and during the construction of the first railroad into Klamath in 1908-09.

North up the draw from the State Line Ranch, were situated two different small
SAWMILL CREW AT THE HARVEY AND ADAMS MILL
Northwest of Worden. —courtesy Ed Cross

HAULING LUMBER BY TEAM
From one of the sawmills near Worden. —courtesy Ethel Owen
THE RAILROAD STATION OF CALOR
Located just inside Oregon. Miller Lake in the background. —courtesy Ed Cross

THE OLD GRANERY AT THE STATE LINE RANCH FREIGHT STOP
As it looks today. —Helen Helfrich photo

sawmills at different times in the teens. The La Franiére sawmill was about one mile up the draw and the Wm. S. Fish sawmill about one-fourth mile farther north. West of the State Line Ranch about two miles and also in Oregon, was a sawmill run by a man named Knox, and a mile farther on, one run by Wise and Maxwell.

In the same valley as the State Line Ranch, but on the opposite and southwest side, is the famous old Hole in the Ground Ranch, also a one time stopping place for freighters over the Ball Mountain road to Linkville. We know it was in existence as early as the Modoc War. It can be seen today, over the hill northeast of Dorris, California and below the highway grade which crosses over the hill tunnelled through by the railroad. Some of the Otey family lived there at one time, but by whom or when settled is unknown at this writing.
May 5, 1948 — Recorded by Devere Helfrich

I was born in Missouri in 1876 and probably came to the Klamath country in about 1887 to live with my sister. Dan Novel, who logged for the old Cooper sawmill, died in the winter of 1889-90. His bulls also died that winter because of its severity. I remember Grandma Spencer's death that same winter and blame... who would not clean the snow off her cabin, although warned to do so by the stage drivers as they passed.

I still live here on the ranch we settled on in 1905 on Salt Lake, also called Indian Tom Lake by some. At one time we had 500 fruit trees, but one bad winter the jack rabbits ate all the bark on the trees before we discovered it, and they all died except one which is still standing. The old emigrant road ran about 150 feet in front of our house. Indian Tom changed the location of the emigrant road at the state line when he built the rock walls for fences around his pastures and caused the road to pass over the hill instead of around the point and following the water level.

Indian Tom died in 1913. He was loaded on a train at Calor, and buried at Yainax. He had fourteen children, most of them dying and being buried on his ranch, later to be moved to a burial ground just west of Oklaoma, farther south. His cabin was about one-fourth mile from the Otey house, and once when he had beaten one of his little girls, she left in his absence and taking the feather bed went to Calor. He thought she was in hiding at our ranch and made several trips here to find her. I finally called him down and told him the little girl was probably dead, the same as he had killed his wife, all the neighbors knowing
in their own minds that he had killed her. This made him mad, and he would not talk to us, and later when I was taking the census in 1895 and 1898 in my cart with a single horse, I drove up to his cabin. He allowed no one to come on his place but would always meet them at the fence. I, however, entered and drove up to the barn where he was working. I told him what I had come for, which he knew as I had done this before, but he refused to talk. At last I told him I would have him arrested if he didn’t give the required information, so he immediately began, my girl So and So, she so many years, my girl So and So, she so much and so on.

During the bad winter of 1889-90 Charles Boyes died from pneumonia and six men placed him on a hand sled and drew him by hand to Little Shasta across the Old Ball Mountain road. I remember that winter it killed 8,000 head of cattle on the D ranch, and the spot later was called the Bone Yard; this is around the point of the hill southeast of my home. I also remember during about that same time, when Dorris was trying to drive out the settlers, that he would tell his men, “dig a grave there for that man if he ever comes back, and one here for that man if he ever comes back.”

In 1894-95 my husband was studying at a school in Yreka for medicine, later he studied in Kansas, I was returning home to work the ranch to help meet expenses and nooned at the Meiss ranch. In those days all the places like the JF, D, Van Brimmer, and Meiss ranches had Chinamen for cooks. The next day at the Meiss ranch, the Chinese cook killed the foreman’s wife and child, and when the cowboys gathered to hang him, found that he had killed himself.

Joe Otey was my husband and liked elder-berry pie. I took my 18 months old boy and went back into the hills to pick the berries and was treed by a range bull. I stayed up the tree from about two in the afternoon until about seven in the evening. I was also expecting another child at the time. Other cattle hearing the bull, came and collected at the base of the tree.

Therron Otey lived on the island in Lower Klamath Lake, east of Indian Tom Lake. He had a fine orchard on top of the island. Had a barge to carry his things back and forth with. The government furnished wire to build pens to drive the rabbits into the year they killed the fruit trees and a large rabbit drive was held, during which thousands of rabbits were killed with clubs.

As Written to Me by Mrs. Gertrude Moore...

October 18, 1968 — to Devere Helfrich

I came to Dorris in 1913. My mother, Martie Tremaine, and I came from Tehama County, California and settled on a little homestead about two miles south of Dorris. I had taught school in Tehama four years before coming to Dorris, then Macdoel for several years, riding horseback eight miles to teach there. I would start at six o’clock in the morning for school and would get home at six in the evening. Later I taught Shady Dell school, then grades four, five and six in Dorris, and was the Principal of Dorris schools for four years and taught the seventh and eighth grades.

In 1917 I married Harry Moore who was homesteading east of Dorris. I also taught Tule Lake schools for two years and down the Klamath River for four years. In all I taught thirty nine years. We still reside on the home east of Dorris.
As Written to Me by Ethel G. Owen

October 20, 1968 — to Devere Helfrich

My parents, Mr. and Mrs. Oliver Sly were married at the home of Isaac P. Stimson (Mother’s maiden name was Effie Marcia Stimson) on January 2, 1887 near Medford, Oregon. They farmed there for a time then moved to a ranch near Keno. My aunt, Mrs. R. L. Oliver, was Postmistress in Picard, then moved to Dorris and was the first Postmistress there.

In November 1906 the Slays purchased the State Line Ranch from Mr. & Mrs. John Graffis of Phoenix, Oregon, and the Slays farmed and raised stock until their deaths.

In the first years on the ranch, besides farming and raising stock cattle, my father drove freight wagons from Ager to Keno. Other freight teams made the ranch their regular stop-over for board, lodging and care for their teams.

The railroad was being built to Dorris and through the ranch, and the Southern Pacific doctor and family boarded at the ranch, also the Paymaster and his wife boarded and roomed there.


Mrs. C. R. London, who was the early day doctor in the community, was present when I was born at Teeter’s Landing near Keno.

In 1921 I was married to Charles Owen and living at the State Line Ranch with my folks, we sold milk in Dorris, delivered with team and wagon, and in the winter at times, with team and sled. Mr. Oliver worked at a mill in Dorris, and after 17 years of his working and both of us milking cows, we decided to quit milking and gradually built up a herd of beef cattle. We have three children, all of whom attended Butte Valley Schools in Dorris. Also we had six grandchildren who attended Dorris schools, that being three generations in one family attending Dorris schools. Mr. Owen passed away in December of 1965, and was buried the same day that the Southern Pacific trains used the new alignment of their tracks, past the Owen’s State Line Ranch for the first time (December 23).
October 18, 1968 — to Devere Helfrich

My father, Henry F. Chapman and his son Fred, came west on an emigrant train from Missouri, in 1883, to Redding, California and by stage to Butte Valley. He then married my mother Martha Stallsworth in 1886. He homesteaded the northeastern part of where Dorris now stands.

The first Post Office that I can remember, was Corbett, run by a Portuguese named Manuel Cory, along with some staples of groceries. Located across the road from where the Star Inn is.

1889 was called the hard winter, in which many stock died. My father worked for Presley Dorris and walked home through snow on skis with a sack of straw on his back for his cow, that winter.

One day my uncle Charlie Stallsworth came to tell us to move to another location higher, as there was surely a flood coming. We moved to a log cabin on the hillside east of our place. When it dried up we moved back in the house, there were high water marks in the house about a foot high and grass in the yard about four inches.

Three girls were born there, Elma, Ida and Christine.

They sold the homestead in 1895 and moved to Pokegama, now called Klamarhon, and lived there about a year and a half. They bought the mortgage from Jimmie George on the Fred Kingery place which is now called the Old Chapman Ranch. There were four more children born, Bill, Bessie, Jack and Evelyn. My mother died in 1903 when the last one was born. My father sent me to Picard to get Mrs. London, a nurse from Philadelphia, Penn. that was as good as any doctor. The snow was real deep and I went in a sleigh, and never got back in time. I was fifteen years old at the time and it was quite an ordeal. My father was hauling freight then. We had cows to milk, hogs to feed and chickens to look after, besides all the kids and the little baby, who would have colic at night. My sister, two years younger than I, and myself had all the work to do. Sometimes my half brother Fred Chapman would come to stay with us and sort of boss us around, but he wouldn't stay long at a time, as he said it was too lonesome for him. He had his leg amputated and was on crutches at the time, then later he got an artificial leg.

I still can't figure how my father managed to keep us all together, we never seemed to want for anything. He had good credit at the stores, we could get anything we wanted at any of the stores. I made all of our clothes and underwear from flour sacks with the Anchor Brand on the seat. It would take us all day to wash clothes once a week and a half a day to bathe all of them and ourselves on a Saturday afternoon.

Bernard N. Lewin and I were married in 1907. We had two girls, Lena and Goldie.

In the early years of Worden, the family lived on a ranch near there and the children attended the Bonita Grove school, where Julia Rodschou and her sister Annie Rodschou taught for a few years. Later they attended the Worden School until it was torn down and later all the children had to go to Keno school.

My father Henry F. Chapman had a general merchandise store at Worden for several years.
The Applegate Trail of 1846 entered Oregon northwest of Bloody Point or at a point near Hatfield on the California-Oregon State line north of the present town of Tulelake. Continuing westward, it paralleled Lost River to the Old Stone Bridge Emigrant Crossing. Then after leaving the crossing, the trail passed out of Oregon due south of Merrill, to dip into Siskiyou County, California. It circled south of Lower Klamath Lake, passed what later became Laird's Landing, the Fairchild and Dorris ranches, to again enter Oregon near Indian Tom or Salt Lake at the Oregon-California line 2080 feet east of the center of present Highway #97. The original trail then skirted to the westward of Miller Lake, through what is now Worden and very closely approximated the present road to Keno, where it crossed the Klamath River about a mile below town. Continuing westward it crossed Spencer Creek about a quarter of a mile above its mouth, and keeping slightly northwestward, reached Grubb Spring where it proceeded to climb Hayden Mountain and then westward across the mountains into Rogue River Valley via the Green Springs summit.

The second and following years the Applegate Trail turned from the original trail near the old Downing Ranch, southwest of Worden, to climb to the south end of Bear Valley, continue through it to drop down to what later became the Chase Stage Station and ford the Klamath River about one-half mile above the bridge on Highway #66, some five miles west of Keno, where it again joined up with the original trail, at what later became known as the Anderson Ranch Meadows.

Lying adjacent to, and crossed by the Applegate Trail in California were three creeks that later became the locations of three early day stock ranches, Willow, Cottonwood and Hot Creeks. Not entered by the Applegate Trail but lying just over a hill to the westward, lay Butte Valley in which are now situated the towns of Dorris, McDoel, Mt. Hebron and Bray. This valley is watered principally by Butte Creek which heads on the northeastern slopes of Mount Shasta. It runs, first northward, then northward to either sink or end up in Meiss Lake. Butte Valley extends northward to the California-Oregon line. Here many early day stockmen settled.

Following in part is an article written by this writer and published in the "Siskiyou Pioneer" of 1957:

The first authentic record we have of whites in the Butte Valley vicinity was in the winter of 1826-27 when the Hudson's Bay Company fur trappers under Peter Skene Ogden, in a period of four and one half months, completely encircled it. Later evidence indicates that some of these trappers used the Military Pass-Sheep Rock Trail, and although it is not mentioned in Ogden's journal, it is almost certain some members saw and even entered Butte Valley to explore and trap.

During the next quarter of a century Butte Valley witnessed a number of near misses closely related to its later trail history.

1. Hudson's Bay Company trappers under Alexander Roderick McLeod in 1829-30, lost all their horses, and abandoned their furs and equipment near Bartle, used the Military Pass-Sheep Rock Trail.

2. Hudson's Bay Company trappers under John Work in September, 1833, used the same route north.

3. Hudson's Bay Company trappers under Michel La Framboise, just prior to Work, probably opened up the Sacramento River Trail from Oregon to California.

4. Thereafter, until the mid-1840's, Hudson's Bay Company trappers were up and down the California-Oregon trails and there is no reason to doubt that some of them also entered Butte Valley.

By DEVERE HELFRICH

82.
5. Americans also, from 1836 on, were traveling the California-Oregon trails in one direction or another.

6. The Chiles-Reading party in October, 1843 made their way via Goose Lake and Pit River, into the Sacramento Valley.

7. Captain John C. Fremont's government-financed junket with the little two-wheeled howitzer, crossed Klamath County in December, 1843 to enter Nevada. This marked the nearest approach of a wheeled vehicle to Butte Valley up to that time, or any part of the Klamath Country for that matter.

8. Fremont's 1846 trip into Oregon via Pit River, Big Valley, Tule Lake, Upper Klamath Lake and return to the Sacramento Valley by the same route.

9. The South Road party of 15 men from the Willamette Valley, who laid out the Applegate Trail during July, 1846 and piloted a number of that year's emigration over the route that fall. The trail branched from the California Trail on the Humboldt River near Winnemucca and led to the Willamette Valley in Oregon, via Tule and Little or Lower Klamath Lakes. From the head of Hot Creek to the Oregon state line, a distance of approximately four miles, the trail lay a scant two miles from the northeastern extremity of Butte Valley.

10. The Gold Rush years of 1848-49 and '50 saw hundreds of overland travelers between Oregon and California. Surely some of them must have entered Butte Valley to prospect or merely pass through.

In March, 1851, gold was discovered at Yreka. Immediately there was a rush for the new diggings, and a considerable town sprang up. A number of settlers took up claims in Shasta Valley and during the summer lost many head of stock in raids by Modoc Indians who disappeared over "the Bute Creek mountains" to the east. One who suffered much from these depredations was N. D. Julien. Supplies were at a premium, and late that summer Augustus Meamber purchased a pack train of 25 mules in Sacramento. On his return when near present day Edgewood his entire train was stolen by the Modocs.

A company of about 20 men was formed to punish the Indians, with Samuel Smith as captain and Ben Wright as guide and scout. It is recorded the others were "George and Morris Rodgers, Harry Smith (brother of the captain), William Brown, William Kershaw, Lin, Abel and Frank Tomlinson, Frank Fawset, Jacob Roads, John Onshy, Augustine Meamber, William Fanning, a Spaniard named Dobe John, another Spaniard and two Indians who accompanied Wright." (Don Fisher's unpublished History of the Modoc War.) The trail of the lost stock was followed to an Indian village near the mouth of Lost River below the Stone Bridge. After part of the stolen stock was recovered, the return was made by way of Willow Creek, although the entire party did not return until early in November.

We have definite record of but one train over the Applegate Trail in 1851, the Hills-Riddle train of 12 wagons, which passed through the Klamath country about September 1, en route to Oregon. However, evidence of later trains is indicated, such as the grave of Lloyd Dean Shook, aged 14, who was buried at Pot Hole Springs in Modoc County, on October 11, 1851 and some early newspaper articles in the Alta Californian of San Francisco.

On May 3, 1852, a party of men under the leadership of William H. Nobles left Shasta City (Old Shasta, west of Redding) to view out a new emigrant route to the Humboldt River. This they succeeded in doing, remaining at the river eight days to rest before starting on the return trip. On their return, they reached Shasta City on June 24. While at the Humboldt River they met a party of 22 men on their way from Yreka to St. Louis. Mr. Nobles went east with this party. This group of men from Yreka may have been viewing out a route to their city for future emigrants to use as were the Shasta men, and their number may have included men from the group who pursued the Modocs through Butte Valley the previous year. Only a small emigration seems to have passed over Nobles' Cut-off that year, quite different from
the trail to Yreka. There are records of numerous emigrant trains which arrived at Yreka in the fall of 1852 over the Yreka Trail. It was this year’s emigration that had the first disastrous encounters with the Modoc Indians which made Bloody Point so noted, together with the so-called Ben Wright Massacre of Modocs at Stone Bridge during the same season.

The Yreka Trail branched left from the Applegate Trail just west of the divide between Willow Creek and Laird’s Landing on Lower Klamath Lake and southwest of the latter place. Turning southward it followed up Willow Creek some four miles to Willow Springs, passing en route a place later to become the Van Brimmer ranch. The springs were an old Indian camp site and soon became one for the emigrants. Thence the trail ran southerly across Red Rock Valley to cross Butte Creek near the present day Southern Pacific railroad siding of Kegg. Continuing southerly through the Orr Lake gap, the old trail passed along the southern shores of Grass Lake and around the south base of Sheep Rock where the old trapper’s trail coming down from Military Pass was intersected. The trail then took a northwesterly course past the old Snelling place, later the Herd and now the Coonrod ranch, to divide within a few miles, with one branch leading to Little Shasta and the other to Yreka.

The Yreka Trail across Butte Valley probably saw use as an emigrant road for no more than 10 to 12 years, due to new routes coming into use and the hazard of the Modocs around Tule Lake. However, portions of it saw extensive use by freighters from Modoc War times until the railroad reached Klamath Falls in 1909. Small segments of it are in use even to the present time.

Nobles’ Cut-off turned from the Applegate Trail at Black Rock, continued southwesterly to Susanville, crossed the Sierras north of Mt. Lassen, and entered the Upper Sacramento Valley near Redding. Over it in later years passed a number of Siskiyou County pioneers. They turned from Nobles’ Cut-off to cross Pit River near Fall River Mills and enter Shasta Valley via the Military Pass Trail, barely by-passing the head of Butte Valley in following the old trappers’ trail.

Agitation for the use of the Military Pass-Sheep Rock road began in 1852 and continued until as late as February 10, 1855, when the California State Legislature “authorized Hugh Slicer and others to construct a road from Sacramento Valley to Yreka.” By late summer loaded wagons passed over the route, “The Lockhart Wagon Road,” from Red Bluff to Yreka and back. It was over this road that the first merchandise purchased in Yreka by the Klamath traders, Frain, Whittle, Picard and Nurse, had to be transported.

There occurred another near miss for Butte Valley in 1855 that was the forerunner of later transportation lines that had much to do with the growth of all industries therein. During that year the first railroad survey from California to Oregon was made. In August, Lt. R. S. Williamson of the United States Topographical Engineers traveled along the Applegate Trail and on the night of the 13th, camped at Willow Creek Crossing.

During 1856 extensive Government Land Surveys were made in both Shasta and Butte Valleys by C. C. Tracy. It is to these surveys that we owe so much for our knowledge of the location of the early roads of this vicinity.

History records that in 1858 Hyde and Rohrer drove a band of cattle to the sink of Butte Creek but did not stay through the winter. In 1859 J. Hargrove brought in cattle from Oregon to the same general locality and in 1860 James Hampton brought more cattle from Oregon but failed also to winter there. Finally in 1861 J. A. Fairchild, G. W. Hard and I. S. Mathews brought in 1,200 head of cattle and 300 head of horses in charge of eight or ten men, one of whom was W. J. Evans. Also that same year, Rohrer had stock at the sink of Butte Creek where Charles Boyes later lived.

It is further written that: “John A. Fairchild made a treaty with the Modocs in
BUCKAROOS AT THE "D" RANCH IN 1895
Man on white horse, Henry Picard. Man on horse in front, Ike Straw. Third man from right, Skeen.

- courtesy Klamath County Museum

1862 whereby he received lands from the Modocs . . . By the terms of the agreement the title of Butte Creek was conveyed to Fairchild with the privilege of ranging his cattle still farther east, and also, the Indians were to aid him in the annual roundup. In return Fairchild gave the Modocs money, cattle and horses to the value of about $300. He refused to give them guns and ammunition.

"In 1865 a second treaty extended Fairchild's range farther eastward, and in 1866 a third treaty gave Fairchild and Pres Dorris title to Hot Creek, Cottonwood Creek and the Lost River country, except for a tract of land six miles square at the mouth of Lost River, which Captain Jack reserved as his home."

It has also been written that "in 1862, Ball Brothers and P. A. Dorris settled in or near Butte Valley." This last statement is in part substantiated by a map filed with the Siskiyou County Clerk, H. A. Rodgers, on May 10, 1864. Explanation on the map states:

"Plat and field notes of a wagon road Survey commencing at the old sawmill on Little Shasta River and terminating at a large pine tree in Butte creek valley, four miles above Ball's cabin, one and a half miles west of Butte creek and six miles west of the emigrant Road leading to the Klamath Lakes. The entire distance by the survey is twenty and a half miles, on a straight line from point to point is fifteen and three fourths miles. The grade is easy and natural. The ground is generally good, though some is inclined to be swampy; more again is inclined to be sandy but neither in sufficient quantity to prove an obstacle to the construction of a good wagon road.

Yreka May 8, 1864
A. M. Jones, Surveyor."

The road thus described is the old Ball Mountain road, and from details on the map, there must have been a road in existence there before the survey was made, which would mean it was there by 1863 or before. "The old sawmill" was the old Breed Mill on Little Shasta at Cold Springs on the northeast side of Table Rock. "Clelland and McMurrin's Sawmill" some five and one-half scale miles farther upstream, would probably be the old mill site where
THE OLD BRIMMER FORT IN 1948

The structure was built over Willow Creek about 1864 and is now located at the Modoc Lava Beds National Monument. Van Brimmer Mountain, or as now known, Mount Dome in the background.

—the present Forest Service Guard Station stands. Other details of the map are "Bulls Meadows," "Musketo Valley," located on what is now Horsethief Creek; "a little Creek," now Prather Creek; "Little Lake," now Orr Lake; "Bute Creek" and "Bute Creek Valley." "Balls Ranch" is correctly located.

One further detail is of interest. The road, instead of entering Butte Valley as does the present Ball Mountain road, crossed the ridge some five miles farther south and entered the valley at about the same location as does present Highway #97. The map extends no farther east than Butte Creek.

During the next few years a number of other ranches came into existence. The three Van Brimmer brothers settled on Willow Creek in 1864; Fairchild and Doten took up the old "6" ranch on Meiss Lake about 1865; Charles Boyes settled on Butte Creek about six miles southeast of the Ball ranch in 1870; and lastly the old Hole in the Ground ranch over the hill northeast of Dorris sometime before the Modoc War in 1872. The Otey family once lived there. Roads undoubtedly crisscrossed the valley to all these ranches by that time.

Linkville, now Klamath Falls, was founded in 1867. For over 30 years part of its freight was brought in over the old Ball Mountain road, first from Red Bluff, head of river navigation, later from Redding and even Montague after the railroad had reached those places. The old freight road went straight across Butte Valley from the Ball ranch to the little knolls near Macdoel, thence northerly along the base of the hills to Cedar Point, to once more cut across the valley and leave it just east of Dorris.

Dorris Bridge, now Alturas, was settled by Carlos Dorris in 1869, while settlement of Surprise Valley had begun a few years earlier. Both communities, then in Siskiyou County, needed better means of communi-
cation than the outmoded emigrant roads then in existence. H. C. Tickner answered this need by building a road that was finished by December, 1871, except for some wells which were dug the following year. Commencing on the Ball Mountain road at Bull Meadows, it entered Butte Valley at the Ball Ranch over a route almost identical with the present Ball Mountain Road. Running easterly across Butte Valley to the Boyes ranch, and keeping that course across Red Rock Valley, it passed south of Van Brimmer Mountain, now Mt. Dome, and the Lava Beds to strike the Pit River road in Hot Springs Valley at the Boiling Spring a few miles east of Canby.

The Modoc Indian War began November 29, 1872, with the battle on Lost River at the Stone Bridge; and ended June 3, 1873 with the capture of Captain Jack near Clear Lake. No battles or skirmishes seem to have taken place within the boundary of Butte Valley, but there was plenty of action across it and just outside its eastern border. Many of the supplies, communications and personnel passed over its roads. Sometime during the latter part of February, 1873, Yreka, rather than Jacksonville, Oregon, became the depot for supplies to the army at the Lava Beds. The Ball Mountain road, together with part of the Tickner road, became the main artery of transportation.

A semi-weekly mail route was established to headquarters at the Lava Beds with the following itinerary: Yreka to Shasta River 4 miles, to Junction in Little Shasta 5 miles, to McMurrins 3 miles, to Clelands Mill 5 miles, to Bull Meadows 5 miles, to Balls ranch 5 miles, to Butte Creek Mound (near Mcdoel) 8 miles, to Dorris Cut-off (Cedar Point) 5 miles, to the Hole in the Ground 3 miles, to the Dorris ranch 4 miles, to the Fairchild ranch 2 miles, to the crossing of Willow Creek 5 miles, to where the road leaves Klamath Lake 7 miles, and to the Bluff at the Lava Beds 9 miles.

In the spring of 1875, H. C. Tickner completed the first wagon road up Klamath River by way of Shovel Creek to Linkville. It is reasonable to assume that shortly thereafter a connecting road was established into the northern end of Butte Valley from the Topsy Grade vicinity.

By 1883 construction was resumed on the railroad north from Redding, and as the end of the rails moved steadily up the Sacramento Canyon, the freight haul to Shasta, Butte and Klamath Valleys became shorter accordingly. Beginning in March, 1887, the towns of Montague with its Ball Mountain road, and Ager with its Topsy Grade road, became the shipping points for a vast area east of the mountains. This condition lasted until May, 1903, when a branch line railroad was completed to Pokegama in Klamath County. After that most of the interior traffic transferred there.

In 1896 Abner Weed built his big mill in Weed, California. During the next few years a logging railroad was pushed north-easterly around the slopes of Mount Shasta until, around the turn of the century, it had reached Grass Lake. In 1903, Abner Weed's lumbering operations were reorganized to become known as the Weed Lumber Company, and in 1904, it was announced that the "Weed" railroad was to be built to Klamath Falls. It too, changed its name and became known as the California and North-eastern. By July 1, 1906, it had been reconstructed as far as Grass Lake and was purchased by the Southern Pacific, who on August 23, 1906, announced that they would continue the line into Klamath Falls. During the 1907-08 period the railroad was pushed across Butte Valley and completed into Klamath Falls, May 19, 1909.

Two freighting companies began competition about 1906 for supremacy from Grass Lake to Klamath Falls. There seems to have been two freight routes across Butte Valley, one via Antelope and Red Rock Valleys to Laird's Landing. Over this route also went much of the freight to the communities of Merrill and Tulelake. B. F. Nichols used this route to haul the cement to Clear Lake in 1908-09 for the government dam built there. The other route led northward across Butte Valley to Teeters' Landing on the Klamath River. Freight from both Laird's and Teeters' Landings
was conveyed to Klamath Falls by boat and both were eliminated when the railroad reached Ady siding at the Klamath Straits.

Of particular interest are some of the freight rates charged. The railroad charge for freight from Weed to Grass Lake was $1.50 per ton; the freighters' charge from Grass Lake to Teeters' Landing $10.00 per ton; and the boat rate from Teeters' Landing to Klamath Falls, $1.25 per ton.

Also about 1906 or 1907 a line of communication was established which passed along the eastern boundary of Butte Valley. It consisted of three links and led from Klamath Falls to Upton (near present day Mount Shasta City) on the main Southern Pacific Railroad. The first was by boat, the Steamer Klamath, from Klamath Falls to Laird's Landing. The second was a passenger stage line only, from Laird's Landing to Bartle, California. It was owned and operated by Will Davis and Charlie Laird who constructed the road over which it ran. The third link was by the newly built McCloud River Railroad from Bartle to Upton. The enterprise was not a success and was soon abandoned.

The railroad remained more or less stationary for a number of years, but in 1926 construction was renewed as work on the Natron Cut-off between Eugene, Oregon and Weed, California, was commenced. Rails in the form of logging roads had been extended from Eugene southward to Oakridge, and northward from Weed and Klamath Falls to Kirk. A complete relocation and reconstruction of existing roads took place and the new extensions were completed in 1928. All through traffic was rerouted from the old Southern Pacific lines through Shasta, Rogue and Umpqua Valleys to the new lines through Butte Valley and the Klamath country.

Commencing with the construction of the railroad through Butte Valley, numerous small sawmills sprang up during the next 20 years in many localities, to run from a few to several years. About 1921 the Long Bell Lumber Company, controllers of the Weed Lumber Company since 1916, built the fabulous logging camp of Tennant on Antelope Creek. A logging railroad was constructed from Leaf on the main line to the new camp and in time extended to the eastern slopes of Glass Mountain in Modoc County. Complete railroad facilities were installed, including a roundhouse, machine shops, warehouses, switch-yards and a power plant. In 1956 the railroad and rolling stock were sold to a firm in Texas, and during the summer and fall were being torn up and wrecked for the metal.

With the approach of the railroad, settlers flocked in and, as has been mentioned, innumerable sawmills sprang up. The settlers remained, but practically all of the sawmills have gone, with the result that today in the oulying districts a maze of dirt roads seem to run everywhere and nowhere.

During the early 1920's the forerunner of present-day Highway 97 was built across Butte Valley closely paralleling the railroad from the Oregon State line to Leaf where it turned from the railroad to cross over Deer Mountain on the route of an old wagon road. At first a graded dirt and graveled road, it was paved about 1921. A portion, from Macdoel via Grass Lake to the western base of Deer Mountain, was relocated and constructed in 1938 to remain as we know it today.

During the past century and a quarter, Butte Valley has seen many changes. The old trails have grown dim and in many places disappeared altogether. Farming, logging operations, railroad and highway construction, disuse and even time itself, have all added their bits in this destruction. There still remain traces, however, and by using old surveys and bits of information gleaned here and there, diligent on-the-spot search can relocate them with reasonable accuracy. It takes time, patience and a great deal of walking, but one is rewarded with having preserved the pathways of the pioneers.
THE OLD BLACKSMITH SHOP AT LAIRD'S LANDING
As it looked in 1948. Formerly the home of the Doc Skeen family before becoming the property of Charlie Laird around 1890.
—Devere Hellrich photo

As Told To Me By Clyde Laird...

Doc Skeen was the first settler at Laird's Landing, his house is now the old blacksmith shop and is still standing (It has now completely collapsed...Editor). He planted the trees there. A clump of willows nearby, used to have a nice spring in them. An old graveyard a short distance to the south was the private burial ground of the Skeen's. Doc Skeen married an Indian woman and their belief was to destroy or bury with the deceased, everything they possessed. There are still signs of such possessions being destroyed there, such as an old cookstove. Within my memory the Skeen's returned to bury one member of their family.

My father moved there in 1890. I was born in 1893. Mamie Farnsworth is a grand-daughter of Doc Skeen. Coyote Point was the location of Oklahoma Landing. The old emigrant road went over the ridge directly east of Laird's Landing and in later years was sometimes used by freighters in muddy seasons.

As Told To Me By Ben Fairchild...

I am a nephew of John Fairchild. I was four years old at the time of the Modoc War. I was present when Scarface Charlie, Shacknasty Jim, Hooker Jim and Bogus Charlie walked into the Fairchild cabin without knocking, no Indian ever knocked, and laid down their guns.

Sam Hall hewed out and built the two log cabins at the JF ranch during the Modoc War. (Both were torn down by ranch workers a few years ago, without the owners permission...Editor).

Hall probably made the cabins at the Van Brimmer and the D ranches also, as they were of the same fine workmanship.
Haying on the ranch next to J. Frank Adams ranch, around 1910. Charles Reid at top of derrick, Charles Cox and "Shortie" next below. On the wagons, left to right: Clay Cann, Mrs. and Mr. W. V. Whitlatch, Watson, Charlie Whitlatch, and Mrs. Bill Hill in the buggy. —courtesy Juanita Stevenson

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Logs in the Klamath River at Keno, about 1912, headed for the Ackley Bros.' sawmill at Klamath Falls, predecessor of Modoc Lumber Company.
—courtesy Klamath County Museum

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P. O. Box 257
Klamath Falls, Oregon
Eleven horses were burned to death in the Merrill Livery Stable fire of 1906.
—courtesy Juanita Stevenson

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Sleigh logging to Klamath rollway at Keno in 1912. Left to right: Prent Puckett with his black dog at rear rollway, Tom McCormick, early day logger and mill man with white beard, Harry Pearson, Morgan, Bill Halley, Manley Puckett with cant hook, Johnson driver with four up.

Men like these, who will work in sun or snow, still make Klamath Pine Lumber, that lovely, smooth, soft textured stuff that SWAN LAKE has sold for 50 years.
PIioneer KENO Power Plant
Was Near this Site

The rack and pinion mechanism preserved here was used to operate a headgate at the pioneer Keno hydroelectric plant built in 1915 by B.B., C.C. and J.W. Korns. It was located 1,700 feet downstream from the present river control dam. A small diversion dam and canal supplied water to the 100-kilowatt installation. Its output was used to operate pumps for marsh drainage and the irrigation of higher lands, thus bringing a large acreage into agricultural production. Distribution lines supplied power to homes and farms in Keno and vicinity. First known as Korns Brothers Power Company, the enterprise was reorganized in 1914 as Keno Power Company. In 1920 an operating lease agreement was made with the California Oregon Power Company. Generating capacity was increased and in 1927 the properties became part of the Copco system. The Keno plant remained in operation until it was retired from service in the early 1950's. The Copco system was consolidated with Pacific Power & Light Company in 1961 and the present control dam built in 1966. This marker given by Pacific Power & Light Company in recognition of the contribution made by the Korns family to development of the fertile Klamath basin.

Klamath County Historical Society