We were to meet at Veteran's Park at 8:30 with shovels, crow bars, lunch and water. After all our unusually hot weather this day started out rather cloudy and very chilly. Five pickups gathered, Wendell Thompson and Chas. "Red" Wells to lead, Joe Riker and grand-daughter, 'Tina, Paul Fitzhugh and Billie and Madge, Bill Kafton and Janis and Virgil "Red" and me. While waiting for any others who might be coming but were late, Red and I dashed home to get me a heavier jacket. We got back just in time to turn around and follow the other 4 pickups to Helen Helfrich's house to load the 5 historical markers. They were big and heavy having been made from railroad rails about 5 feet long with a cross section at both top and bottom. The bottom one for stability and the top one for a place to bolt the brass historical plate with the inscription.

We started down the highway towards Keno shortly after 9 AM. Passing Keno we followed highway 66 rounding curve after curve through the wooded areas and looking down into the Klamath River canyon at the river. Our first stop was at Chase Station. We turned to the left before reaching the Klamath River bridge where the old McCollum Mill once stood and drove over to the old stage road. The two story white house that was once Chase Station is gone and a modern double wide manufactured home is in its place. A few of the original buildings are still standing in the background. After talking to the present owner a spot was chosen and the shovels and crow bars brought into use. The marker was set and pictures taken. It reads:

"Chase Stage Station (1875 - 1909)
Located on the Yreka-Ager and Ashland-Pokegema Stage and Freight Roads until 1909"

From there we followed the old stage road towards the Klamath River. Went past the Topsy Recreation Area and up and down and around through the woods. The old road wasn't bad except where the people with 4-wheel drive vehicles had torn it up while it was still too muddy to be used.

The Topsy Station site was a very pretty area, grassy and with a small stream of water flowing through it. There wasn't much left to tell that any buildings had ever been there. The big Lombary Poplars had fallen or been cut down and were bleached white by the sun, rain and snow.

By the side of the old apple tree (which by the way was still blooming) a short distance from the road seemed the ideal spot for the historical marker. It reads:

"Topsy Station 1875 - 1903
A Post office, Stage and Freight Stop on the Topsy Road Between Yreka - Ager and Klamath - Butte Valleys."

After taking pictures and reading some of the history in the Klamath Echoes # 11 and "Looking Back" by Alice Overton Hessig, published in 1978, we drove on to the top of the Topsy Grade. There is little difference now in that road than when the old stages used to travel that way. The county had knocked the rock off a couple of points which makes it a bit wider but it is still a road one doesn't want to meet another vehicle on, especially if you are the one going down the grade. The Klamath River looks and is a long way down making the old road seem all the more narrow. There is a beautiful view of the mountains from there.

Rounding the curve at the bottom of the grade is a large oddly shaped rock. A good hiding place for masked highway robbers to wait for the stage.

We decided to lunch before tackling that marker so we drove north a little to the old Frain School house where we could set in the shade to talk and eat. The windows are all broken out of the building and even the frames have been removed. The inside is pretty well demolished too. After lunch we didn't drive on down to the river and the old Frain Ranch but turned back to Robber's Rock. The marker was put in beside it.

"Robber's Rock - Several Stages were held up in this vicinity near the foot of Topsy Grade. Frain school just to North."

It was very slow traveling from there to the Kerwin Ranch. Lots of large rocks and deep ruts. The further into the Klamath River canyon we went the warmer it was. Never did have to put on the heavy jacket and soon removed the lighter one. The Kerwin Ranch had a big apple orchard, a few cherry and plum trees. Already small apples had developed. The wild yellow roses were in full bloom. A very lovely spot but the old home was gone without a trace. We thought we could tell about where the well had been and a rock path through. The marker was placed near a huge old maple tree. It reads:

(continued page 2)
“Kerwin Ranch 1875 - 1903
A wayside stopping place on the Topsy Road between Yreka - Ager and Linkville (Klamath Falls)".

The ruts and rocks did not decrease as we drove on to the Way Ranch Station. The Culley Stowe log cabin with a shake roof was still standing, as remodeled and in better shape than the modern home built below it by the road. Vandals must have taken great delight in punching holes in the plaster board walls in the house. The old smoke house remains and part of an old barn on the opposite side of the road. The marker was put in place and several pictures taken. This marker reads:

“Way Ranch 1875 - 1903
A Freight and Stage stop on the Topsy Road between Yreka and Linkville (Klamath Falls)".

After Paul saw a rattlesnake around the old barn, we decided it was time for us all to drive on towards Beswick and the Klamath Hot Springs near Shovel Creek on the Klamath River. The original Beswick Hotel still stands but the newer one built of stone burned and the stones were used to construct a dance pavilion. The building used as a store and a saloon is also there and another one too but probably only because of the fence and locked gates. The stone foundation of the dance pavilion is also left.

Further down the river we could see the Pokoema Log Chute on the opposite side of the river. We passed the old Hessig place where many picnic lunches were enjoyed on their lawn. From there each pickup headed home, each going a different way but all arriving back in Klamath Falls at about the same time.

.....report by Mae Smith...

MARKER DEDICATION..June 17, 1987..

An appreciation of history brought 31 people to the old Chase Station site off highway 66 on Wednesday afternoon for the dedication of the marker.

Wendell Thompson of the Klamath County Historical Landmark Commission told of setting the 5 markers down the Topsy. Helen Helfrich showed an enlarged map of that area. Paul and Billie Fitzhugh showed the pictures they had taken on that trip. County Commission, Rodger Hamilton thanked those placing the markers and for gathering and preserving history. County Commissioner, Jim Rogers also expressed his gratitude for a job well done.

Julian Ager gave some history on the town of Ager on the California end of the Topsy. It had 2 horse barns, a hotel, a saloon and dance hall. His grandfather Ager had the stage and freight stop and his father was born there. He and the other children attended Willow Creek School. Some of the Ager family still live in that area.

Mary Chase Knox, whose father was born in the old Chase Station, spoke briefly.

The cookies and coffee served by Wendell were delicious and appreciated.

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STOP BY THE MUSEUM TO SEE THE NEW BOOKS IN THE GIFT SHOP.

CONGRATULATIONS JoAnn and DAVID!!

The bride of the month was Klamath County Museum's attractive JoAnn Lundeem. Her handsome husband is David Perry from the Klamath County Planning Department. They exchanged their vows in the flower bedecked lobby of the Baldwin Hotel Museum with Rev. Arthur Mentzer officiating on Saturday June 6th. Lisa Rose of the Klamath County Extension Service and formerly of the Museum staff, was brides-maid.

Karen Cobb was soloist.

In attendance were Dale and Margaret White, parents of the bride. Chuck and Jean Perry, parents of the groom. Also relatives, children and friends gathered to witness the happy event.

A reception was held in the Cafeteria on the second floor.

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BALDWIN HOTEL MUSEUM OPEN HOUSE

Our two day Open House on May 29th and 30th was very successful. After last year’s large crowd we were well prepared this time with an abundance of cakes, punch and coffee.

Everyone enjoyed the tours. Four more rooms have been completed on the third floor, giving visitors something new to see.

With volunteers working this summer to complete more display rooms on the third floor, there will be even more to enjoy.

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THE BALDWIN HOTEL MUSEUM is now open from 10 AM until 4 PM, Tuesday through Saturday until the first of October.

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Come in and view the antique bicycles on display at the Klamath County Museum on Main and Spring streets. The display is by courtesy of Ernie Sessom. Hours are from 10 AM until 4:30 PM, Tuesdays through Saturdays.

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DEDICATION OF BALDWIN MARKER

Linkville Cemetery was the site of the dedication for the Baldwin Family Marker on Friday May 15, 1987.

This beautiful marker was made for the Klamath Historical Society by Chuck House of Klamath Monuments and Markers Inc.

George T. Baldwin died in 1920, his daughter, Maud, in 1926 and his wife, Josephine N. in 1929. George was very instrumental in the development of Linkville and Klamath Falls in it's early years. His hotel which now belongs to the County is one of our most interesting Museums.

We were very happy so many were able to attend and especially Alice Trevor, granddaughter of Wallace Baldwin (George's brother) and her son Jack McCoy and also Vera and Mart Jones, recent owners of the Baldwin Hotel.

To find the Baldwin marker, enter the upper gate at East and Upham streets. Drive past the green house on the right. The marker is about 50 feet or so from it on the left hand side of the road. It is near the road beside a tall tree and at the foot of a large litch bush.
KLAMATH HISTORICAL SOCIETY TOUR OF
LOWER KLAMATH LAKE
MONDAY JUNE 29, 1987

STARTING TIME: 9 AM.

MEET: Pit Road and State Line Road...
14.2 miles from Merrill-Lakeview
Junction.

BRING: Sack lunch, plenty of liquids, sun
hats, sun screen, umbrellas,
chairs and mosquito repellent.

WEAR YOUR NAME TAGS (any kind)!!

POINTS OF INTEREST

Adam's Cut
Laird's Landing
Van Brimmer Ranch, site of Fort
Oklahoma Flats and School
J.F. Ranch
Langer Ranch
Sheepy Creek and Cross Ranch
McKay Ranch and Nightfire Island

Finish about 4:00 PM.
LAIRD'S LANDING

Charles and Elva Laird moved to the area in the 1890's to homestead on 1,300 acres. They ran cattle and grew hay. They also raised four children there. The original house was added on to twice and had 17 rooms. Some of these rooms were rented to people traveling through on the old wagon road from the Tule Lake-Merrill country to points in the Shasta Valley especially Montague. The Laird's charged 25¢ per meal, 25¢ per bed and 25¢ a day for boarding a horse or mule. They butchered their own beef and of course Mrs. Laird made her own bread.

Laird's Landing was not opened to water traffic until late in the summer of 1905. A channel was dredged by the Adam's Dredge from Lower Klamath Lake to Laird's Landing. It then became a transfer point from stages to boats and from there to railroad.

Mule teams hauled tons of cement from the railroad lines at Grass Valley then transferred it to the steam boats which took it on to Klamath Falls to be used for building the Klamath Irrigation Project. The teams came about every 4 days, sometimes oftener. The steamer would haul about 24 tons a day. The Muleskinners would stay overnight at Laird's, feeding the mules all the hay they could eat. It took 4- to 8 mules to pull the wagons the 37 miles from Grass Valley and took 4 days.

The steamer Klamath started its run from Klamath Falls to Laird's Landing round trip about October 19, 1905 carrying both passengers and freight. The excursion rate to Laird's was $1.50 each way. In the winter months the Klamath would be docked for a week or so because of ice on the Lower Lake. Sometimes the Christmas merchandise was piled up at Laird's Landing awaiting a warm spell.

Passengers traveled on the steamer to Laird's transferring there to a stage which took them as far as Red Rock in Butte Valley where they stopped for lunch while the horses were being changed. They went from there to Bray where they again changed horses. By mid-afternoon the stage arrived at Grass Valley to make connections with the railroad going into Weed and arriving there in the evening. From Weed the travelers could go by rail to Portland or south. The railroad was extended from Grass Valley to Mt. Hebron and Dorris the spring of 1908. From then on business at Laird's Landing decreased in favor of other terminals. The homestead deteriorated and eventually the buildings burned to the ground the night of January 30, 1961.

Laird's Landing was on the Applegate Trail as was Chalk Bank Landing which is approximately five miles easterly from Laird's at the extreme south-western corner of Lower Klamath Lake.

---Hae Smith---

This season's "Backward Glance" by the Soroptomist Club at the Baldwin was a lovely affair. Our local residents having enjoyed last year's party, brought friends with them this spring to see fashions of yesteryear and to partake of the delicious buffet and champagne. The cafe' looked like a gourmet's delight. The Soroptomists modeled a number of dresses not seen previously. Tours were also enjoyed by the guests. The Soroptomist Club is a very worthy organization giving time and effort to support projects of merit.

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