WEST SIDE KLAMATH LAKE 1990
(continued)

The Historical Society Tour continued up the west side of the Lake from the site of the old Tomahawk Tavern on the Curtis Rock Creek Ranch towards the Wampler Odessa Ranch this lovely Sunday, June 24, 1990. At the Odessa Ranch our tour coordinator, Verland Huff introduced our hostesses, Mayme Wampler and her daughter, Beverly Demetrakos. Beverly, our first speaker told us some of the history on the ranch as we all gathered on the back lawn near Odessa Creek.

"The notes that I have are some my mother had made quite a few years ago when she said she was really interested in history. So I went back through some of them and I may overlap some of the things Mr. Patterson will say."

"The land, Odessa, prior to the 1880's was all owned by the U.S. government. Early in the 1880's there was 160 acres in and around the spring and the creek known as Odessa Creek and it was homesteaded by Mr. Harschbarger. Then in about the 1890's a Mr. Lewis Dennis bought this ranch and moved his family here from Siskiyou County, California. The Dennis' called this holding "The Poplars" and operated it as a resort and a cattle ranch. They held dances here and I think Mr. Patterson will tell you about the buildings that were here. They had boat excursions as they came up the creek and there were three different camp sites along the creek where they could camp. But the winter of 1892 and '93 proved to be very bad. There was a lot of snow and they didn't
have enough hay for all their cattle. Consequently they lost
about 100 head of cattle that winter and so they sold their ranch
and all their holdings to a Mr. Don Griffiths from Franklin County,
Virginia. Then on May 18, 1909 Odessa passed into the hands of
Col. Holabird who was a representative of E.H. Harriman. At that
time Odessa was pretty much closed to the public and was mostly
for the railroad personnel that came here.

Then in 1912 a Mr. Louie Alt homestead 160 acres just east of
the old sawmill on the north side of Odessa Creek. Later the
California Power Co. bought the Alt place and several of the other
homesteads that were on that side of the Creek and sold that land
to a Mr. Robert Ellingson.

During the early years the land north of Odessa Creek was dry
most of the year and my Mother told me that in the summer months
they would hay all that land from here clear out to the Lake.
There was a small portion out there that they couldn't hay but
they had a fence out there and when they put the cattle in they
couldn't get near the Lake. At that time Mother said the land was
at least two feet higher than it is today. Probably because of
the Lake being held high and being drained low and back and forth.
It drained a lot of silt off of the swamps or the Lake. We have
some photos up on the porch and you can see how high this ground
was at one time. It is amazing."

Verland then introduced Winston Patterson who had lived here
also. Winston told us: "I'm going quite aways back. We lived
right here. Our house was just the other side of this big house.
It was the caretaker's home for the hotel. Right where this house
is now stood a big hotel. It was the Odessa Resort. This was
back in 1920, 21, 22, 23 and 24 when we lived here. We ran cattle
from these flats in back of me, across the creek, about 450 head.
They were owned by Jim Straw, who homesteaded out near the mouth
of the creek back in about 1917 or 19. His homestead was the last
one out towards the mouth of the creek. He built a homestead
house, which was a very nice house, just beyond Budd Springs on
the opposite side of the creek and we lived there for a couple of
years. Then when they built the Link River Dam they raised the
water level in the Lake two feet and that flooded all this land
and even the house. So we had to give up the house because we couldn't get to it only by boat. That was the only way. So Jim Straw got mad and sued the Power Company. That case was in court in San Francisco for about five years. We finally won it. That's when the Power Company bought all this land. Of course, this was our pasture land so they ran us out of here. We used to have to get pasture back towards the Lake of the Woods or down towards the Doak Ranch or the D. Alexander Ranch. We pastured over on Wampler's and everyplace like that just so we would have a place to run cattle. Finally Jim sold the whole works out and picked up the house and put it on a barge and moved it to Shippington. We lived for quite a number of years at Shippington. I lived right across Link River from where we stopped this morning, right behind that bridge (Fremont) that two story white house. My Dad helped to build that bridge, in fact the old foreman used to board with us."

"Now we'll get back to when Harriman took over this place. It was really Harriman that bought Odessa and he stopped all public traffic from coming in here. Mrs. Demetrakos stated that when Harriman had taken this property over in the writ that it was used by the railroad people. All traffic coming in here at that time was by boat. The boats usually came up as far as Budd Springs and unloaded there. Talking about boats, that's the way our mail came every Tuesday and we got our groceries that way too. We would leave a note with the pilot of the boat and he would bring our groceries the next week."

"This area right here is all springs. The cattle used to tramp in there so we couldn't use that for drinking water. So I used to have to pack water clear from Budd Springs for our drinking water. I had to go out by the barn and down a trail for about a quarter of a mile to get it."

"The sawmill has already been mentioned. It was built in 1904 and run about five years. It was right across the creek. I think it was owned by Griffiths. When we were here the old crane still stood there."

"Those of you who are familiar with the Echoes have seen a picture of an Indian canoe with two old squaws in it. Well, that
was my canoe. I found that canoe over on Short Creek there, in the tules and brought it over here. There was a two story hotel that stood right here where this house is standing now and all this area out here was a big white sand bar. This has all been built up. In this sand bar, us kids used to play. You could take your hand and scrape away the sand and you'd find five or six arrowheads. There had been a huge camp right here and they were all over. I had buckets of arrowheads.

"I was telling Jim Flowers, coming up here, about when we lived at Shippington. We built the Fremont bridge that we came across, and had to dig holes to get dirt to fill in where the piers go. I was playing in one of those holes one day and picked up an Indian skull. In that Indian skull, right through the head, was a huge spear laying right in the skull.

At Budd Springs when the water was down you could walk along the edge of the creek and you could just pick up one arrowhead right in front of you just as fast as you could pick them up. There were that many.

The old hotel, after Harrimian took it over went by the wayside. When we lived here, you didn't dare walk on the upstairs because the floors were so rotten you would fall through. So we used to play on the porch and things like that. Hankinsons lived at that time just about 100 feet east of Budd Springs in a two story house. They owned the Fox Farm. One day we went over there and a big strong wind storm had come up and broke a big pine tree off about half way up and it went right through the house. Nobody got hurt but some of you probably remember the Hankinsons.

I mentioned the Jim Straw homestead. Jim and Ike homesteaded out near the Lake. That's where the fence was. I said we got run off by high water but I want to mention that John Linman, Jack Linman's dad, moved the house for us and all the buildings. I sat on the barge and watched him reel the house onto the barge.

Something that most people don't know is that out here at the mouth of Odessa Creek there is a swamp. To the south of the creek and just over the swamp is Short Creek. In that swamp were water moccasins and we were instructed never to go into that swamp. If you got close you could see them swimming everywhere. That's
where I found that canoe. Along Short Creek there were about six wikiup holes where the indians would bathe or lived in these holes. They had hot rocks in there and they'd take their sweat baths and then jump into the creek.

Mrs. Fleishhacker of the Fleishhacker Zoo in San Francisco used to come up here and spend her summers when we lived in the house on the creek. She smoked and of course she couldn't get cigarettes so Jim Straw, being an old cowboy that he was and a cattleman, would roll those cigarettes with one hand. He'd roll probably fifty or a hundred for her at a time.

The trail to Lake of the Woods. We used to have to run our cattle up there towards Lake of the Woods. You know how the road goes up through the valley and then starts up the mountain. Well, up there just south of the present highway, a quarter of a mile, there was an old log cabin. An old gentleman lived there. He had a bunch of mules and he run a pack train into Lake of the Woods and that's the only way you could get to Lake of the Woods, was by pack train. It was right up that old rocky creek bottom. He used to take care of our cattle when we run them up there. I mentioned that my mother run the hotel at Midland, that old two story hotel. That's how we got acquainted with the Straws. He used to live with us. He was the State Brand Inspector for cattle and also had this big herd of cattle up here. So when he came up here to take care of his cattle, my dad would come with him to help. When we would leave Midland in an old open air touring car, an old white Studebaker with a top that laid down, about seven in the morning we'd get to Klamath Falls took an hour and a half or so and we always made our headquarters at the old Hall Hotel or Steven's now. We'd stop there for a little rest and then we'd start out again, over Link River bridge, up over the hill through Stewart Lennox Addition, up by the rock pit, which wasn't there then, and up through Long Lake. The road went along the east side of Long Lake. As you came to the north end of the Lake there was a switchback and you had to go up over the mountain. We used to have a H--- of a time getting over that switchback it was so steep. So when we got to Rock Creek it would be one o'clock and that's where we would eat our lunch. The timber wasn't cut and
we'd just weave around through the timber and that was the only way we could get there other than go around by Fort Klamath. When we went through Fort Klamath we always got there about one o'clock and had our dinner at the old Fort Klamath Hotel and then came down through Crystal Creek into here. Either trip would be at least eight hours.

The Pelican Bay Lumber Company used to log off this mountain right back here with these old hard rubber tired Mack trucks and haul the logs into Budd Springs and dump them and make the rafts that went into Pelican Bay. There's a lot more that could be said but I think I'd better stop."

Verland Huff informed us that we would be unable to go into Eagle Ridge with the buses. He then introduced our next speaker, Pat McMillan who told us about Eagle Ridge.

"I'm going to read some things that were in the Klamath Republic in 1909 because the language is so colorful and speaks of the times better than my words would be. This was July 1, 1909.

'After selling Odessa, the Griffiths build a large hotel at the White Silver Springs, on the extreme northern extremity of the Eagle Ridge point. The family moved there in June and early July 1909. The tavern was strictly a tourist and vacationist center'. Then later on in a later newspaper it said that the Griffiths' had built the Spray, which is an early boat on the Lake. And one would assume that they built this boat in connection with their resort in order to get their people there who were coming to stay. Then in August 1909, D.M. Griffiths, his name was Dan, of Eagle Ridge was elected to the Board of Directors of the First National Bank. At this point the bank was strictly composed of local people. D.M. Griffiths, on October 7th, was the Director of the First Trust and Savings Bank as well. He continued to serve following the merger and consolidation of the Klamath County Bank and the First National Bank on November 25th, 1911.

The lodge was built of logs and burned in either 1926 or '27. It was rumored that Eagle Ridge tavern was a place to buy bootleg liquor during prohibition. There were several articles about chases on the Lake about that time. Apparently, the steamer Hornet, which was another boat on the Lake at that time, it said
was employed in moving some of Dan Griffiths' effects from Odessa to "Eagle Cape" it is called in this article, where will be built Mr. Griffiths' new resort. Then on August 12th, 1909, the Chamber of Commerce Board of Directors, one of whom was George Baldwin, took a day off on Sunday on a special charter launch, to tour Upper Klamath Lake. At this time they were really promoting resorts and people moving to this area and helping to develop the area, so they were apparently motoring around looking at sights. It said that they visited Eagle Point, where the construction of a large hotel is now under way by Mr. Griffiths. Splendid progress is being made and a complete transformation of what was once a rocky cliff has taken place in the last 30 days. Mr. Griffiths' intention to build a stone wharf, so that easy landing can be effected and to have a park with his hostelry. Then one more thing about the lodge, it was inaccessible by road for a long time and visitors came by steamboat and the Paddlewheel steamers. There are pictures in the museum of the Winema and other boats docking at Eagle Ridge dock.

In prehistoric times, the ridge known as Eagle Ridge was a weather station for the local Indians who placed religious significance in a peculiar boulder there on the ridge somewhere which is known as Chimney Rock. The legends indicate that the Indians determined the weather by listening to the sounds of the wind as it passed through the openings of the rock.

After looking at pictures from the Wampler collection we once again boarded the buses and drove on to Harriman Springs Resort and Marina where we were greeted by Catherine and Bob Sloan and his mother, Peg. While eating our lunch there we were given a lot of history on the area by Catherine Sloan.

"This property was originally homesteaded by a man named Lincoln. In 1890 he sold it to Kendall. It was Kendall who built the lodge that people came to call Harriman Lodge after awhile, some still do, and opened it up as a hunting and fishing lodge. In 1900, the property was sold to Mr. Holabird, who was an acting agent for E.H. Harriman and the deed was then transferred to the Union Pacific Railroad of which Harriman was the president. The Harriman family used the property as a summer retreat and as a
base for their hunting and fishing and also as a place to entertain visiting dignitaries.

The Harriman Lodge itself was located on the flat area as you come into the resort on the left hand side. We now have a restroom facility just above that area. The Lodge had originally been located right down by the water then they moved it up onto the flat area.

John Muir, who I am sure many of you are familiar with, was a personal friend of E.H. Harriman and he occasionally came out to visit and stay here for extended periods of time. John Muir did write two biographical volumes on Harriman and also did a piece on Crystal Creek.

Harriman was also a friend of Teddy Roosevelt, in the early 1900's. Because Harriman wanted Roosevelt's support for his railway expansion, he contributed heavily to Teddy's presidential campaign. President and Mrs. Roosevelt were known to have visited Harriman at least for two hunting expeditions. Eventually the two men did have a falling out.

I'd like to give you some background on Harriman prior to his purchase of the property and while he owned it. During the time he spent here he was very much involved in actually shaping the future of the United States and especially the west coast. As a young man of 33, Harriman entered the railroad field and he became particularly well known because he always improved the lines that he purchased and obviously he continually expanded his power and influence. He was an astute financier and he continued to expand holdings and actually continued that through the depression of the 1890's. It was in 1893 that the Union Pacific was near bankruptcy and a few notable men such as J.P. Morgan and Jacob Schiff had attempted to reorganize through the Union Pacific but they failed. They failed because they continuously met obstacles. They couldn't understand why they weren't able to get ahead with their attempts. They finally recognized that it was Harriman who was posing all of these obstacles for them. There was an interesting biography written of Harriman by George Kinnen, and part of the interview between Schiff and Harriman he recorded in this biography about this time of reorganization. He says,"Mr.
Harriman, my associates and I, as you doubtless know, are trying to reorganize the Union Pacific. For a long time we had been making good progress but now we are meeting everywhere with opposition and I understand that this opposition is being directed by you. What have you to say about that?" Harriman said, "I am the man". Mr. Schiff said, "Why are you doing it"? Harriman said, "because I intend to reorganize the Union Pacific myself". This was surprising but Mr. Schiff merely smiled and said, "How do you propose to do it Mr. Harriman? Most of the security for the company is in our possession. What means have you of reorganizing the Union Pacific"? Harriman replied, "the Illinois Central ought to have that road and we are going to take charge of the reorganization. We have the best credit in the country. I'm going to issue 10 million dollars in 3% bonds to the Illinois Central railroad company and I'm going to get close to par for them. You at best can't get money for less than 4½%. I am stronger than you are". Mr. Schiff was amazed at the confident boldness of these assertions but he merely replied, "you'll have a good time doing it Mr. Harriman but meanwhile what is your price"? "There is no price", replied Harriman, "I am determined to get possession of the railroad". Rather than face the opposition of such a fighter, Schiff finally decided to make Harriman a Director of the Union Pacific and a member of the Executive Committee. He told him that if he proved to be the strongest man on the committee, he would probably get the Chairmanship in the end, and as such the reorganization went foreword. In 1899, Harriman re-acquired the Oregon Short line and gained control of the Oregon Railway and Navigation Co. which gave him a system outlet to the sea in Portland. Within 2 years under Harriman's leadership, the Union Pacific's earnings doubled. In 1895, another man entered Oregon railway history, Andrew B. Hammond, who built a line to Astoria. From here he could ship lumber from one of his mills to the seaport of Astoria. In 1901, Harriman took control of the Southern Pacific and in 1905, James Hill announced his intention of entering and developing Oregon. This began the opposition between Hill and Harriman. This battle went on for quite awhile and most of it was fought in court. But many of the railmen working on their respec-
tive lines also battled with each other to the point of fist fights and in a number of cases dynamitings where men were actually killed.

It has not been authenticated, but we have been told that this was also the site of the first telegraph line in Oregon. Harriman had that put in so that he could keep track of the progress of the fight between he and Hill as to who was going to reach Oregon first. Harriman began the construction of the line from Weed, by way of Klamath Falls, to Portland but he died before the completion of that line. In 1907, Mr. Hammond who was the Mill Operator sold the Astoria line to James Hill, who was entering his Great Northern system at the rival port of Seattle. So Harriman was working to get to Portland and Hill was going to get to Seattle.

Even though Harriman was an aggressive businessman capable of legal and at times, I guess, street fighting, he was also quite a humanitarian, as was his wife. When the San Francisco earthquake occurred in 1906 it destroyed about 4 square miles of that city. A tent camp was set up in the Golden Gate Park to house people and to feed them on breadlines. As soon as Harriman heard about the earthquake, he went to San Francisco and put all of the resources of the Southern Pacific at the disposal of the city. He bought huge quantities of food in Los Angeles and rushed it to San Francisco. He also moved 1,073 carloads of refugees out of the city by railroad. He gave gasoline and explosives. The railroad hospital cared for the city's sick and injured during that period and opened 9 information bureaus to carry city news bulletins along the railroads telegraph wire to Western Union. There was never any charges for any of these services.

During the early 1900's there was a great deal of activity on Klamath Lake. The steamboats generally went from Klamath and stopped at Eagle Ridge and then to the Odessa Hotel and then come into Rocky Point and stop at Rocky Point Resort and then into Harriman. It was an all day outing.

There were numerous logging operations at this upper end of the lake and of course at that time it was all done on horseback and they would skid the logs down into the creek. Predominately into Recreation Creek and there is still evidence in Recreation of a
landing deck there. Harry Drew, a former curator of the Klamath County Museum, compiled a history on this golden era of steamboats in Klamath entitled Early Transportation on Klamath Waterways which is still available at the Museum.

This time of the steamboat was also the time when the railroad expansion took place. Harriman's untimely death in 1909 took a number of people by surprise and the Klamath Development Co., which was also owned by the railroad, purchased the property and their intention was to create a millionaires' paradise. They changed the name of Harriman Lodge to Pelican Bay Lodge. Point Comfort and now known as the White Pelican, was going to be a part of the millionaires' resort area as was Rocky Point Resort. Travelers were expected to arrive by railroad into Klamath Falls, spend the night at the Pelican Hotel, which ironically enough was also owned by the Klamath Development Co. Then the next morning the guests would travel by boat up to Pelican Bay Lodge. The Klamath Development Co. bought the Buena Vista, a stern wheeler, in 1911 to transport guests. It has been noted that the Harriman interests did help to develop the west side of the lake and making it accessible by automobile enabling people to reach the Resort under their own power. Then along came Fleishhacker who a number of you know contributed heavily to the San Francisco Zoo and guess what, he was President of the Klamath Development Co. He eventually purchased the resort around 1918 and was responsible for building 4 large cabins, a 10 car garage, a dining room, the Earl's Court which also had servants quarters and a house to store his supply of imported liquors and an adjoining cloakroom. He also built a dance pavilion, which was located near the spring. Fleishhacker entertained many Wall Street millionaires here including J.P. Morgan.

In 1935, Gus and Ollie Johnson, my husband's grandparents, leased the property from the Fleishhacker family and created a Girl's Camp. At first they had purchased property above Rocky Point and just camped there. They started this girls camp which attracted a number of out of state families and their daughters and a number of local girls who were described as well-to-do. The girls would stay for a month or so. Initially the rate was at $10
a week. Ollie was great for planning outdoor activities for these girls. They had a boat they went out in and she took them on nature hikes. Girl’s brothers and parents started wanting to stay also. That caused a little change and it became the Harriman Lodge Guest Ranch, complete with pack horse trips into the wilderness area.

In about 1937 the property was purchased by Gus Johnson and Fred Fleet and that still included Point Comfort and now it totalled about 700 acres. Ollie Johnson was responsible for the day to day activities at Harriman and also taught school here at Harriman Lodge. She also operated the Post Office. Gus worked in Klamath Falls as a building contractor. In 1941 Harriman Lodge burned down and the Earl’s Court became the principal building on the property. Many of the people who came from out of state and were guests here bought property and now make up a good part of this community. Gus and Ollie sold the resort to their daughter Peggy and son-in-law Bob Sloan who continued developing. They added this building and created Sportsman Park and Harriman Park. Much of the property was subdivided during this period of development.

By 1980 Bob and myself reopened the resort after it had been closed for about 7 years and we continued making improvements."

Bill Cadman was introduced and told us that they had bought Point Comfort in 1975. They proceeded to make it a resort and then a restaurant called the White Pelican Inn. The White Comfort Lodge was built by the Klamath Development Co. Bill and LoEtta Cadman sold in about 1987. Point Comfort is on the National Register and we will be stopping there next. The Cadmans continue to live in the Rocky Point area "because there is no better spot summer or winter for hundreds and thousands of miles in any direction".

We finished our tour around Klamath Lake by stopping at the White Pelican Inn at Point Comfort to view that lovely area before busing back to the Klamath County Museum.

Transcribed from a tape recording by JeanPaul Jones
Written by Mae L. Smith
MUSEUM NEWS
via........THE FRIENDS OF THE MUSEUM....

Hurrah! for Avis Kielsmeier and her committee for the great job on the recent ANTIQUES FAIR AND COLLECTIBLES SALE. $650.00 was cleared in one day! Many donated items to sell and others sold goods on consignment. Over $250 was realized on the raffle. Thank you to all of you who bought tickets. The prize winners were: Silver pitcher-Suzanne Hazen; Canning jar, Dorothy Kerns, English Cup & Saucer - Gwen Best; Austrian Cup & Saucer, Bruce Kielsmeier; Cake Plate-Alexis Runyan; Commemorative Dish - Virginia Drew.

The Antiques Fair was fun and there is talk of having another in April, 1992. Save those treasures for the Sale!

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NEW FACES...at the Baldwin, Melissa Parrish; in the KCM lobby, Shelley Breshears and Rachael Hernandez. All three are participating in the KLETI training program until Aug. 15th.

ON THE TROLLEY...Dennis Penner. Although a little nervous the first couple of days, Dennis is getting the feel of the trolley, talking to visitors, remembering dates, and waving along the route. A lot like patting your head and rubbing your stomach, I think.

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DIDN'T RECEIVE YOUR TRUMPETER IN MARCH?

DID YOU CHANGE YOUR MAILING ADDRESS WITHOUT NOTIFYING US?

HAVE YOU PAID YOUR 1991 HISTORICAL SOCIETY DUES?

COPIES OF PAST TRUMPETERS MAY BE OBTAINED AT THE KLAMATH COUNTY MUSEUM AT 50¢ APiece.

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The TOURIST SEASON is here! Many visitors are coming. In May 1,970 signed in.

EXHIBITS AND EVENTS this summer......

Klamath County Museum: Early July Drawings and paintings of Northern Klamath County by Ed Gray

Maud Baldwin Historical Arts Festival Baldwin Museum August 3, 4, 10, 11 Watch for detailed program in news media. Lots of fun, plan to attend.

In 1993, Oregon will be celebrating the 150th year of the Oregon Trail. Your museum director has been asked to serve on a committee to help involve the entire state in this celebration. If you have ideas, please call Pat, 883-4208

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If you missed the recent Historical Society Tour, June 23rd, you missed another good one.

A lot of effort and research were needed to make it such a success. Thanks to the recent measure that passed in the County, we were again able to rent 3 school buses and the drivers.

This tour took us to the Dairy, Hildebrand and Bonanza areas where 130 people enjoyed both the trip and the speakers. The weather cut us a little short of our goal but 1992 is another year and another tour.

Our thanks once again go to Verland Huff, Paul Fitzhugh and Jim Flowers for giving us such a great historical trip.

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