Dear Readers:

This issue completes the two part summary of Jim Spindor's research on Link River. The complete version is available at the Klamath County Museum. The editor wishes to thank Jim for the use of his materials.

The next issue of the Trumpeter will cover the June Historical Society tour to the Clear Lake area.

Susan Rambo, Editor

YULALONA
by Jim Spindor

William S. Moore, a prominent pioneer lumberman of Klamath County moved to Klamath Agency in 1868, and in 1870 he built a sawmill for the U.S. Government at that location. Thereafter, he moved to Linkville and built a sawmill on Link River; this sawmill is described as follows in Lumbering in Klamath:

"In 1877 Mr. Moore constructed a sawmill on the west side of Link River, about half-way between Linkville and Upper Klamath Lake. A canal was built from the lake to the mill to provide water for the turbine and also to float the logs to the mill. This was the finest site in the county since ample water power and an unlimited supply of timber were available. The mill equipment consisted of a water turbine, circular head saw, friction-driven carriage and a push-feed ripsaw to edge the lumber. The capacity of the mill was eight to ten thousand feet per day with a crew of ten to twelve men."

"Lumber was sold right from the pile and loaded on the wagons of the customers, as was the general custom in those days. This mill, the fourth private sawmill built in the county, had by far the steadiest and longest run of any of the early mills. The operation was unusually successful and continued until 1907, covering a period of thirty years." p. 9-10.

At first, logs for this sawmill were skidded into
Shoalwater Bay with ox teams; the logs were rafted, and then towed down the lake by a barge using a mule treadmill and a sail for power. Later, horses and wagons replaced the ox teams and the towing was done with a steamboat.

It was in the spring of 1881, that the "General Howard", the first steam powered boat on Upper Klamath Lake, was put into service towing logs from Pelican Bay to the Moore sawmill. The "General Howard" was 65 feet long, with a 12 foot beam, drawing 4 1/2 to 8 feet of water; it had a 40 horse-power engine and a 4 foot propeller. This boat was built by H.M. Thatcher and Sykes Worden at a cost of $8,000. Mechanics were brought in from San Francisco to build the boat; the boss ship-carpenter was the man who made the patterns for the Merrimac of Civil War fame.

In 1887, William S. Moore sold the sawmill to his sons, Charles S. and Rufus S. In 1889, the Moore brothers obtained the first navigation and booming rights on Link River. Acting upon the petition of the Moores, the county court (two commissioners and one judge) declared that Link River from the bridge across the river at Linkville to its source, was a public highway for the purpose of floating and transportation of logs, timber and lumber. On April 9, 1889, the county court leased Link River to the Moores as a toll highway for a term of 21 years. The lessees agreed to "to clear, deepen and widen" the river. It is not known if the Moore brothers fulfilled their obligation to so improve Link River; however, in 1907 the county commissioners agreed to pay one-quarter of the expenses for a logway in the river, with the Moores to pay the rest. By this method of financing, the river could be improved without the Moores charging tolls on logs under the 1889 lease. It is interesting that in 1907 the Moores moved their sawmill to Lake Ewauna.

The use of Link River for log driving seems to have occurred between 1908 and 1912. The Moores did drive logs on the river for two years after moving to Lake Ewauna; on the second drive a fatality occurred. Note: One time when the
Moore sawmill was on Link River, a raft of logs on the upper lake escaped into the river and remained stranded there for many years. It was probably the high water of 1904 that finally cleared them from the river, as it was reported in an April, 1904 article in the Klamath Republican, that the highest water in ten years had brought down 80,000 board feet of logs stranded in the upper lake and Link River, and people in Klamath Falls were getting in their winter supply of wood. By 1911, logs were again trapped in the river. In April of 1911, the Klamath Lumber Company was allowed to use dynamite to dislodge these logs, which had been collecting in jams for several years.

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Soon after Linkville was established, irrigation projects began. In 1868, Nurse and Conger built a ditch to irrigate gardens on the east side of Link River. This later became part of the Ankeny Canal. The creation of the Ankeny Canal was the introduction of large scale irrigation in Klamath County. In 1878, the Linkville Water Ditch Company built a canal from the east side of Link River to irrigate town lots. This was known as the Ankeny-Henley Canal; it was a small ditch starting at the lower reef in Link River, with a capacity of about forty miners' inches (14 pints per minute). In the spring of 1884, William Steele (a rancher) enlarged this ditch and extended it into the Klamath Valley for a distance of 15 miles. After leaving Linkville, it went generally in a southeastern direction along the foothills for about 8 miles, where it divided into two branches; the southern branch went to some of the best lands in the Klamath Valley (including the Ankeny Ranch), and the eastern branch went to Olene and into Poe Valley.

After Mr. Steele died in 1888, a new company was incorporated under the name "Klamath Falls Irrigation Company". This company took over the Steele rights and enlarged the canal to a capacity of 50 cfs (cubic feet per second). The maximum acreage irrigated by the Ankeny Canal was probably never greater than 4,000 acres, although the system commanded a much larger area. In 1905, this canal was purchased by the U.S. Reclamation
Service.

The next canal to originate from Link River was the "A" Canal; the start of this canal is from the east side of Link River between the Fremont Bridge and the dam. It runs toward Conger Field (Park), passes through a pipe beneath Highway 97 and then goes underground for some 3,300 feet, coming above ground near Prospect Street. From here, it goes to and around Klamath Union High School, around Modoc Field and then, while generally following the Alameda Bypass, on out to the south suburban area, and beyond. The "A" Canal is approximately 75 feet wide and for part of its length, at least 18 feet deep. During the irrigation season, it carries up to 1,500 cfs of water, or more, and with such a head, the depth of the water is at least nine or ten feet.

Speaking of the "A" Canal, History of Klamath County reports:

"On December 29, 1905, bids were opened in San Francisco, California, for the construction of nine miles of the Main Canal, including headworks, bridges, turnouts, and other appurtenant structures involving about 600,000 cubic yards of excavation, 3,100 feet of concrete lined tunnel, and 4,000 cubic yards of concrete canal lining and structures exclusive of tunnel lining. Mason, Davis and Company of Portland, Oregon, was the successful bidder for the canal and tunnel work and the International Contract Company of Seattle, Washington, for the six highway bridges." p. 108.

Klamath Country History states:

"The Ankeny-Henley Canal occupied such a strategic location, that it was practically impossible to convey project water from the Upper Klamath Lake without entering into an agreement with the Klamath Falls Irrigation Co. An option was obtained by the United States for their property rights, and then the construction of the large A-Canal started in 1906. It had a design capacity of 1500 cfs with a concrete lined section from the inlet to the tunnel which was also concrete lined, and the remainder to be in a large earthen section. The first project water was delivered from this canal on May 17, 1907. The complete A-Canal system now delivers irrigation water to the Klamath and Poe Valleys plus portions of the northern and eastern Tulelake area." p. 20.
There were a number of drownings in the "A" Canal, of whom many were children. From the source of the canal, through the city and the most populated portions of the suburbs, there were 25 drownings from 1925 to 1955; nine of these were children ten years of age or younger. Harry Ordway, a five year old, was the first child to drown in the canal; on September 21, 1927, he stepped into a hole, tripped and fell into the canal. It was the drowning of 3 1/2 year old Patrick Callahan on September 28, 1955, which caused Mayor Paul Landry to appoint a "Fence the Canal" committee. The task of this committee was to study the possibility of fencing the 5.6 miles of open "A" Canal from the headgate to Homedale Road, as well as any other remedial measures that appeared feasible. The committee's recommendation was, "We should settle for nothing less than moving the "A" Canal out of town, and abandonment of its present right of way, providing an engineering study shows this to be feasible."

Child Drownings, "A" Canal, Klamath Falls, Ore. 1925-1955, p. 14. Clearly the committee's recommendation was either not "feasible" or not followed; however, considerable fencing has been installed.

Next came the Keno Canal, which was built by the U.S. Reclamation Service; construction began in 1906 and the canal, with a capacity of 635 cfs, was completed in October of 1908. The Keno Canal was an extension of the Moore sawmill canal; eventually, it went from the west side of Link River, down the west side of Lower Klamath Lake, continuing to the Keno area where it crossed Klamath River in an inverted siphon, then going on to the southwest corner of the lower lake. When the Link River Dam was completed in 1921, the intake to this canal was connected to the dam. It would have been impossible for the government to build the Keno Canal without purchasing the Moore's canal, as well as their riparian and vested rights to the waters of Link River.

During 1920 to 1922, some local citizens urged the U.S. Government to sell both the "A" and Keno Canals and to pave the way for a power development on Link River, which was said to be
needed in Klamath Falls and the surrounding area. The
government agreed, and on April 25, 1923, both canals were
advertised for sale at an appraised value of $120,620; the
canals were sold to the California-Oregon Power Company (Copco)
at this price. A contract to purchase these canals was signed
on July 10, 1923, however, because of continued protest, the
deed from the government was not recorded until March 5, 1934.
The protests concerned the "A" and Keno Canals, as well as the
Link River Dam. Some people said that the contract to regulate
Upper Klamath Lake was a give-away bordering on fraud; others
claimed that the "power octopus" (Copco) wanted to get control
of all power sites in Klamath County; the power would then be
sold to San Francisco to Copco's profit, leaving the Klamath
area with insufficient irrigation water. Another objection was
that regulation of the lake was destroying navigation,
recreation, and those industries which bordered the lake. John
C. Boyle (Copco) says that the protest group was a minority, and
that the large majority of citizens supported the immediate
regulation of Upper Klamath Lake. Because of the delays, the
purchase of these two canals was reviewed by four Secretaries of
the Interior: Lane, Payne, Fall and Work.

There are several large cold artesian springs in the Link
River Canyon which flow into the river. The largest of these
was on property owned by E.R. Reames. This was one of the first
sources of irrigation water in Linkville. Reames deeded to the
Klamath Falls Light and Water Company a right to two-thirds of
the water flow from this spring. In 1912, drilling was begun to
tap and encase the water from the underground source that
supplied this large spring, and to eliminate the possibility of
surface contamination. Originally, three wells were drilled,
with two reaching a depth of 90 feet, and one 190 feet. The 190
foot well was still in use in 1955, along with three other deep
wells, one of which was drilled around 1940, to a depth of 850
feet.

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In 1895, the first power plant in Klamath Falls was
constructed on Link River. It was this same year that the Klamath Falls Light and Water Company was formed, after H.V. Gates received a franchise for the town's first water and electric light system. This first plant, the East Side No. 1 power plant, was located in a 9 by 12 foot wooden building on the east side of the river, at springs near the north end of Conger Avenue. This power plant combined with the Klamath Falls Water Pumping Plant for the supply of domestic water. The water for running the power plant was taken from the Ankeny Canal via a two-foot square closed box about 250 feet long, to a waterwheel. The East Side No. 1 plant turned on the first electric lights in Klamath Falls on November 1, 1895; it continued to operate until 1908. The plant had a capacity of 360 sixteen candlepower lamps, about what would be required for a hotel with 100 rooms.

The second power plant was the East Side No. 2 plant, built in 1905 and 1906 by the KFL&W Company on the east side of Link River. This complex consisted of a low diversion dam which turned the waters of the river into a 3,000 foot wooden flume, supplying power to a 540 horse power Victor Turbine, which was housed in a L-shaped building. The plant had a rated capacity of 4,800 sixteen candlepower lamps; it operated until June 24, 1917, when it had deteriorated enough to need rebuilding.

In the fall of 1907, Charles S. Moore withdrew from the KFL&W Company, and in association with his brother Rufus, began the construction of a power plant on the west side of Link River. This plant took water from the west side canal; before the government reconstructed this canal, it had a unique flume spillway which discharged surplus water over the top of the powerhouse, into the river. Power lines were erected from the plant to various locations, including the towns of Merrill and Bonanza. For the first time, two separate power companies were actively competing in Klamath County. Note: It was not unusual for strong south winds to lower the water level of Link River sufficiently to interfere with the power plants, and leave Klamath Falls homes in darkness. Once the city was connected
with the power plant at Copco, California, no such inconvenience was experienced, even when the local power plants had to be closed.

The final power plant to be constructed on Link River, the East Side No. 3 plant, was put into commercial operation on August 22, 1924. This plant is connected to the Link River dam through a one-half mile wood stave (now part metal) pipeline 12 feet in diameter, 40 feet of steel penstock and surge tank, 42 inches in diameter and 30 feet high. Note: In 1976, there were three hydroelectric plants in Klamath County - the John C. Boyle plant, generating 79,990 kilowatts, and the East and West Side plants on Link River, generating 292 and 419 kilowatts respectively.

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Riverside School is located on a hill overlooking Link River; it has also been called the West Side School. Riverside opened near Thanksgiving Day of 1910, with Miss Edna Adams as the first principal; she was paid $85 per month. Upon the opening of this school, the Klamath Republican reported; "Slates bound in red velvet and scratchy slate pencils were used for sums." At the present time, Riverside is the oldest operating school in the Klamath Falls school system.

With regard to how the school came to be constructed at this location, Klamath Country History states:

"...when the school board was considering a site at 3rd and High Streets, Rufus Moore offered a free site 'on level ground, a stone’s throw from the river'. All thought that meant what is now Maple Park, and most of the people did not know otherwise until building began. Then there was a real fuss and much agitation against a school 'way up on the hill'. October 14, 1909, the site was chosen - 86 for and 65 against." p. 91.

Note: The Maple Park location is now 120 Riverside Drive; the building located there currently houses the Klamath Art Gallery.

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In 1884, Thomas Martin moved to Linkville from Ashland and built the first Martin Brothers flour mill on the west side of Link River, on land donated by Judge Charles S. Moore (he was
County Judge from 1894 to 1898). Wheat was so scarce when Martin first arrived, that he was compelled to give seed to the farmers in order to get enough wheat for his mill. Starting in 1892, this mill was powered by water from a canal constructed by the Moore brothers; the remainder of the water from this canal was used for the irrigation of lots and orchards in West Klamath Falls. Note: The Moore sawmill canal was originally 950 feet long; in 1892, it was reconstructed and extended to a length of 3,750 feet, with a capacity of 15 cfs.

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For a time, Klamath Falls had a "trolley" and a part of its route was near Link River. This was in fact a horse car; it was operated by the Klamath Falls Land Transportation Company between July of 1906 and May of 1911. Klamath Country History states:

"It was never run by electricity, but was drawn by one or two horses. The tracks ran from the Southern Pacific Railroad Depot north along Spring Street to Main, west the length of Main Street to Conger Avenue, north on Conger to California Avenue, along California to Front Street, then along Front to the docks. The original trolley's flanged wheels were replaced with flat, wagon-type, iron tires, so that the trolley could be pulled at random on the streets." p. 31.

This horse car was sometimes erroneously called the "Linkville Trolley"; erroneous because it was not operated by a trolley, and because Linkville had officially gone out of existence 13 years before its arrival. Regarding this car's operator:

"The only driver during the life of the 'trolley' seems to have been Charlie Adams. Tales have been told how he would stop along the way to refresh himself at various bars, as service was not too demanding. Sometimes a prospective passenger was compelled to roust him out of one of the several bars along Main Street. They always knew where to locate him by the location of the street car and dozing horse." Ibid p. 31.

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There have at times been boat landings on Upper Klamath Lake near the start of Link River. In 1872, a former salt water sailor named Moody, ran a boat on a fairly regular basis from
the head of the river to Klamath Agency. This was a keel-bottomed boat, named "Mary Moody"; it was about 10 feet by 40 feet, and made use of a small sail. Around 1876, Joe Ball became the owner of the "Mary Moody"; he continued to operate this boat until 1880 or 1881.

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For some time, there was a road open to the public on the west side of Link River. When Klamath County became interested in removing this road, Copco contributed to the cost of building the Fremont Bridge at the head of the river. The road was then closed to public use. Note: In 1866, there was a small ferryboat at the head of Link River; it was installed for the Pony Express, and could carry only men and horses.

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Without changes, Link River was not suitable for commerce (other than log driving); for one thing, the "falls" prohibited commercial navigation by boats. The capacity of Link River to sustain such commerce was assessed by the Corps of Engineers, and their findings were set forth in a report of 1887. This report saw possibilities for the river to become navigable for commercial purposes:

"The steamer's traffic from California points on the lower lake to Linkville and to the upper lake may in the future form an interstate highway along this part of the Klamath water-way..." Klamath Basin Rivers Navigability Study, p. 9.

This report noted that the improvement of the river would be very convenient for the steamboat operating on Upper Klamath Lake, for it would be able to land directly at Linkville instead of stopping on the southern shore of the lake, over a mile from the nearest business part of town. Note: The most frequently used route into Klamath country was by stage or freight line from California to the southern end of Lower Klamath Lake, then to Linkville by steamer, next a portage around Link River, then again by boat on Upper Klamath Lake to Fort Klamath area.

The Corps of Engineers report also mentioned there had been a proposal to build locks, to overcome the drop in elevation of
the river. And, some citizens wanted to remove the low, narrow reef (several hundred feet long) from the extreme head of the river; however, this would not have made Link River navigable, although it would have lowered the depth of Upper Klamath Lake, which would have allowed the draining of some swamp lands that bordered the lake.

The possibilities seen by the Corps of Engineers were not acted upon, and Link River did not become navigable for boats. If it had, changes would have been required in the bridge at Linkville. The first bridge was completed about July 1, 1869, and thereafter, a bridge at this location prevented steamboats from Lake Ewauna and Lower Klamath Lake from proceeding up the river. The only commercial traffic which could pass under this bridge were launches.

In July of 1903, S.V. Short, George H. Woodberry and E.E. Upmyer incorporated the Klamath Lake Navigation Company; they began with $10,000 of Capital Stock. At first, this company operated two gasoline launches on Klamath River and Lower Klamath Lake; they were known as the "Tule" (25 feet long) and the "Ewauna" (40 feet long). These launches, drawing up to two feet of water, could proceed under the (second) bridge; they then went 200-300 yards up Link River, where there was a boathouse for their storage.

Link River and George Nurse's property on the river and Lake Ewauna were discussed by the Oregon Supreme Court in Oliver v. Klamath Lake Nav. Co., 54 Or 95 (1909). This suit was filed to enjoin construction of a wharf between Oliver's property (which was at the junction of the river and lake) and Link River. The lower court was reversed and the injunction granted. In Klamath Basin Rivers Navigability Study, this case is questioned because it states the parties conceded that the entire river was navigable:

"This was a somewhat curious conclusion in that the only two witnesses who gave testimony as to the navigability of the river stated that the rapids above the bridge (after which Klamath Falls gains its name), prohibited navigation." p. 9.
The Court’s finding was not "curious", because in 1890 this same Court ruled that a stream is "navigable" if it can be used "to float logs and timber from forests to market", Nutter v Gallagher, 19 Or 375. Since the Moore brothers leased Link River for this very purpose in 1889 (and, the river was used for log driving from 1908 to 1912), it did not matter that the "falls" prevented boats from using the river.

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The headwaters of Link River originally flowed over a natural reef of basalt (approximately 4,137 feet above sea level), into a slackwater extending about one-third mile downstream to a second reef; the Link River Dam is located on this lower reef.

Copco was the moving force in bringing about the construction of the Link River Dam. In 1902, the predecessors of Copco owned riparian property that constituted a power site on the Klamath River in California. In 1909, Copco made water appropriations, and in 1910 began construction of the Copco No. 1 power plant on this California site. As a result of careful stream gaugings, by 1915 Copco knew that unless the U.S. Government carried out its plan of regulating Upper Klamath Lake, the Klamath River would often, if not regularly, be extremely low during the summer months. If a dam was built on Link River, a uniform flow could be maintained in Klamath River, satisfactory for the needs of Copco.

The federal government was approached about the construction of a dam, but Copco was told that although there were plans to regulate Upper Klamath Lake for irrigation purposes, there were no funds available and it was unknown when there would be sufficient funds. Thereafter, Copco began negotiations with the government whereby Copco would build the Link River Dam, take care of any claims for damages, and regulate the lake subject to federal supervision and subject to supplying all water needed for irrigation purposes first. The dam and dam site would later be conveyed to the government; also power would be furnished to the irrigation projects at estimated
cost. These negotiations resulted in a contract between Copco and the Department of the Interior dated February 24, 1917, on the terms stated above. John C. Boyle says this was one of the first, if not the first, joint ventures between the Department of the Interior and private industry.

It was in February of 1919 that surveys of properties along Link River were started; these were necessary for the purchase of the land needed, and for the preparation of estimates of the cost to build a temporary dam. As stated earlier, construction of the dam started in March of 1919, and by May 5, the temporary dam was in place and regulating the flow of Upper Klamath Lake. Studies were then made daily to determine the effect that regulation of the lake would have on bordering properties.

The Link River Dam was completed in 1921, at a cost of about $325,000. On December 26, 1928, the dam and the land on which it is located, were deeded to the U.S. Government by John C. and Nina C. Boyle. On January 31, 1956, the contract of 1917 was extended until the year 2006. This dam has a width of 435’ 6" between abutments; its average height is 15’. The dam has 19 gates, each 5’ by 7’ - six go into the Keno Canal, six into the main river channel, and seven into the east side. The discharge capacity of the dam is over 10,000 cfs.

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As previously mentioned, an early mode of transporting goods across Link River at the southern end (then known as I-uauna, later as Linkville), was by tule float, powered by the feet of the float operator. Then in 1867, Nurse’s ferry began operation, continuing until it was replaced by the first bridge (wooden), which opened around July 1, 1869. By 1884, this bridge was in need of repair and the county court ordered the Supervisor of Roads John Hunsaker, "to procure sufficient lumber to bring the bridge into satisfactory condition". In 1885, a claim was submitted to the county in the amount of $150 by C.N. Anderson, for damages sustained "by the falling off the bridge at Linkville". It is unknown what caused Mr. Anderson to fall off the bridge; however, in July of 1885 the county court
approved his reduced claim of $74.50.

In the middle 1880's, the first bridge was replaced by a three bent iron bridge. On July 8, 1885, the Yreka Journal reported:

"The Commissioners of Klamath County, Oregon, have closed a contract with a San Francisco bridge company to build an iron bridge across Link River, at Linkville, for the sum of $6,725. The span is 332 feet, and the price to be paid is cheap, resulting from competition with two other companies. The work is to be commenced immediately, so as to have a safe bridge before winter." Klamath Echoes, #4, p. 21.

This second bridge had signs hanging at each end which read - "$50 fine for riding or driving on this bridge faster than a walk or more than 25 head of horses, mules or cattle at a time". There are reports of at least two freight teams breaking through the floor of this bridge. The bridge was partially burned on the east end during the Linkville fire of 1889, but was saved and repaired. It was around 1905 that the county court condemned the bridge, after which extensive repairs were made. It is written that: "It was probably during this repair work that Ray Telford ran a ferry across Link River, pushed by the Klatawa." Klamath Echoes, #4, p. 22. Note: This must be incorrect, as the "Klatawa" was not launched until September 1907. This boat was used to power a ferry across the river in 1913, during construction of the third bridge. The city and county hired Telford and Fred Morley to run the ferry; it operated for thirty-two days, hauling some 9,000 pedestrians, 1,005 automobiles and 825 teams across the river. Ray Telford states:

"The old building that used to set at the end of the bridge was the old Klamath Navigation Company building and docks. When the steel bridge was built, I ran a ferry from the Navigation Company docks to a point just below the west end of the present bridge. I used the Klatawa to shove it upstream. We built and owned the Klatawa. That was 1907. It was twenty-one and a half feet in length, with tunnel stern, to operate on the lower lake." Klamath Echoes, #2, p. 22.

The third bridge opened to the public on December 19, 1913.
This was also a steel bridge, however, because of extensive filling on the east side it had only two bents. The third bridge served until 1931, when it was replaced by the current Link River Bridge. Note: Sometime around the construction of this third bridge, a Mrs. Bath had a flower shop near the bridge. She had made friends with the pelicans, and they would follow her down the sidewalk and alley while she gave them bits of food.

The next span to be built across this end of Link River was the freeway overpass bridge. On November 29, 1962, a contract was let to Tom Lillebo Company of Reedsport, Oregon, for $744,228 to construct this overpass; this "bridge" opened to traffic in late 1963 or early 1964. It was in the fall of 1966, that work commenced on the final span over this end of Link River, the off ramp from the freeway. This off ramp ends very near the former location of George Nurse's hotel. The off ramp was completed approximately 100 years after Nurse's ferry began commercial transportation across the river.

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Link River is a bird sanctuary and small animal refuge. A nature trail runs along the west side of the river from the Fremont Bridge parking area, to another parking area near the Link River Bridge. See A Child's Guide to Link River, by the Klamath Basin Nature Society, for a listing of some of the many plants, animals and birds which are seen at the river (this pamphlet is free at the Klamath County Museum).

Linkville and Klamath Falls have received some notoriety from the annual migration of snakes and frogs which were once abundant at Link River. Regarding the frogs, Rachel Applegate-Good states:

"This phenomenon must have brought our locality considerable fame, for my father once received a letter from London requesting information about frogs falling from the sky in Klamath Falls, Oregon." History of Klamath County, p. 173.

Ida Momyer Odel has written as follows about the snakes of Linkville:
"Many stories are told about these harmless water snakes (some of them are true). They entwined themselves in great masses and writhed and hissed among driftwood on the banks of the lake and river. If they tangled up in masses, formed a ball and rolled down Main Street as is claimed this writer never saw it, and seeing is believing. However, starting with the bar in the Linkville Hotel, near the river, a man's progress down Main to Second enabled him to quench his thirst in almost every other business establishment along the way. One of the most popular of these 'watering places' was The Bucket of Blood. Whether or not these contributed to the sight of balls of snakes rolling down Main Street is something we will never know." Klamath Echoes, #1, p. 41.

Dr. Clarence True Wilson has told the following story about the snakes and frogs of Link River:

"There is... an annual and marvelous dual migration of snakes and frogs each autumn near Klamath Falls, the snakes and the frogs are headed south. A long hike, but nature is wonderful. Promptly at ten o'clock each morning when on the march - or the wiggle - the snakes halt for a breathing spell, which lasts until two in the afternoon. When in repose they form a ridge a foot and a half high, two feet wide and a mile and a half long. Meantime the frogs have been advancing in approximately equal numbers and on a parallel course. And the frogs take a siesta, too. The congregation of frogs is heaped a foot high and also is a mile and a half long. Both companies, so oddly companioned, resume the march at the same moment, and now and then, for refreshment, a snake saunters over and swallows a frog.

This snake and frog movement at the time I was there took two days to pass a certain point. In fact, the folks of Klamath Falls made a two-day holiday of the event, and would allow no wagons to go through the line. People would hop over them and they also had dry goods boxes placed so as to make a step for the ladies to pass over." Klamath Echoes, #1, p. 43 & 46.

There are many special sights and sounds at Link River, everchanging throughout the seasons. The river, for at least one-quarter mile below the dam, varies from a raging, churning torrent, to a slowly flowing stream, depending upon the time of year and the amount of water released by the dam. There is so very much to see, from the majestic bald eagle, to lichen on huge rocks aglow in the late afternoon sun; from a giant V of Canadian Geese winging their way south, to water misting through
a cobweb, to the river in moonlight. One special sight, which can be seen in the spring is the mating dance of the western grebe, where the partners appear to "walk-on-water" while side by side:

The two grebes glide serenely through the water; proud heads high, they are mere inches apart and absolutely parallel. In an instant, both grebes are 'walking on the water', still side by side, perfectly synchronized; their feet appear to be small water-wheels, churning rapidly and lifting each bird to what seems to be a standing position. This 'walk' continues for 10 to 15 yards, when suddenly both grebes dive from sight.

They explore their submarine adventures for perhaps a half a minute, then reappear. Amazingly, they are still parallel, but the arena for their water ballet has expanded from mere inches to almost 100 feet. Then, with matchless grace, they swim towards each other in an arc, one clockwise, one counter-clockwise; a mirror image, until they have returned to their original place on the stage, to begin again this wonderful performance, which is accompanied by a call that once heard will ever alert you to quickly and quietly move into position to watch the grebes.

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Installing the first electric power plant on Link River during the summer of 1896, by the Klamath Falls Light & Water Company.  —Maude Baldwin photo.
Sources

Applegate-Good, *History of Klamath County* (1941)

Boyle, *Fifty Years on the Klamath* (1976)


Lamm, *Lumbering in Klamath* (1957)
