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March is Women’s History Month
This is the 100th anniversary of the 19th amendment giving all women across the United States the right to vote. Oregon had passed its equal suffrage amendment in 1912. There is a wonderful article in the Spring 2012 Trumpeter celebrating Oregon’s 100th anniversary of Women’s Suffrage.

The Trumpeters are now online if you would like to read that article.

There have been and are so many women who have contributed so much to this nation, state and the Klamath Basin.

This month is an especially good time to learn about, appreciate and honor women who make us a stronger and greater nation.

If you enjoy the Trumpeter and would like to keep receiving it, there is an important message on the last page you need to read.

Meeting Schedule 2019
March 28: Infamous Crimes and Criminals of Klamath Falls
by Carol Mattos and Todd Kepple
March 31: Women in History at the Baldwin 1:00 pm & 3:00 pm

Did you know?—The Echoes and Trumpeters are now online and can be viewed at:
http://klamathcountyhistoricalsociety.org

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Museum Happenings
Check the Midge for museum details and a list of other cultural happening in the community. Get on the list by sending your email to midge@co.klamath.or.us
The History of the Trumpeter

By Bill Lewis

The first Trumpeter, issue 1, was created in November of 1985 by the Klamath County Historical Society. Madge Walker was the author of the articles in that issue. Madge Walker was the vice-president at that time. The heading, a sketch of Trumpeter Swans flying over Klamath Lake, was created by Janis Kafton. That heading was used for many years but after being copied so many times, the image lost its sharpness. Several efforts to rejuvenate it were not successful, so in 2018 a new heading was introduced. It is a colored picture of Trumpeter Swans flying over Klamath Lake.

Since that first issue, 115 additional issues have been created for a total 116 Trumpeter issues. Many talented people contributed a variety of wonderful stories and articles. The Trumpeters have been a great source of information about the history of the Klamath Basin. It also has a great deal of information about the history of the museum and Historical Society.

Topics cover so many subjects from the early settlements, early travel and the stories of people who added to the history of the Basin.

Stories like the one about Teeters Landing, one of the early stops on the way to the Basin, plus a story by Madge Walker about the building of Sacred Heart school and church. Many Trumpeters have stories from early Basin newspapers, fascinating stories about logging in the Basin including the Al-goma Incline. There are several stories about Fort Klamath and the town of Fort Klamath. Fascinating stories from oral histories to diaries and letters relate what it was like to travel to and live in the Basin.

The Trumpeters not only covered the early history of southern Oregon but the events that occurred since the first Trumpeter in 1985. Some of us might still be wearing socks we got in 1985, but to many others the time since then is history. Scanning all the issues of the Trumpeters took longer than it should have because I kept stopping and reading them. They’re wonderful and filled with so many great stories and facts. I hope you take some time to look at and read some of them.

All the issues of the Trumpeter have been scanned and are available in the Klamath County Historical Society website—klamathcountyhistoricalsoociety.org
Madge Boley-Walker

By Bill Lewis

Madge Walker was born April 27, 1922, in Silver Lake, Oregon, to Lyman and Charlotte (Cole) Firzhugh. The family moved to Langell Valley, where Madge attended school and graduated of Bonanza High School.


Madge worked for the Klamath Falls City Schools as a secretary, librarian and aide working with special needs children. Madge was a member of the Klamath County Historical Society and served as vice-president for two terms. She wrote the first few Trumpeters, the Historical Society newsletter. She also contributed to several more issues.

She was active in the Historical Society until she moved out of the Basin to the Oregon coast. Madge E. Boley-Walker passed away the Shore Pines Assisted Living in Gold Beach, Oregon on March 7, 2013. She was 90 years old.

Janis Kafton

By Bill Lewis

Janis Kafton was born April 15, 1919, in Weleetka, Oklahoma, to Will and Ina (Johnson) Blackman. Before she was a year old, she moved with her family to the Henley area where her parents had purchased a farm.

She was raised on the farm and attended the Henley schools. She was valedictorian the Henley High School class of 1938. She studied to become a teacher and graduated from Ashland Normal School. Janis began her teaching career at Altamont Elementary School.

She married William Kafton on December 24, 1940, at the farm of her parents, and the couple moved to the Los Angeles area. They moved back to Klamath Falls in 1945. After her children had reached school age, Janis resumed her teaching career in 1955. She primarily taught in the third grade at Merrill Elementary School.

Janis attended night classes and summer school classes for many years to be the best teacher she could be. She retired after 24 years at Merrill Elementary School in 1979.

Janis Kafton was an avid historian and specialized in researching the history of the Klamath County area. She was an active member of the Klamath County Historical Society, the Klamath County Museum Advisory Board and the Landmark Commission. Janis used her artistic skills to create the first heading for the Trumpeter. She drew Trumpeter Swans flying over Klamath Lake. That great picture was used for many years. In the year 2000, Janis donated her extensive historical research collection to the Shaw Library at Oregon Institute of Technology.

Carol Mattos

Carol Mattos was recently awarded with the Outstanding Community Service Award by the Eulalona Charter of the Daughters of the American Revolution.

Carol has almost 40 years of service to this community through many volunteers hours for the museum and Historical Society. She has researched, conducted talks and tours about the history of the Klamath Basin. She has also contributed many articles to the Trumpeter. She really deserves this recognition and appreciation.
Information for this article was mostly compiled from information in “MACDONALD’S STAGE COACHES AND STATIONS EASTERN OREGON 1850-1920” and the 1973 KLAMATH ECHOES Volume 11, “STAGECOACH to LINKVILLE.” Numerous stage stops, stage routes, stage companies and contractors and names of stage drivers are mentioned in these two publications. The Klamath Echoes does an excellent presentation with pictures and a chronological listing of events from the 1848 California gold rush to 1924 with the completion of the Pacific Highway to the top of Green Springs. Devere Helfrich, editor of ECHOES #11 explains on the editor’s page that to a great extent old newspapers from nearby communities were relied upon since our own early newspapers have become lost, strayed or stolen, with fires contributing greatly to the loss of many early issues. He pointed out that old timers and others may criticize a newspaper article as being wrong in some details, but they must admit a reported event likely happened in some form. (Accounts by different newspapers reporting on the same event sometimes disagreed on their facts).


The U.S. Post Office played an important role in the development of Oregon and the Klamath Country. Without mail contracts most stage lines couldn’t operate as there was so little income from passenger fare and freight. In the early years, the U.S. Post Office spent many times the amount of revenue they received to encourage settlement. In 1868-69, ten years after Oregon became a state, the Post Office revenue in Oregon was $30,101 and it spent $384,119 delivering mail. In 1870 the Oregon Legislature had memorialized Congress to grant mail facilities to that portion of Southern Oregon east of the Cascades. One route was from Ashland to Link River then Yainax, Goose Lake Valley and to Lake City east of the Warner Mountains in Surprise Valley, Modoc County, CA. Another route was from Yreka, CA to Link River, Klamath Agency and Fort Klamath.
In the fall of 1870, O.C. Applegate with a crew of 21 Klamath Indians slashed out a makeshift road from Pelican Bay, via Lake of The Woods, to join up with the Dead Indian Road to Ashland. Later that fall, with a crew of 45 Klamath Indians, O.C. Applegate grubbed out a hazardous road some 6 miles in length along the shoreline of Klamath Lake between Barclay Springs and Modoc Point. This replaced the steep route previously opened in 1866 by Lindsay Applegate, his father, that detoured up and away from Upper Klamath Lake.

In 1871 three post offices were established in Klamath Country – Linkville, Yainax and Langell’s Valley, but they had no service until the first route from Ashland to Lake City was actually put into operation the next year. On February 3, 1872, the *Jacksonville Democratic Times* announced the “Goose Lake Mail Route”, the first mail route to Klamath Country. It also reported that O.A. Stearns and Wm. Angle received a $4,200 per annum contract for once a week service with a branch to Sprague River Valley. This happened a few months before the first battle of the Modoc Indian War in November 1872.

The story of the almost impassable Applegate Trail is best told by O.A. Stearns an emigrant of 1863, who was also a soldier at Fort Klamath until 1867. He then settled on a tract of land halfway between present day Keno and Klamath Falls.

His reminiscences were recorded in the *Klamath Republican* of December 1, 1909 and in part follows “...The old road, as formerly traveled was the old emigrant road first traveled by the Applegate party in 1846, ...” The purpose was to emigrate westward and it was not anticipated they would travel eastward; the going down was easier. Stearns identified four areas he called “wagon slides” on the Green Springs section where wagons would have to be unloaded and the contents packed on animals or carried on the backs of individuals in order to travel eastward. It would take four good horses to pull an empty wagon up these places.

The 1906 HISTORY of SOUTHERN OREGON stated “...the winter of 1872/73 was a severe one and many hardships were encountered in delivering the mail.” The portions of the mail route between Ashland and Linkville would have been kept open, more or less, by government supply wagon trains. To the east, between Linkville and New Pine Creek, a sub-mail contractor “... carried the mail on snow shoes hauling a hand sled upon which the mail sack was strapped.”
On more important stage routes the contractor would use Concord stagecoaches and in the winter months lighter wagons. The Concord stage coaches (as seen in movies with its yellow wheels on a red body) were heavy and required six horse teams to pull them. Where road conditions permitted, stages could travel at the rate of nearly ten miles an hour, which was several times the rate of travel of freight wagons. When climbing a grade, the driver would need to slow down and sometimes stop to rest the horses. Stops also gave passengers time to answer the call of nature. To provide modesty, the driver would typically call out “Ladies to the left, Gentlemen to the right.” The Concord stage coach was considered luxurious with upholstered seats and paneled walls in an enclosed coach. The body was mounted on two leather through-braces that were slung between the front and rear axles which allowed the coach to rock over ruts and bumps cushioning the ride. The Concord could carry nine passengers inside the coach on three bench seats, and three more people (including the driver) in the driver’s box.

The boot on the back of the coach was covered with heavy gray waterproof canvas where luggage, freight and bulk mail was carried.

Very few Concords were used in Klamath Country where lighter “mud wagons” could be pulled by a four horse team. Mud wagons used the same through-brace system as the Concord, but had no cushioned seats or paneled walls. The top and side curtains were canvas which could be removed for summer travel. Most any wheeled vehicle pulled by a horse could be called a stage as long as it carried passengers, light freight, and/or U.S. Mail. In the winter, sleds were sometimes used and if conditions were too bad, mail would be carried on horseback and occasionally by a man on snowshoes.

Most mail contracts in the United States were held by a few large stage companies that would subcontract with local stage owners for regional service. The Chilton-Yadon Stage Company of London, Kentucky, was one of the largest having over 1,000 mail contracts including the Ashland, Klamath Falls and Lakeview mail contracts. J. L. (Jefferson) Yadon came to Klamath Falls in 1898 as the company was losing $10,000 per year due to a mistake in the bid for its mail contract. J. L. Yadon became propietor of Western Stage Co., with offices in the Linkville Hotel.
Yadon’s firm had three local mail contracts and sub-let others, including the contract to Merrill. Another mistake was made by the Post Office by spelling his name as “Yaden” rather than “Yadon.” He didn’t have time to straighten out the mistake so let it ride down through the years. A son, Carlisle, used “Yaden” while another son, John, retained the original spelling “Yadon”. (Yadonite, the unique rock of Klamath Country is named after John Yadon. The rock is also known as “Yadenite”). It was difficult for a local stage company to meet government requirements to qualify for a mail contract. Stage companies either owned or contracted for stage stations every 12 to 15 miles along their stage routes. To qualify for a mail contract the operator had to be able to move the mail a minimum of 15 miles per day (which was how far a typical stage traveled between team changes).

By the late 1800’s there were three major stage routes in the Klamath area. Klamath Falls (Linkville) to Lakeview; Klamath Falls to Ashland; Klamath Falls to Ager (near Yreka, CA). These routes eventually ran 6 days per week (weather permitting). These routes usually took 2 days each way and required 70 horses and 14 drivers per route. This meant there were four stages on the road at the same time per route. Also required were numerous stable hands and hostlers along the way.

It was common for the team of horses (and sometimes the driver) to travel back and forth between only one or two stage stops as the driver and team became familiar with the route. There are stories of the driver falling asleep, but the team would stop along the way if a mail flag was raised. (Similar to the horse on a milk delivery route that knew where to stop on its route without any direction from the driver).

In 1901 the Lakeview run stopped at Bly for the night, costing $7.50 to get to Bly and another $6.50 to continue to Lakeview. If you spent a day at your destination, the round trip journey took a week and cost $28.00 (plus room and board) which was a lot of money in those days.
Examples of other local stage routes (listed by year - destination – frequency - fare) from Klamath Falls, unless listed otherwise, are:

1880 – Ashland – 6X - $7.00; Clear Lake-1x-$3.00 (Applegate Ranch, Modoc County); Ke- no – 6X - $1.00

1880’s – Barclay Springs (Naylox) – 3X - $1.00; Fort Klamath (via Naylox) – 6X - $2.50

1884 – Olene – 6X - $1.50

1890 – Bonanza to Lorella – 2X - $.50; Hildebrand – 3X - $4.00; Wordon – 6X - $1.00

1901 – Crystal (SW of Fort Klamath) to Odes- sa – 2X -$1.50 (to meet mail boat); Merrill – 3X - $1.25; Pokegama – 7X - $1.75

1910 – Malin – 6X - $3.00 (took 12 hours traveling along the east side of Lost River with up to 35 gates to open and close).

Numerous accidents and stage robberies with serious injuries and fatalities are mentioned in the two sources listed. (Several of these stories, some humorous and some tragic will be presented in a future part of this series). When Klamath became a county in 1882, telegraph service arrived as did Wells Fargo Express. Wells Fargo did not own stage coaches locally. Macdonald’s STAGE COACHES AND STATIONS EASTERN OREGON reported that the Wells Fargo Express Company purchased the Ben Holliday’s Overland Stage Company in 1866 for $1,500,000 and took over his mail contracts. Holliday had the mail contracts from Oregon to Salt Lake City, Utah that paid $156,000 annually for three times per week delivery. In Klamath Country, Wells Fargo contracted with the local stages to transport their strong boxes.

The Wells Fargo “treasure box” was often sought by highwaymen. Stage robbers were sometimes former stage drivers or hostlers who knew the best places for a holdup.

Stage lines were very labor intensive and expensive to operate. Every team of horses that was changed at a stage stop had to be unharnessed, wiped down, fed and watered. Every horse had its own harness that fit the horse like a shoe and it had to be cleaned and dried after every use. If the harness didn’t fit properly it would cause a sore and the horse would not be able to work again until it healed. Pity the stable boy who didn’t do everything correctly. Many of the stage lines went broke causing interruptions in service. Poor roads and inclement weather further impeded stage travel. A common complaint of stage drivers was due to emigrants and freighters leaving rocks in the roadway where they had stopped to rest their teams or to check or repair their wagons. Stage drivers also dreaded coming up on slow freight wagons or meeting them on a narrow trail where there was no room to pass.
When the Steamer Klamath went into service in 1905 between Klamath Falls and Keno, stages and freighters frequently transferred their cargo to the boat or barges as the road to Keno was very poor. In bad weather, mud in some parts of Klamath Country became very sticky. In areas where adobe was encountered, drivers would sometimes need to stop in a matter of just a few yards to scrape the mud off wagon wheels and the horses’ feet.

Most stage and freight lines came to a close when the train arrived in Klamath Falls in 1909. Exceptions were the routes to Lakeview, Bonanza, Merrill and Malin, but they soon ended with the arrival of the automobile. Hundreds of men lost their jobs and hundreds of horses were no longer needed.

Fortunately for many, a huge demand appeared at that time for horses, wagons and drivers to work on the water project from Owens Valley on the eastern slope of the Sierras to Los Angeles. There was no need for stage coaches and there are pictures in the museum of several stage wagons abandoned at the Midway Stable where Veterans Park is now located. The Midway Livery Stable was a favored spot for horsemen in Klamath Country as there was a wooden walkway along the edge of Lake Ewauna where horses could be walked in shallow water to clean the mud from their feet. This saved hours of labor currying caked mud from the horses’ feet.

A future part of this story will recount some trials and tribulations that were encountered in the stage coach and freight businesses.

The Steamer Klamath on Lake Ewauna

Midway Station with abandoned stagecoaches
MEMORIES OF OUR MOTHER  
CORR MAE CONNER

My first thought of my mother was that she must have been born for a life of adventure. On February 11, 1929, Cora was brought into this world in Tillamook, Oregon. There had been an accident at the mill and the hospital was overrun with men from the mill, so Cora was delivered across the street at her grandmother’s house. So here her adventures begin. I do not remember a lot of Cora’s early years in Tillamook but here are some stories she used to recall: I remember her saying that they used to ship a lot of scrap metal over to Japan and her grandpa would say that they were going to use it to make bullets and send it back to us. Turned out he was right. Mom lived through at least one of the great Tillamook fires that raged through the town. It consisted, I believe, of six different burns, starting in 1933 thru 1951.

I also remember her saying that a fire came through Bly, Oregon, and that they used wet burlap sacks to beat the flames down on the roof of the school to keep it from burning. Another story from Tillamook was she was attending a community dance and during the middle of it an army man got on stage and announced that Fort Stevens was under attack and everyone was ordered to return home and stay in a complete black out. That happened on June 21, 1942. That was some time after the family had moved to Bly.

Cora took up living at the Ivory Pine lumber camp. She would tell us of having no running water in the house and having to go to the well outside and to prime it with a bucket of hot water in winter. So, to have water in the morning you would first build a fire in the stove and then boil water, which you had saved from the day before, then you could have water for cooking and bathing. Of course, with no running water there was always the cold and frigid outhouse. The family eventually moved into town where Grandma and Mom and her sister ran the phone switchboard exchange and the liquor store. I can only imagine how nice it must have been to have inside running water and toilet. Something us younger folks kind of take for granted.

It was in Bly where one of Cora’s second most tragic events happened, and that would be the tragic loss of her friends from the balloon bomb and the turmoil that came with that. The first was the loss of her father who was fishing off the Oregon coast and the boat, THE LUCKY M, went down without a warning. Other boats could see his running lights and they just disappeared. All they ever recovered was a hatch cover they think may have belonged to the boat.

Cora also had a lot of fun with her friends in Bly. They would hike or use a car when available to go to the swimming hole and do what they could to make some money to go to the movie show. Mom would wait tables, work the switch board and pick up beer bottles for the deposit to make ten cents for the movie admission.
She was also somewhat of a prankster. I remember one story when they had placed a thin cooper wire around the toilet seat of an outhouse, hooked it up to a car battery and when someone would take a seat, they would get a HOT seat. All though my grandpa was laughing, all of those involved were getting a HOT seat of their own back of the wood shed.

Cora met her husband, Norm, while she was working the switchboard in Bly. They soon got married in Klamath Falls, and they went to Chicago for him to become an electrician. Mom went with him and helped out by working the night desk at the hotel they were staying in. I remember her telling me of the giant sewer rats that would come out at night and chase people, and of the gangster shoot outs that Chicago is famous for. Returning home to Klamath Falls, Mom started her life of raising a family. Dad wanted a large family, but child birth was not easy for my Mom. She gave birth to my brother Paul and my sister Kathy and me. I came along five years after my sister. My Dad would always say if I would have been the first one, I still would have been the last one. He had a sense of humor too. Mom worked many jobs. She would work switch boards at night, wait tables, any shift. My favorite restaurants where she worked were Sambo's Pancake House, and when she was head cook at the A&W on Altamont Street. Mom also worked as a hotel maid at many of the local hotels and motels and she would work her way up to lead housekeeper.

Mom was always giving of her time. She would take in foster children, she was Cub Scout leader, a Girl Scout leader, taught Sunday School, worked with the P.T.A. and later on she would become a SMART Reader for kids. Cora would volunteer for many museum functions. One of her favorites was the Crater Lake century bike ride, and spending time at the Baldwin Hotel Museum. One of the things that may have been the most demanding was being the wife of a military officer. That always was demanding of her.

When Cora retired in her 60's, she still did day care and worked her evening custodial job at the Klamath First Federal Savings and Loan. That helped pay her way skydiving and numerous trips to Alaska about which she wrote a book and made a video. She was always out on the water practicing for her Alaska canoe trip which was about 350 miles down the Noatak River. She would hit the gym, run at Moore park and would hardly ever miss the Lake of the Woods run, or any fun run.

Cora and Tim at the Crater Lake Rim Race
They would run the short Crater Lake run, 6.7 miles, which my dad took first place over 70 years old in 1998. When Dad passed away, Mom was still as active as she could be. She was an avid OIT basketball fan since the college had a team. Often traveling out of town to watch a game. She would go and do anything she could. There are so many more stories we could tell but I am afraid I have run out of allotted space.

One last thing we could say was Cora loved life and put all she could into it, all day every day.

TIM CONNER AND FAMILY

Fred Bold of Bonanza charged with Sedition By Todd Kepple

World War I ended with an armistice in November 1918, but effects of the war lingered far and wide around the world and across the nation, including the small town of Bonanza in Klamath County, where a local merchant had been arrested on charges of sedition.

Fred Bold, a blacksmith who had become a farm implement dealer by the time of the war, was accused by some local residents of declaring that the Red Cross was “a fake,” that the war was a “rich man’s war,” and that “poor men were fighting to settle the rich men’s troubles.”

Federal agents took Bold into custody, and he faced a jury trial in Portland. Numerous residents of Bonanza made the long journey to Portland to testify either for the prosecution, or in Bold’s defense.

The federal jury found Bold guilty in January 1919, even though the war had been declared over more than two months earlier. A federal judge sentenced Bold to 15 months in prison. Bold’s request for a retrial was denied, but he was allowed to go free on $3,000 bail.

Good news came in the fall of 1920, when Bold received word that President Wilson had commuted his 18-month prison sentence to a fine of $500.

Throughout his ordeal Bold continued to live and work in Bonanza. After his business burned down in 1930, he opened a general mercantile store. Bold died in 1939.

The Sedition Act of 1918 was an Act of the United States Congress that extended the Espionage Act of 1917 to cover a broader range of offenses, notably speech and the expression of opinion that cast the government or war effort in a negative light or interfered with the sale of government bonds.

The Act was repealed December 13, 1920

Cora and Norm with her 1929 Ford Roadster
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Are you update on your KCHS dues? Please check and if not please catch up. The Historical Society needs your support!

If your dues are not current by June 30th, 2019 you will no longer receive the Trumpeter

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