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September 19— “Horses, Dogs and Oreodonts: Dr Condon and His fossils”
Presented by Bob Hart Director of Lane County History Museum.
7:00 p.m. at the Klamath County Museum

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

Summer Events:

During the summer, there are no regular membership meetings. Instead the Historical Society sponsors two great events: the annual Summer Bus Tour and the annual Summer Picnic. The Bus Tour will be to Lower Klamath Lake Refuge Area. It will be June 29th and include lunch served in Malin. The picnic this year will be at the Malin Park on August 11 at 2:00 P.M. We will be joined by the Malin Historical Society, Butte Valley Historical Society and the Merrill Historical Society.

Trumpeter Sponsor:

Ron, Rick and Tim at Shasta Litho have always made the Historical Society’s Trumpeter a top priority and have always done a wonderful job of printing it for our members who do not have an email account. We are so thankful they have agreed to sponsor our newsletter. They ad will now appear on KCHS page.

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
Early Transportation in Klamath Country

The Waterways

By John Fortune

Starting with our Native Americans, the Klamath and Modoc Indians used dugout canoes extensively in moving about on the lakes to gather foods such as the seeds of wocus, the yellow pond lily, and birds’ eggs. Passing around Tule Lake in 1846, members of the Applegate party noted many canoes being used by the Modocs. At the head of Link River in 1857, Martin Frain and his supplies were ferried across by Klamaths in dugouts and tule-reed boats with holes in the bottom where the Indian women stuck their legs through and paddled with their feet.

Trails and roads into the Klamath Basin were few in the late 1800s and early 1900s. The Applegate trail passed south of the lower lake, crossing the Klamath River near Keno and west toward Ashland. The Ashland Road paralleled that emigrant trail, close to what is now Highway 66 of the “Greensprings,” on its way to Linkville. The Rancheria Trail ran from Jacksonville, crossing the Cascades north of Mt. McLoughlin coming down near Rocky Point; it mainly served as a supply route for Fort Klamath, but it was rough and narrow and deep with snow in winter. In the late 1800s, the Topsy Road was built passing up the south side of Klamath River from Ager, merging with the Ashland Road at Chase Station, about four miles west of Keno. There was a ferry or bridge at Keno crossing the Klamath River, but the road into Klamath Falls was notoriously bad with mud.

Klamath River and Lake Ewauna were navigable between Keno and Linkville. The “Straits” between Klamath River and Lower Klamath Lake were also passable giving access to the lower lake. Upper Klamath and Agency lakes were navigable, but Link River with “Klamath Falls” was not. Therefore, travel on the waterways was divided, with one group of boats serving the lower basin and another plying the upper lake and tributaries.

The first recorded freight to travel by boat was in 1865 when 1,300 pounds of material from Yreka was transported toward Fort Klamath on the upper lake. Another reference shows that soldiers from the fort rowed to Klamath Falls in a Whitehall sailboat and sailed back. The first ferry across the lower end of Link River was built by George Nurse in 1867. The first wooden bridge over lower Link River was built in 1869. About that time the
government adopted Upper Klamath Lake as an official thoroughfare to and from Fort Klamath. The “road” around the east side of the lake was largely a trail for pack trains.

A small sailboat began working on upper Klamath Lake between the Link River and points north in 1872. The Mary Moody was perhaps 40-feet long and 10-feet wide - a keel bottomed boat operated by Moody as sailor ran until about 1859.

Thatcher and Wordon built the first steamboat in 1881. The General Howard was 65-foot-long and about 12-feet wide and drew 4 1/2 feet, powered by a 40-horsepower engine and a four-foot propeller, it cost $8,000. The boss boat builder was reportedly the man who drew the patterns for the Merrimac of Civil War fame. The General Howard towed logs from Pelican Bay to a new sawmill on Link River.

In 1889, Loosley built a flat-bottomed stern- wheeled boat to navigate Wood River but couldn’t get the congressional appropriations to dredge the bar and deepen the channel so gave up the idea and used Agency Landing instead.

By 1889, Keno had become a busy freight terminal receiving loads coming in on the Greensprings Road and up Topsy Grade. It was easier and cheaper to transfer cargo and passengers to boats for the trip to Linkville, thus avoiding the bad last leg of the road. Captain Dustin operated the Mayflower on Klamath River for this purpose. A stern wheeler steamboat, it was later used for hauling lumber from Keno across Lower Klamath Lake, returning with loads of hay. It sank and was replaced by the Canby for hauling lumber to Klamath Falls.

In 1893, the citizens of the growing city of Linkville decided their town was going to be bigger and more sophisticated than a “ville,” so changed the name to Klamath Falls reflecting the rapids on Link River.

At the turn of the century, the steamers Oregon and Hobsen were making regular trips to Pelican Bay carrying loggers. The Oregon made all day excursion trips around the upper lake and Agency lake and return for 75 cents, but you had to bring your own lunch.

In 1901, the two deck Alma was making regular trips to Budd Springs on Odessa Creek, Pelican Bay and Agency Landing. In 1902, the Alma began making Sunday excursions that were the start of an era of excursion boats. All day leisurely trips on the upper lake were made to view the mountain scenery with stops at Eagle Ridge Tavern, Odessa, Rocky Point, and Pelican Bay with bands playing
The advertisements in the Klamath Republican for excursions on the Alma promised good times for all: “Steamboat Excursion on upper Klamath Lake—Saturday and Sunday, June 21-22, 1902. From Klamath Falls to Odessa, the popular summer resort. Platform has been erected for dancing and the Klamath Falls orchestra will furnish the music. Tickets for the trip Gentlemen, $1: Ladies, 50 cents. Oyster supper at midnight. A.C. Griffin Proprietor.”

By 1903, the railroad had been built into Pokegama, a logging camp out west of Klamath Falls, north of Klamath River. That then was the primary terminal for passengers and freight coming into Klamath country, but stages and wagons were still required to get to Keno and Klamath Falls.

Two gasoline launces, the Tule and Ewauna, were brought in by this route to carry freight and passengers on Klamath River below Klamath Falls.

In 1905, the stern-wheeler steamer Winema was launched. Named for the Modoc woman, heroine of the Modoc War, the ship was 126-feet long and 22-feet at the beam with two decks and superstructure and drawing only 22 inches of water when empty. Her 14,000-pound boiler was brought to Pokegama on the railroad, then five days to Klamath Falls by wagon pulled by 10 to 14 horses. She was the “Queen of the Fleet.” The Winema called at every accessible point on the upper lake hauling freight of all kinds and passengers and made regular Sunday excursions. She may have been a bit too tall in the big wind that blew her over in 1907 off Eagle Ridge. But she was raised and refurbished, having parts of two decks removed to reduce wind resistance, she went back into service. Excursions were reinstated in 1913 carrying 700-800 people per week. She then was operated as late as 1916, finally burning at dock in 1925.
Also, in 1905, the Klamath Navigation Company was formed and built the steamer Klamath. She had a new hull design with a tunnel for the shaft and propeller to allow operation in shallow water. She was built for service between Klamath Falls and Laird’s Landing on Lower Klamath Lake for a stagecoach connection to the McCloud River Railroad that was building in that direction and made connection with the Southern Pacific Railroad. This system supposedly allowed passengers to leave Klamath Falls after noon one day and arrive in San Francisco the following morning.

There were also two barges built for the Klamath’s work. Each one was 62-feet long and 20-feet wide. The sides were each one piece 32-inches high, 62-feet long and 5-inches thick, cut with a whip saw from one huge tree. Between 1905 and 1909 transportation was constantly changing with the building of the railroad from Torrance to Klamath Falls. Rival railroads and stage companies competed for freight and passengers. The steamship Klamath continued service on Klamath River and the lower Klamath Lake until the railroad arrived in Klamath Falls in 1909. Ironically, the Klamath and other boats served in moving supplies for the railroad construction. Again with some irony, the Klamath was moved by rail to the upper lake where she carried passengers from Shippington to Agency Landing to meet stages for the trip to Crater Lake. (Shippington was the major landing and industrial location along the lake in northern Klamath Falls.) The Klamath also made regular trips to Eagle Ridge Tavern and Rocky Point.

An article from December 11, 1913, told of the Klamath coming in from Pelican Bay with 80 men and a load of Christmas trees for Portland; it was slow going through four to six inches of ice. Some of the men got off and walked across the ice and overland to Klamath Falls. By 1913 she was mainly used for towing logs and breaking ice, working until 1918.

In 1908, the Hornet towed logs and hauled wood for steam cleaners in Klamath Falls.

The Mazama was a small twin-screw steamboat put in operation in 1909 on a run between Klamath Falls and the town of Fort Klamath which entailed a run up the narrow and crooked Wood River. She hauled supplies and returned with loads of hay in round nosed barges.
Also in 1909, the steamer Eagle was built to transport sand which it pumped from the mouths of Williamson and Wood rivers and transported to the growing city of Klamath Falls. It also hauled volcanic cinders on the west side of Klamath Lake for roads in the city.

This quotation from the Evening Herald of May 8, 1919, describes well the continuing role of these hard-working boats on Upper Klamath Lake.:

“Boats Busy on Upper Lake Now- The movements of the Klamath Lake steamers today are as follow: The Wasp is away to the upper camps with a cargo of twenty-five tons of hay, grain, a logging truck and six horses. She will call at Howard’s Bay and Caledona on her return. The Modoc is towing a big log raft from Ball’s Bay to Lamm’s Mill at Modoc Point. The Eagle is on her way down from Coon Point with one hundred and fifty tons of cinders presumably to be used on the Pelican road. After discharging this load, she will go to Williamson River for a barge load of sand, about one hundred and fifty tons. The Klamath goes up the lake today with a long string of boom poles and a barge load of fuel oil. This boat last year transported from here to the Upper Lake 250,000 gallons of fuel oil. It is estimated that an equal amount will be used this season, and the transportation of other camp supplies will be greater now than ever. Captain Van Camp is a very busy man just now.”

Another important service performed by several boats was to carry the mail to various points around the upper lakes. For example, from 1909 to 1913, the Curlew ran 90 miles a day from Agency Landing to Buena Vista via Odessa. (The Buena Vista Landing was near where Pelican Marina is now.) The Oakland was still carrying the mail from Klamath Falls to Recreation (Rocky Point) in 1922.

Some other water born tools that shouldn’t be forgotten are the big dredges that worked around the basin. The Adam’s was brought up in pieces from Fall River Mills in 1903 to Keno where it was rebuilt and towed to the lower lake where it dredged the channel to White Lake and Merrill Landing. It also dredged the channel to Laird’s Landing allowing the Klamath to bring passengers on their way south. It worked many jobs around Klamath Falls before being moved to the upper lake in 1909 where it worked on reclamation projects. Even larger dredges, the Klamath Queen and the James Grady were built by the Southern Pacific for work on the upper lake before being sold to COPCO.
Of course, along the way there were many other launches and pleasure boats plying the lakes, even house boats providing for sportsmen, tourists and workers at the north end of the lake.

Boats continued to be important to passenger transportation into the early 1920’s when better roads were built. They remained doing important commercial work for many years after that, hauling and towing freight.

It seems a bit ironic that we’re working here in Klamath County to attract tourists when at the turn of the last century our county was quite the draw for tourists coming up Topsy or over the Greensprings and on up the lake to Pelican Bay Resort (later Harriman Lodge), Odessa, Rocky Point, Spring Creek and Crater Lake.

We still have many of these some attractions and more. A few years ago, the Klamath Belle was providing its services on the upper lake. Our historical society got to reenact one of those excursions when the Belle took us on a 5-hour trip up the west side of the lake to the north end of Eagle Ridge including lunch and an ice cream social. We enjoyed the mountain scenery, the birds and some history along the way. The charge was more than a dollar and the ladies had to pay the same as the men, but it was well worth it. It’s not hard to see why those early excursions were so popular.

These are a few of the bits of information about early Klamath water transportation that I gleaned, mainly from the following two publications; Klamath Echoes #2 by the Klamath County Historical Society and Early Transportation on Klamath Waterways by Harry Drew.
FORT KLAMATH — It was a different world. By Story Lee Juillerat Oct 10, 2002

When Wilma Loosely Kizer was born more than 80 years ago, Fort Klamath was a bustling community with dairies, dances and potlucks, and winters that seemed to last forever.

It was during one of those forever winters that Kizer was born, on the property where she still lives eight decades later.

"Even though it was April, I always heard her talk about that horrible snow, with hard-pack snow that the horses used to be able to run on top of," tells Kizer of her April 14, 1922 birth on the ranch her family has owned since 1873. "My mother had planned to go to the hospital, but we had a real bad storm."

These days, Kizer, 80, is the community's oldest Fort Klamath-born resident.

She lives in a two-story log house built from ponderosa pines cut from a forested area of the 250 acre ranch.

Kizer's story, like the ranch's, is a long one. Her great-grandparents, John Loosley, who had moved from Oxford, England, and Lucy Walling Loosely, who traveled to Oregon with her family in a covered wagon from Iowa, moved to the Klamath Agency in 1873. They homesteaded along the banks of the Wood River, where they raised 11 children.

The old homestead has remained in the family through the generations. Kizer's father, Raymond Loosely, bought it after his 1917 marriage to Willeska Roberts, a Fort Klamath school teacher. Kizer was the third of their six children.

"Life wasn't always easy growing up on a dairy ranch during the Depression years," she recalls. "I remember many cold winter nights when we kids were left to mind the house while mother helped daddy with the milking."

Storms like the one that caused her to be born at home weren't uncommon.

"In the winter many times we'd get snowed in and mother would teach us," she tells. "Sometimes after a storm it'd be maybe two months before we got out."

Photo albums show her older sisters cross-country skiing to school. Others picture their dairy cows.

We didn't go many places because when you have a dairy, you have to stay home. There were a lot of dairies. In fact, there was a milk truck, and it carried 10 gallons a day to Klamath Falls," remembers Kizer. "My dad was a frustrated farmer. He wanted to be a farmer but Fort Klamath was not a good place to farm. He loved being in Fort Klamath." She loves it, too.
School years were spent in Fort Klamath, until the school closed in 1939 and she spent her final year of high school in Chiloquin, graduating in 1940. From there she went to college at the Oregon College of Education, now Western Oregon University. After earning her teaching certificate, Kizer taught in North Bend.

She met her husband-to-be, Hollis, a Texan stationed at Camp Adair, on a blind date, during World War II. After his military service overseas, they married in Texas. For 11 years they lived in Texas and New Mexico, where their three children — Kim, Randy and Alexine — were born.

The Kizers moved to Fort Klamath in 1957 after buying the homestead from her mother, who was widowed that year.

"He wasn't really a cowboy, but after we moved to Oregon he became one," tells Kizer of her husband. "He had an aptitude. He took to the ranching life and really liked it. When I was a kid I rode horses all the time. But when I got older it seemed like I didn't have too much time to ride. I rode a bit, but not as much as I'd like to."

Instead, Kizer raised hers and others' children. She taught fourth through sixth grades in Fort Klamath from 1957 to 1965, and fourth grade at Chiloquin until retiring in 1982.

Fort Klamath was a different place. During her growing-up years she remembers an array of social gatherings — parties, dances, potlucks, card parties, community picnics, ski races.

"People didn't go to Klamath Falls like they do now."

Like most others in the community, Kizer lives in Fort Klamath part time. She'll load her travel trailer and head south to Arizona in early November and, like the cattle that graze the valley, return next spring.

When you live some place so long it becomes part of you," she explains of the magnetic-like attraction of Fort Klamath and her family home. "The freedom, the beauty, the openness of it all. There are still people, nice people, that I have known for a long time. You feel a little more responsible for the community because there are so few of you."

When you get my age and have to think about moving," says Loosely, with a light chuckle, "I almost get claustrophobic."
This intriguing story broke the week after the Fourth of July in 1925. The sensational story took several bizarre twists and turns making headlines during the rest of the month with newspaper coverage all along the Pacific Coast. The story is repeated in this article as it was reported with wording, punctuation and spelling used 95 years ago. The word “County” was not capitalized after Modoc and Klamath. Langell Valley was then known as Langell’s valley. Employee was spelled employe, anyone was any one. Habitues was used for habitat. Tule Lake (two words) refers to district of the actual lake.

Friday July 10, 1925 - Headline - KLAMATH GIRLS DISAPPEAR

Girls Ran Away Because They Had To Herd Sheep on Fourth

Authorities Unable To Find Any Trace of Juveniles

Note Left to Father Telling of Their Disappointment

Whereabouts Are Unknown.

Disappointed and hurt because they were unable to come to Klamath Falls for the Fourth of July, Esther Bradshaw, aged 12, and Junie Bradshaw, aged 14, daughters of Mr. and Mrs. A.W. Bradshaw of Langell’s valley, ran away from their parents Tuesday night and have not been seen or heard from. Mrs. Ruth Brodland, juvenile officer is in charge of the case and is conducting a careful investigation into the disappearance.

The town of Tulelake (one word) did not exist for another 6 years. There were no railroads nor Highway 139 in the area in 1925. The Lava Beds were in the Modoc National Forest and not yet a National Monument. The road from Malin to Alturas traveled by the Modoc County Sheriff was not paved. Try to visualize the headlines that are shown below in all caps and bold print screaming for attention by using large block letters that sold papers. Most sub-titles were printed with bold large lettering with the first letter of each word capitalized.

Absolute mystery surrounds the means by which the two young girls made their escape. Their father, who owns large bands of sheep, has been living temporarily in Tule Lake. The two girls were put in charge of a band of sheep three miles from their father’s camp. Investigation of Mr. Bradshaw, Wednesday morning, when he discovered his daughters’ absence, disclosed no tracks of horses or automobile near the tent in which they slept.
The girls had no money, nor did they have any means of transportation. They were ten miles below Malin in a wild stretch of country. Yet when the sun arose Wednesday morning they had disappeared as if wiped off the earth. A note was left and is in possession of Mr. Bradshaw, according to authorities. The note shows what impelled the girls to leave their home. It stated substantially that Marie and Frank, their older sister and brother-in-law were able to get to Klamath Falls for the 4th but they were forced to remain at the sheep camp herding sheep.

Mr. Bradshaw explained to authorities that his car had broken down and that he had been unable to take the girls to Klamath Falls for the rodeo. Fear is felt by the authorities that the two girls have fallen into the hands of unscrupulous men and on this lead a careful check will be made on habitues of shady characters who reside in the Malin and Tule Lake district. [note – Tule Lake (two words) refers to the district of the actual lake. Ed.] Mr. Bradshaw is of the opinion that the two girls are in Klamath Falls.

The last person who saw the two girls was Ed Craig, a sheepman of Tule Lake, who noticed the two girls at their camp Tuesday night.

Esther, the younger girl, looks to be about 14 years of age. She is of light complexion and her hair is shingle bobbed. She is about five feet tall and has brown hair. She is the most forward of the two girls and likely to be the spokesman, authorities said.

Both girls are well known in Klamath county and the Bradshaw family has resided in Langell’s valley for many years.

Tuesday July 14 - GIRLS BODIES SOUGHT IN WELL


Members of the Modoc county Sheriff’s force, augmented by a hastily gathered crew of sheepmen and ranchers, are this afternoon digging feverishly in an abandoned well in the Modoc National forest, 15 miles south of Malin, in the belief that in the well will be found the murdered bodies of Junie and Esther Bradshaw.

This was the information received here this afternoon by J.F. Morley, local investigator, who was asked by Modoc county authorities to aid local officers in apprehending the murderers, now believed to be in the neighborhood of Klamath Falls.

According to information received by Morley, the first clue was given Sheriff John L. Sharp of Modoc county by two sheepherders in the Tule Lake district who read of the disappearance of the two girls.
The sheepherders recalled that on the night of the disappearance they heard screams issuing from the direction of the spot where the girls were camped herding their sheep. Thinking that the children were playing they paid attention to the incident.

The next morning in passing a well between the two camps the men noticed that during the night the well has apparently caved in. They gave no heed to the circumstance until the next day. When newspaper accounts of the disappearance of the two girls reached them. Then they made another trip to the well noticing for the first time that human hands had apparently aided in bringing about the cave in. Footprints and shovel marks were plainly perceptible.

The well in question was used by stockmen and is situated in a lonely desolate region frequented only by sheepmen and visited only occasionally by sightseers.

Esther Bradshaw, 12, and Junie Bradshaw, 14, were first reported missing by their father, A.W. Bradshaw, a stockman of the Langell’s valley district, a few days after the Fourth of July.

According to Bradshaw, the girls who were herding sheep in isolated section of the Tule Lake district, became angered because he could not take them to Klamath Falls during the Fourth, but required them to stay in the sheep camp and herd sheep.

Their disappearance was first noticed by the father on Wednesday, when he made a trip to the camp he told local officers.

Papers all along the coast have carried the story of the disappearance and it is believed that the girls, friendless, moneyless, and without knowledge of the ways of the outside world, would have been quickly picked up had they ventured outside of Klamath county.

That they cannot be hidden in the Tule Lake district is the belief of those familiar with conditions there. It is pointed out that the southern end of the district from which they disappeared, is practically without water.

The girls were not equipped to make a long trip by foot and their camp food supply is said to have been found by their father practically intact, proving that they did not take provisions with them for a trip of any kind.

A search of the vicinity near their camp has failed to reveal any traces of autos or horses whereby they might have aided in making an escape.

That they were in camp Tuesday night is asserted by Ed Craig, sheepman of the district, who that evening saw them.

Exact depth of the well in which excavation is being done this afternoon could not be ascertained. Information over the long distance phone was to the effect that workers were hampered by the lack of suitable digging tools and by the fact that the well continued caving as digging progressed.

Definite information as to the progress of the search is not expected until
late this evening, when local officials who are aiding in the search are expected to return.

Another angle to the disappearance is the fact that Bradshaw, nearly a year ago, had trouble with two men who in the presence of witnesses swore to be revenged on him.

These two men are declared to have been seen in Klamath Falls within the past week.

Due to the length of this mystery, the conclusion will be printed in the next issue of the Trumpeter. Unconfirmed rumors, clues and leads will take authorities from Dunsmuir, CA to the south, and Portland, OR and Goldendale, WA to the north. Be sure your dues are current to learn the end of this “Cliffhanger” in the Fall issue of the Trumpeter.

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**Summer Picnic**
**Malin Park**
**August 11th at 2:00 P.M.**

KCHS will furnish the entrée

Bring a side dish to share, your own drinks, table service and a lawn chair.

Come enjoy the beautiful park, entertainment and homemade ice cream.

**Could you ask for a better Sunday Afternoon**
One of the most peculiar incidents of Paul’s life concerns his experience following the year of the reversed winter when all the ducks and geese flew backward and when it was light at night and dark in the daytime. This was the season Paul picked to move his camp a long ways. He got into territory that he had never logged before, which perhaps accounts for some of the things that happened.

Paul logged all winter and decided in the spring to send all the logs in one big raft down the river that flowed past his camp. Johnny Inkslinger, Paul’s bookkeeper was put in charge of the raft as he worked on the books all day when it was dark and tried to sleep at night when it was light. This made Johnny a nervous wreck besides nearly ruining his eyes.

The third week of the trip Johnny peered out from behind his glasses and was astonished to note that they were passing another camp that was apparently built on the same scale as Bumyan’s. It took them an hour to pass it and for the next week the men wracked their brains trying to figure out just who it might be.

Then for another two weeks they drifted and again passed a camp similar to the camp they’d passed three weeks ago. The only difference was that the prune pits in front of the door were piled twice as high as at the camp they’d passed before. Johnny’s curiosity was aroused so he stopped the raft and went ashore. When he entered the cookhouse he found the crew eating with Paul Bunyan at the head of the table. It then developed that the camp had been situated on Round River, which flowed in a circle and had no outlet. The raft had simply been floating around and around getting no place.

Paul solved the problem with the same method as when his crew filled Crater Lake (which also had no outlet) with logs. He simply had the cook, Sourdough Sam, put a lot of his self-rising dough into the water which caused it to swell its banks and overflow, creating a new outlet that flowed to the sawmill.

REMEMBER, NO TALE IS TOO TALL FOR PAUL
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Trumpeter Staff
Bill Lewis
Sue Fortune
John Fortune
Phyllis Goebel
Mary Nobel
Ron Loveness

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President: Gloria Sullivan
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  Carol Mattos

KCHS Website:
klamathcountyhistoricalsociety.org

Bill Lewis — Webmaster
Email the Society at:
BillLewis62@Hotmail.com (Webmaster)

It is time to renew your Membership
Membership fees are due at the end of each year.
Individual $15.00
Supporting $30.00
Life Member $125.00
Make checks payable to the Klamath County Historical Society
Mail to or drop off at the Klamath County Museum
1451 Main Street
Klamath Falls, OR

Are you update on your KCHS dues? Please check and if not please catch up. The Historical Society needs your support!

Sadly, we say goodbye to Sally Bailo. She is moving to the Portland area to be near family. Sally came to Klamath Falls in 1970. She taught at OIT for several years and later she and her husband operated the Block Buster. Things have changed a lot over the years but not Sally’s volunteer spirit. She has been part of several organizations and has been an important part of the Historical Society for many years. She has been a board member and has been the secretary of the society for several terms, stepping up when a replacement could not be found. Needless to say, she has always done a great job. We wish her the best of luck and she will be missed greatly.