The year 2020 has been unusual/challenging/sometimes difficult and occasionally unrewarding, in that the KCHS has been forced to suspend almost all of our normal activities. Meetings, speakers, the annual bus trip, the summer picnic have all been non-existent and it is likely that more of the same will continue this fall. A bright spot has been that our website and the Trumpeter have been able to be continued, thanks to Bill Lewis and his team of dedicated volunteers.

The KCHS Board has voted unanimously to adopt the following policy for the remainder of 2020 and 2021.

“2020 should be considered as an 'adjustable year.’ By that we mean that all who are paid current for this year will be considered current for 2021 also.

Those who do not for whatever reason pay 2020 dues – will be allowed to “float” and if they pay in 2021, then they will be considered current as long as 2020 is the only 'delinquent' year.

So then in 2021, we would expect that everyone who wishes to remain a member in good standing will have paid the dues either in 2020 or 2021. Those who then have not paid since 2019 or earlier will be considered to be dropped, as that has been the customary procedure for those 2+ years delinquent.”

Our underlying premise is that $15/yr ought to buy you something beyond a notation on the membership listing. If no programs, bus trip, or typical member activities - what is my $15 going for? The fact that the website and Trumpeter have both continued is a plus due to the consistent and much appreciated efforts of the small group of members who participate.

The KCHS Board encourages each of you to continue with your active membership and should you have any questions, please talk with a Board member.

Klamath County Historical Society Board
The Shaw Historical Library has done it again with its newest book: “Far Corners, Seldom Seen Places in the Land of Lakes.”

The places are seldom seen because many of them no longer exist, but they tell a fascinating tale of the struggle of early settlers in the Land of Lakes. Stories in the book encompass four states: southern Oregon, southwestern Idaho, northern California and northwestern Nevada.

These tales, all carefully researched and written by locals, tell of past events that make Land of Lakes what it is today. We read about early settlement and the challenges faced by those intrepid homesteaders.

There are also accounts about little-known military posts, mining and logging activities. Transportation is included from stagecoaches to railroads. Sometimes towns grew because of anticipation of the railroad, then the route was changed, and the town died or failed to thrive. See the entries about Picard, CA. and Valley Falls, OR.

In the early days, ranching and farming were as important as they are today; however, obstacles faced were more hazardous, occasionally resulting in gunfire and death.

Each entry is just a few pages, so it is a good volume to pick up and read for a spell while you rest from other activities. After you finish the book, you are probably ready to jump in your vehicle to go in search of one of those “seldom seen places.”

The title says it all: Sand and Sagebrush: A Desert Journey. The book, by Fort Rock homestead descendant Ellinor Derrick, chronicles the struggles of her family, Loie, Henry and Charles Horning who homesteaded in Fort Rock in 1914.
Traveling by covered wagon from Oregon City, the family arrived in the area, received the official 160 acres and set out to build the required shack and plant crops on 40 acres within the allotted five years.

The desert presented a problem: not enough water. For that they had to travel five miles to another ranch, haul it back and irrigate the crops. The family soon found that dry-land farming was difficult, so Henry rode horseback to Corvallis to work in a sawmill.

Life changes, and it did for the Horning family. Sand and Sagebrush tells not only the well-researched struggles of Fort Rock homesteaders, but also the family’s life after leaving Fort Rock.

Sand and Sagebrush is available at the Klamath County Museum gift shop.

The Other Oregon
People, Environment, and History
East of the Cascades

Thomas R. Cox $29.95.

The Other Oregon: People, Environment, and History East of the Cascades is a multidisciplinary work that ranges widely through a diverse and often under-appreciated land, drawing on the fields of environmental history, cultural and physical geography, and natural resource management to tell a comprehensive and compelling story.

Oregon’s diverse landscapes are featured, from high desert to alpine peaks, encompassing 17 counties and two time zones. The people of this area are influenced by the environment, a relationship that is continually evolving.

The 2016 occupation of the Malheur National Wildlife Refuge is covered in detail and further reveals the relevance of Eastern Oregon to the larger world.

A diverse population, the environment and social change are all included in this extensively researched book.

Of particular interest to local residents are the sections on the Klamath Basin and, more specifically, the references to the water issues facing the area.
Trolley Pilot Recalls Past

Herald and News, July 6th, 1938

Thirty years ago one of Klamath Falls claims to modernity was a horse-drawn street car, which rumbled over the rails on Main street, Conger and California avenues, carrying passengers to the Upper lake boat landing, the leading hotels and after the railroad came in, to and from the depot.

The man who drove the horses that pulled the Linkville trolley came to town this week on a visit from his home in Red Bluff. He is Charley Adams, a colorful old-timer who can spin many an intriguing yarn of early days in this neck of the woods.

Competing Outfits

Frequently told is the story of how two competing outfits raced with steel into Klamath Falls, one from Grass Lake and the other from Pokegama, to win the streetcar franchise. But not much has been told in recent years about the operation of the Linkville trolley itself, and if half of what Charley Adams says is true, that was some business.

Charley not only drove Sealem and Buck, the horses that furnished the motive power to that marvel of transportation, but he also knew something laying steel and had charge of what construction developed on the Linkville Trolley line. The operators had agreed to electrify the line after a period of operation with horses, but for some reason or another avoided the necessity of doing it, which from a business standpoint was probably fortunate for them.

Depot to Upper Lake

As finally developed, the trolley line, starting from the depot, ran down Main street to Conger to California and thence to the Upper Lake at about the place where the irrigation head gates are located. The trolley line itself, which sometimes took in $40 a month, was hardly a financial success, but it was an effective part of the real estate development handled by its operators in the California avenue section.

“We had to make one trip a day to hold our franchise,” said Charley. “Sometimes that’s all we did make. On quiet days I had lots of time to stop for a game of pool.”
Charley said that the biggest days came when pleasure crowds rode to the boat landing for a trip on the Upper lake. At those times, the little old car would groan with an over-capacity load.

Buck and Sealem, Charley said, were a lively pair of nags which would run at the drop of a hat.

They did their jobs well, however, and Charley became an expert at maneuvering the cumbersome trolley over the sidewalk crossing where the snow had packed in against the rails. Sometimes, however, there was a derailment in true Toonerville trolley style. Fare on the trolley was a nickel. Strangers could either take it or the regular hotel cabs from the depot. Charley sometimes showed the Negro cab drivers just how good he was at getting business, standing close to the step of the train and putting on a sales talk for the Linkville trolley as passengers came out. The Lakeside Inn, the American house and the Hotel Hall were leading hostelries in those days, and the trolley made stops at all of them.

The regular fare was 5 cents, but sometimes when Charley couldn’t make change, he pocketed whatever the passengers gave him and let it go at that.

One day a stranger in town, a guest at the American house, who had definitely come out on the short end of all his financial dealings here, hopped the trolley as it headed for Conger avenue in the hope the car ride would help assuage his rumpled feelings.

**Gives 50 Cent Piece**

At the end of the line the stranger climbed off and gave Charley a 50 cent piece. Charley switched the team around and started back for the center of town.

He had nearly reached the American house again when he noticed the out-of-towner trotting along behind. He stopped, the stranger panted up and demanded his change.

“There’s no change on this trolley line,” Charley said.

The stranger appealed to the manager of the hotel. He got little consolation.

“You’re lucky you didn’t give Charley a $5 bill,” the manager said.

The stranger tore at his hair. “Stung again!” he moaned.

The trolley, the remains of which are now in Moore park, was brought here from San Francisco. It used to be on a run on Mission street. When Charley reached the end of the line, he would unhook his team, hitch it to the other end, and drive the car in the opposite direction.
Evan Reames was the president of the company that operated the trolley. At the end of each month Charley turned over the receipts, took a check for his month’s pay and that constituted the only business transaction necessary in operating the trolley. The barns were located near Conger and California avenues.

The car was in operation from 1909 to 1912.* Charley on his visit here was extremely interested in the story of the recent discovery of a trolley line rail when the pavement was cut at Main and Esplanade streets for a new building. In company with Frank Ira White, he went out and inspected the cut, agreeing that the rail found there was part of the main line and not a siding which he constructed somewhere near that location.

* The Linkville trolley was really in operation from 1907 to 1910.

The Linkville Trolley
By Bill Lewis

This article is a brief history of the Linkville Trolley. I am using material from articles and research from the following people: Doris Palmer Payne, Rachael Applegate Good, Edith Rutenic McLeod, Floyd Wynne, and Devere Hellrich. Their hours of research and recording this history has made telling the story much easier for me. The Basin is so lucky to have had wonderful historians like these people.

As Klamath Falls began to grow with the promise of becoming a boom town, with the coming of the railroad, growing lumber industry, and a new irrigation system, there was movement to “modernize” Klamath Falls. One of the proposals to that end was a trolley system. Such system could move people from their homes to businesses and work.

As a result of the creation of the Bureau of Reclamation and its interest in developing an irrigation system from Upper Klamath Lake to the potential agricultural area of the basin, the Klamath Canal Company was incorporated in May of 1904 by C. N. Hawkins and W. K. Brown. Their company purchased land from the Klamath Falls to the east side of Klamath Lake. The men then laid out the Buena Vista subdivision to provide homes for the newly expected population growth of the area.
They also began building the first canal and tunnel. Some of the government rules forced the Klamath Canal Company to sell their irrigation rights. That may have been their plan for the beginning. Now they could concentrate on promoting their Buena Vista properties.

During this same time period another company was formed, the Klamath Development Company. By April of 1905 it had superseded the Weed Lumber Company Railroad which was building a railroad line toward Klamath Falls. On June 1, 1905, the Hot Springs property, which was owned by W. E. Wright and C. E. Worden, which lay northeast of Klamath Falls, was purchased by the Hot Springs Improvement Company, which was closely involved with the Klamath Development Company. Both companies shared the same executives.

To promote their Hot Springs addition, the Klamath Development company sought a franchise for an electric streetcar line in Klamath Falls.

The franchise for an “electric streetcar” system was granted in July of 1905.

Next the Klamath Canal Company, changed its name to the Klamath Land and Transportation Company, applied for and received a franchise of their own for an “electric streetcar system”.

The purpose of both lines was to promote the land investments of each company.

The Klamath Development line would run east, beginning at Payne Alley and going along Main Street and into the Hot Springs Addition. The Klamath Land and Transportation line would begin at Prospect street and head west toward Conger to California Ave to the Buena Vista addition.

Both companies raced to be the first with their line. You can tell by the pictures of the old trolley; the Klamath Land and Transportation won the race. Their rails were laid, and service began with a used trolley purchased from San Francisco. At first, it was horse drawn. Well, at last it was still horse drawn. The cost of installing power lines and building an electric power plant proved too expensive. Not the first or last time the City of Klamath Falls was promised something that did not happen. The Linkville Trolley, as the new streetcar was named, ran only from 1907 to 1910. The trolley was retired and fell into disrepair. The tracks were removed and the roads they ran on were leveled for easier car and horse travel.
Just a side note: I assume the Hot Springs Addition was the area around Esplanade and up to “Hot Water Hill.” The Buena Vista Addition was along Front Street to the boat docks, about where the Pelican Marina is today, and the hills to east of Front Street.
The Replica of the Linkville Trolley
By Bill Lewis

There had been an interest in restoring the old Linkville Trolley for many years, beginning in the 1930s. Things got a little serious in the middle 1960s when then Klamath County Museum curator, William Burk, attempted to find a trolley like the Klamath Land and Transportation’s Trolley for the Klamath Falls centennial. He was not able to acquire such a car at that time. In the late 1970’s and 80’s it began in earnest. Harry Drew, then the Klamath County Museum curator, said building a replica will possible because of the approval of fifteen young adults from the Young Adults by the Conservation Corp and the County Parks and Recreation Department to work on the project.

The Klamath County Commissioners granted permission to proceed with the project of restoration. Harry Drew was able get an 1879 vintage streetcar from the city of San Francisco at no cost. The car was to be restored through a Pacific Northwest Regional Commission grant of $2000 and $7,000 for materials and labor from the YACC. Duplicate parts were made because much of the wood was rotten. Harry Drew oversaw the project. He had the blueprints. From them, Tony Yancy had the men from his Young Adult Conservation Corp build the replica of the Linkville Trolley.

This model was motorized and had a few successful runs on the streets of Klamath Falls. Mostly carrying dignitaries and special guests. But mechanical problems caused the trolley to be stored away for long periods of time. It has been brought out for special occasions like the 4th of July parades, but those times it was pulled by horses. Just like the good old days.

Todd Kepple and his crew have brought it out of storage for display in front of the museum. It is a beautiful recreation and a sight enjoyed by many.

This photo by Jonna Bolenbaugh shows the replica in the July 4th parade in 2000.

The first time the original Linkville Trolley ran on the streets of Klamath Falls was July 4th, 1907.
My mother kept a “daybook/diary” from January 1950 until her death in 1979. In December of 1949, perhaps for Christmas, she obtained a “Min/Max” recording thermometer, it was not electric (we were at least 15 miles from a power pole) and had to be reset with a magnet each day. Since she was to keep track of the temperature she decided to add the daily barometer reading and a short note of the day’s events. Though very sparse her comments are great source of memories for my brother, Art, and me and they help to keep our stories of those times somewhat close to reality.

In the fall of 1949 we had moved our horses and a small herd of cattle to the Keno Springs Ranch, a small mountain ranch that the folks leased on shares from Harold Mallory, who owned the “Big Y” supermarket outside Klamath Falls, after the similar lease on the Crawford ranch expired. The ranch consisted of some 3,900 acres of meadow, farmland, and sagebrush lying in a mountain basin at about 5,000 feet in elevation. It was named for the many springs on its northern side which ran down into the meadows and provided lots of water and grass for the cattle and horses in the years we lived there.

The ranch was surrounded by the Fremont National Forest which leased the land adjacent to the ranch to Charlie and Jerry McCartie of Bonanza for sheep range.

Mom’s daybook entry for February 4, 1952, reads:

16 to 40 29.8 R

Fair. Spike & Herb came up in the Station Wagon. After lunch they & Dave on snowshoes and Loren on the tractor brought out 5 head of half dead horses from Seven Springs Reservoir.

As usual, this short note represents a much longer story.

Spike and Herb were F. H. Armstrong and Herbert L. Hadley. Spike (we never knew the “F. H.”, which I just found on the web) was District Ranger at the Bly Ranger Station and Herb worked for him. They had taken a flight over the area looking for wild horses on January 29. I’m not sure what instigated the flight but it could have been complaints of the McCarties that the horses were competing too much with the sheep for grass.
I doubt that, however, as there weren’t that many horses and there was a lot of land and we had never heard the McCarties complain of them. It could, also, have been humanitarian (but see below), that winter there was a lot of snow – some 3 feet on the level at Keno Springs – and horses on their own at higher elevations would be having a hard time. However, more likely, Spike and Herb wanted an adventure and the horses provided the excuse.

A group of horses was found isolated around a spring near Seven Springs Reservoir about five miles from the ranch. They had come to ask us if we would help them move the horses to Keno Springs where they could be gathered and later trucked to Klamath Falls for sale. In the 1950s wild horses had yet to assume the romantic “wild west” identity they now have and, if they did not seem “good enough” for saddle stock or “bad enough” for rodeo bucking stock, were sold to slaughter houses to become, most likely, cat and dog food. So, it wouldn’t be truthful to call our trip that afternoon a “humanitarian rescue”.

After lunch we started on our wild horse hunt. It was decided that Spike, Herb, and I would go on snowshoes and Dad would break trail with our Cletrak, a small crawler tractor (a “baby Caterpillar”) that would not be stopped by the depth of snow we faced. As soon as we got outside our gate and Dad started on the unbroken snow covering the road a need for a change in plan became obvious.

Going forward the tractor assumed a slant which was very scary if you were on the seat at the low point and the front of the tractor was heading toward the sky. Consequently, Dad turned around and backed up all five miles to the horses. That put him on the high point of the tractor which, because of the weight distribution, was much less scary. The result was great for our purposes – we had a trail from our gate all the way to the spring where the horses were stranded. As the snow depth continued to increase that trail formed a chute about four feet wide with walls of snow at least three feet high and some five miles in length. That was a situation every wild horse hunter could appreciate.

When we reached the horses we found them in really bad shape. In searching for something to eat they had pawed the snow around the spring in search of any bush or root they could eat. There were chewed roots and sticks as big around as my thumb and much too big to swallow scattered all around.
The horses were so weak that when they tried to escape us by running into the surrounding snow we easily caught up to them on our snowshoes. It was easy for Spike, Herb, and me to head them into the “chute” and with the tractor following they had no alternative but to head toward the ranch.

Near home the road looped around a small hill and I was able to go over it to get into the chute ahead of the horses. I opened the gate and our wild horse “catch” went right inside the fence. We fed them some hay and later saddled our saddle horses and moved them into a corral to await transportation to their destiny in Klamath Falls. The poor things were so small, thin, and weak that feeding them through the winter to break to ride in the spring was not a viable option.

I don’t remember when the horses left Keno Springs – as it turned out I only had two more days of wild horse hunting but that is another story.

More stories by David Meeker can be found on the Historical Society Webpage. Klamathcountyhistoricalsociety.org

Brief Biography of David Meeker

David Meeker lived on Homedale Road in Klamath Falls and attended Altamont Elementary and Junior High School. In 1946, at the age of 14, he and the family moved to the Crawford Ranch, lying between Hildebrand and Sprague River, which had been leased for a term of 3 years. At the end of that lease the family moved to Keno Springs Ranch, then owned by Harold Mallory, the owner of the Big Y Market at the Lakeview/Merrill junction east of Klamath Falls, and lived there until 1953. Dave graduated from Bonanza High School in 1950. Most of his stories originate from the years 1946 to 1952 during the time at Keno Springs and before he went on active duty with the U.S. Navy Seabees.

While serving as a Seabee surveyor at Subic Bay in the Philippine Islands, he learned there were ways to make a living that didn’t involve following cows or being bucked off horses. Upon returning to Oregon he married Sharon Finchum, of Henley, and studied mathematics at Oregon State College and Stanford University. In 1964 the two moved to New Jersey to see what the East was like. There Dave taught mathematics at Rutgers University. They decided to stay in the East and moved to the University of New Hampshire in 1970. While at UNH he authored or co-authored over 80 publications in the mathematical or scientific literature. He retired from the Mathematics Department of UNH in 2002 and both he and Sharon now live in a retirement community in Exeter, NH.
2019 KCHS Officers

President: Gloria Sullivan
Vice President: Beatrice Naylor
Secretary: Mary Nobel
Treasurer: Richard Touslee
Members at Large:
  Doy Touslee
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  Bill Lewis

KCHS Website:
klamathcountyhistoricalsociety.org

Page one has news about 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 97601

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

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

Update your information: Mail to: KCHS at the address above.

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